

Decision No. 35898

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of KEY)
SYSTEM, a corporation, for a certificate) Application No. 23313
of public convenience and necessity to) 12th Supplemental
operate certain motor coach routes.)

DONAHUE, RICHARDS and HAMLIN, by Frank S. Richards and
Marshall Ricksen, for applicant.

FRED C. HUTCHINSON, City Attorney, GERALD W. STUTSMAN,
Assistant City Attorney, and JOHN PHILLIPS,
Assistant City Manager, for City of Berkeley.

JOSEPH J. YOVINO-YOUNG, City Attorney, and L. F.
Williams, Mayor, for City of Albany.

GEORGE J. LACOSTE, City Attorney, for City of Emeryville.

BY THE COMMISSION:

O P I N I O N

In this 12th Supplemental Application Key System seeks authority to make certain changes in the operation of its "H" Berkeley-Sacramento Street motor coach line.

Public hearings were conducted in this matter before Examiner Hunter in Berkeley on September 17, and in San Francisco on September 18, 29, and 30, 1942, and the matter is now under submission and ready for decision.

The motor coach line involved herein is an interurban operation between San Francisco and Berkeley via Sacramento Street and Ashby Avenue in Berkeley and the San Francisco-Oakland Bay Bridge. In a general way this motor coach operation is a substitute for the formerly operated Sacramento Street interurban rail line of Key System. The change was made on July 26, 1941. (1)

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- (1) At the present time the service on this line is as follows:
 Monday to Saturday: Westbound coaches leave Monterey and Colusa from 5:27 a.m. and continue operating to 12:27 a.m. with a base headway of 40 minutes and with a frequency of from 3 to 8 minutes during the morning peak period. On Saturday there is a revised operation to care for the needs of that day. Running time is 28 minutes one way.
 Monday to Saturday: Eastbound coaches leave San Francisco from 5:57 a.m. and continue to 1:00 a.m. with a base frequency of 40 minutes and with an approximately frequency of about 5 minutes during the evening peak. On Saturday there is a revised operation to care for the needs of that day.
 Sundays and Holidays: Westbound coaches leave Monterey and Colusa at 5:47 a.m., 6:25 a.m. and every 40 minutes thereafter to 11:45 p.m. with a final trip at 12:27 a.m. Eastbound coaches leave San Francisco at 6:15 a.m. and every 40 minutes to 12:15 a.m. with a final trip at 1:00 a.m.

ORIGINAL

In this application authority is sought to revise the service after 7:00 p.m. on week days and all day on Sundays and holidays by eliminating the operation between Sacramento Street and Ashby Avenue and San Francisco and providing a substitute rail service through a connection with the company's "F" rail line at Alcatraz Avenue and Adeline Street.

It is the proposal of Key System that in operating this shuttle service schedules on the "H" line would be so arranged as to make direct connection with transbay trains in both directions, and that in the transferring of local and transbay passengers between the "H" Berkeley-Sacramento Street line and the "F" Shattuck Avenue rail line the universal transfer would apply during those hours when said shuttle service is performed. In the application it was pointed out that additional equipment would be provided on the "F" Berkeley-Shattuck Avenue rail line to handle additional patronage if required.

In effecting this change of routing on the "H" Sacramento Street line during periods of shuttle operation no certificate of public convenience and necessity is required inasmuch as applicant now holds a certificate over the route in connection with the operation of its local motor coach lines No. 85 and No. 88.

Applicant states that the proposed change is in conformity with the statement of policy of the Office of Defense Transportation, under date of April 17, 1942, particularly those portions which require (a) all carriers to make full use of all street car lines, (b) diversion of traffic to street railway routes, and (c) turn back service. (2)

(2) The statement of policy reads in part as follows:

"Full Use of All Street Railway Lines

Transit companies and regulatory authorities should take immediate steps to obtain the fullest possible use of all operable rail lines and equipment. This will require discontinuance of bus and trolley coach service which are being provided over routes where street railway lines are or can be made operable

Applicant further states "that said changes in service will make possible a substantial contribution to the national defense effort and will facilitate saving of rubber and utilization of existing passenger transport vehicles to the utmost, as well as conserving critical materials. This service change will result in a saving of approximately 47,000 coach miles per year.

No opposition developed to the granting of this application. The change in service herein proposed by applicant will not be as convenient for the traveling public as that presently offered, but in view of the war emergency it is our desire to comply with the directive of the Office of Defense Transportation and it appears that this application should be granted, with the understanding that the situation will again be reviewed after the termination of the present national emergency.

O R D E R

Public hearings having been held in the above entitled matter, the Commission being fully advised and of the opinion that the application should be granted subject to the provisions of this order, therefore,

IT IS HEREBY ORDERED that Key System be and it is hereby

(2) (Concluded)

as well as on street railway routes now being served part of the time by buses or trolley coaches.

"Diversion of Traffic to Street Railway Routes

Wherever it is practicable to alter schedules and routes so as to divert passengers from present bus lines to street railway routes, such alteration of schedules and routes should be made.

"Turn Back Service

On transit routes to outlying districts much capacity is wasted by sending too many vehicles to the outer ends of such routes. This waste should be eliminated by turning back some vehicles over the outer portions of such routes at less frequent intervals. In other cases waste should be eliminated by operating shuttle services over branch lines which are presently through routed."

granted authority to operate a shuttle motor coach service on its "H" Sacramento Street line between the present northern terminus in Berkeley and the intersection of Alcatraz Avenue and Adeline Street after approximately 7:00 p.m. on week days and all day on Sundays and holidays in lieu of its present through service to San Francisco, subject to the following service regulations:

- (1) Said service shall commence within a period not to exceed thirty (30) days from the effective date of this order and upon not less than ten (10) days' notice to the Commission and the public. Notice to the public shall be in the form of cards placed conspicuously in all motor coaches involved.
- (2) Rates of fare, rules and regulations in volume and effect on the combination shuttle motor coach and rail service shall be identical with those now in effect on the present service.

IT IS HEREBY FURTHER ORDERED that jurisdiction herein shall be and it is hereby reserved by the Commission to make such further order or orders in this proceeding as the Commission in its discretion may deem just and proper.

The effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 27th day of October, 1942.

F. D. Havenue

Richard D. Jackson

Commissioners