

Decision No. 35927

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
KEY SYSTEM, a corporation, for a)
certificate of public convenience)
and necessity to operate certain)
motor coach routes in the Counties)
of Alameda and Contra Costa, State)
of California)

Application No. 19502
56th Supplemental

ORIGINAL

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

DAVID GILMORE, City Attorney, San Leandro, for Leland Heights District Improvement Club and the San Leandro-East Oakland Commuters League.

CHARLES R. SCHEWANENBERG, for City of Alameda.

GERALD W. STUTSMAN, and CHESTER C. FISK, City Manager, for City of Berkeley.

F. B. FERNHOFF, City Attorney, and J. KERWIN ROONEY, Deputy City Attorney, for City of Oakland.

JOHN ROOKS, Secretary, Alameda Chamber of Commerce.

G. F. IRVINE, for Brotherhood of Locomotive Firemen and Enginemen, employees of The Western Pacific Railroad Company and Southern Pacific Company.

CHARLES NEWMAN, representing employees at Chevrolet plant, Oakland.

DONALD B. CONNELL, representing Leland Heights District Improvement Association.

JOHN DEADRICH, representing the Transportation Committee of the Chamber of Commerce of San Leandro, and also the City of San Leandro.

BRUCE HARRISON, President of the San Leandro-East Oakland Transportation League.

BY THE COMMISSION:

O P I N I O N

In this 56th Supplemental Application Key System seeks authority to eliminate a loop operation in the City of Oakland on its Nos. 51, 52, and 58 Alameda-Oakland motor coach lines.

A public hearing was conducted in this matter before Examiner Hunter in Oakland on October 26, 1942, and the matter is now under submission and ready for decision.

At the present time applicant operates its Nos. 51, 52, and 58 Alameda-Oakland motor coach lines to various points in the City of Alameda and their service routes converge at Park Street and Santa Clara Avenue, from which point they operate over the same route as follows:

From Park Street and Santa Clara Avenue, along Santa Clara Avenue to Webster Street, Webster Street to Posey Tube, through the Posey Tube to Harrison Street, Harrison Street to 11th Street, 11th Street to Broadway, Broadway to Telegraph Avenue, Telegraph Avenue to 22nd Street, returning to Alameda via 22nd Street to Broadway, Broadway to 10th Street, 10th Street to Harrison Street and thence through Posey Tube and via balance of present regularly certificated routes in Alameda.

Applicant proposes to reroute these lines to operate as follows, again commencing the description from the point of convergence at Park Street and Santa Clara Avenue:

From Park Street and Santa Clara Avenue, along Santa Clara Avenue to Webster Street, Webster Street to Posey Tube, through the Posey Tube to Harrison Street, Harrison Street to 11th Street, 11th Street to Broadway, Broadway to 16th Street, thence returning to Alameda via Broadway to 10th Street, 10th Street to Harrison Street, and thence through the Posey Tube and via balance of present regularly certificated routes in Alameda.

This change calls for a discontinuance of operations over the following lines:

In Telegraph Avenue between 16th and 22nd Streets. In 22nd Street between Broadway and Telegraph. In Broadway between 22nd and 16th Streets.

Applicant's witnesses testified that the discontinuance of said portions of the Nos. 51, 52, and 58 lines will not greatly inconvenience the patrons on said lines as the district in which the portion of the lines will be discontinued is adequately served by several street railway lines to which transfer can be made without additional charge. Furthermore, 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

(2)
require:

- (a) All carriers to make full use of all street car lines.
- (b) Diversion of traffic to street railway routes.
- (c) Turn back service.

Applicant further testified that the discontinuance of said operation will make possible a substantial contribution to the national defense effort and will facilitate the saving of rubber and utilization of existing passenger transport vehicles to the utmost as well as conserving critical materials. The service changes will result in saving approximately 62,000 motor coach miles per year and will release one motor coach for other service.

No opposition developed to the granting of this application.

It appears from this record that the proposed change in service will not greatly inconvenience the traveling public and it will be in the interest of the war effort and in line with the

(I) 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 services which are being provided over routes where street railway lines are or can be made operable 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

Whenever 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 at intermediate points, or by operating shuttle 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.

directive of the Office of Defense Transportation.

If, after the proposed operation is put into effect, it appears to the Commission that the matter should be further considered, that procedure will be followed and the following order will so provide.

O R D E R

A public hearing having been hold 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,

IT IS ORDERED that Key System be and it is hereby granted authority to discontinue operation on that portion of its service over its Nos. 51, 52, and 58 Alameda-Oakland motor coach lines as follows:

In Telegraph Avenue between 16th and 22nd Streets. In 22nd Street between Broadway and Telegraph. In Broadway between 22nd and 16th Streets.

subject to the following regulation:

Said discontinuance shall take effect within a period not to exceed thirty (30) days from the effective date of this order and upon not less than five (5) 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.

IT IS FURTHER ORDERED that jurisdiction herein shall be and it hereby is 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 5th day of
November, 1942.

Justin P. Coleman

[Signature]

Francis R. Havenner

[Signature]

Commissioners