

Decision No. 35934

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 establish a route for motor  
coach service in the Counties of Alameda  
and Contra Costa, State of California.

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) Application No. 20582  
) 16th Supplemental  
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DONAHUE, 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. SCHWANENBERG, 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.

MAX THELAN, for Richmond Shipyard No. 3.

BY THE COMMISSION:

O P I N I O N

In this 16th Supplemental Application, authority is sought  
to discontinue motor coach operation between San Francisco and  
Richmond Shipyard No. 3.

Public hearing was held in this matter before Examiner Hunter October 26, 1942, and the matter is now ready for decision.

The operation involved is one which provides transportation to employees of the Richmond Shipyard No. 3 in travelling between the Santa Fe Terminal at 4th Street in San Francisco and the entrance of the shipyard at Potrero Point in Richmond. <sup>(1)</sup> The motor coaches are co-ordinated with the shift changes at the shipyard. The scheduled running time is 55 minutes between termini.

As justification for the granting of this application, the record shows that:

(1) Effective September 18, 1942, the Maritime Commission established a ferry service between San Francisco (Ferry Building) and Richmond Shipyard No. 3. Three round trips are operated daily which are arranged to carry the shipyard workers and meet the shift changes. This ferry service is more or less a duplication of the Key System motor coach operation involved herein, the primary difference being that the respective San Francisco terminals are at different locations. The running time between San Francisco and the Richmond Shipyard is approximately one hour in the case of motor coach and ferry operation.

(2) The discontinuance of the motor coach operation will permit of a saving of 136,800 motor coach miles per year and will release ten motor coaches for use in other services.

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(1) Route of operation:

Commencing at the Santa Fe Terminal 4th Street, San Francisco, via regularly certificated route over San Francisco streets to San Francisco-Oakland Bay Bridge, San Francisco-Oakland Bay Bridge to East Shore Highway, East Shore Highway to Panhandle Boulevard, Panhandle Boulevard to Pullman Avenue, Pullman Avenue to Cutting Boulevard, Cutting Boulevard to new access highway to Richmond Shipyard No. 3 opposite the intersection of Esmeralda Avenue and Cutting Boulevard, thence via said access highway to entrance to Richmond Shipyard No. 3 at Potrero Point.

(3) Applicant states that the proposed change is in conformity with the statement of policy of the Office of Defense Transportation issued April 17, 1942, particularly those which require: (2)

- (a) Full use of street cars;
- (b) Diversion of traffic to street railway routes.

The attorney for the Richmond Shipyards requested that he be given an opportunity to complete certain studies under way with respect to the number of shipyard employees carried by the motor coach operation subsequent to the time the ferry service was installed. The Commission has now been advised that the studies indicate that the major portion of the traffic between San Francisco and Richmond Shipyard No. 3 is transported via the ferries and therefore the shipyard representative will not oppose the granting of this application.

In view of the fact that the mass transportation operation between San Francisco and Richmond Shipyards is influenced by abnormal conditions brought about by the war, it appears appropriate that the Commission should grant this application with the understanding that if at a later date it appears appropriate to review the situation, such action will be taken.

#### O R D E R

IT IS ORDERED that Key System be and it is hereby authorized to abandon its San Francisco-Richmond Shipyard No. 3 motor coach operation over the following route:

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(2) 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

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.

Commencing at the Santa Fe Terminal 4th Street, San Francisco, via regularly certificated route over San Francisco streets to San Francisco-Oakland Bay Bridge, San Francisco-Oakland Bay Bridge to East Shore Highway, East Shore Highway to Panhandle Boulevard, Panhandle Boulevard to Pullman Avenue, Pullman Avenue to Cutting Boulevard, Cutting Boulevard to new access highway to Richmond Shipyard No. 3 opposite the intersection of Esmeralda Avenue and Cutting Boulevard, thence via said access highway to entrance to Richmond Shipyard No. 3 at Potrero Point.

subject to the following conditions:

1. The public and the Commission shall be given at least five (5) days' notice prior to the discontinuance of this service.
2. In the event passengers hold unused commutation tickets for this service at the time it is discontinued, adjustment shall be made on a basis which is acceptable to the Commission.

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 5<sup>th</sup> day of November, 1942.

Justus J. Green

W. B. Miller

Francis D. Havens

Lubbock Backe

COMMISSIONERS