

Decision No. 35946

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) Application No. 19502
and necessity to operate certain) 55th Supplemental
motor coach routes in the Counties)
of Alameda and Contra Costa, State)
of California.)

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 ROCKS, 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 DEADRICE, 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 55th Supplemental Application Key System seeks authority to eliminate a loop operation (1) on its No. 11 Oakland-

(1) From the intersection of 13th Street and Broadway, westerly on 13th Street to Washington Street, southerly on Washington Street to 8th Street, easterly on 8th Street to Broadway, and northerly on Broadway to the intersection of 13th Street and Broadway.

38th Avenue line in the downtown section of the City of Oakland.

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

Between the hours of 7:00 a.m. and 7:00 p.m. applicant operates its No. 11 Oakland-38th Avenue street car line over the following route:

Commencing at 38th Avenue and Hopkins Street, thence along 38th Avenue to East 14th Street; thence along East 14th Street to 1st Avenue; thence along 1st Avenue to East 12th Street; thence along East 12th Street to Oak Street; thence along Oak Street to 13th Street; thence along 13th Street to Washington Street; thence along Washington Street to 8th Street; thence along 8th Street to Broadway; thence along Broadway to 24th Street; thence along 24th Street to Harrison Street; thence along Harrison Street to private right of way; thence along private right of way to Oakland Avenue; thence along Oakland Avenue to private right of way; thence along private right of way to Linda Avenue; thence along Linda Avenue to Piedmont Avenue.

This line includes the downtown loop operation between the hours of 7:00 a.m. and 7:00 p.m. which applicant seeks authority to discontinue.

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

(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 states that the discontinuance of said loop will make possible a substantial contribution to the national defense effort by facilitating the further utilization of existing passenger transport vehicles to the utmost, as well as conserving critical materials.

No opposition developed to the granting of the application.

It appears from this record that the loop operation, which applicant proposes to abandon, is not required to meet the public convenience and necessity since the patrons thereof are adequately served by other local lines of this carrier. Therefore, it appears that this application should be granted.

(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 and 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.

O R D E R

A public hearing having been held in the above entitled matter, the matter having been submitted, and 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 ordered to abandon its present operation on the loop on its No. 11 Oakland-38th Avenue street car line operating as follows:

From the intersection of 13th Street and Broadway, westerly on 13th Street to Washington Street, southerly on Washington Street to 8th Street, easterly on 8th Street to Broadway, and northerly on Broadway to the intersection of 13th Street and Broadway.

IT IS FURTHER ORDERED that Key System be and it is hereby granted authority to operate its No. 11 Oakland-38th Avenue street car line over the following revised route:

Commencing at 38th Avenue and Hopkins Street, thence along 38th Avenue to East 14th Street, thence along East 14th Street to 1st Avenue, thence along 1st Avenue to East 12th Street, thence along East 12th Street to Oak Street, thence along Oak Street to 13th Street, thence along 13th Street to Broadway, thence along Broadway to 24th Street, thence along 24th Street to private right of way, thence along private right of way to Oakland Avenue, thence along Oakland Avenue to private right of way, thence along private right of way to Linda Avenue, thence along Linda Avenue to Piedmont Avenue.

subject to the following condition:

Said operation shall commence 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 public and the Commission. Notices to the public shall be in the form of cards placed conspicuously in the cars of the No. 11 street railway lines.

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

Dated at San Francisco, California, this 5th day of
November, 1942.

Justus F. Peasner
Francis J. Haberman
Richard Jackson

Commissioners