

ORIGINAL

Decision No. 36000

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)	Application No. 23313
motor coach routes.)	11th Supplemental

BY THE COMMISSION:

OPINION AND ORDER

In the above entitled application Key System seeks authority to [discontinue service on its "C" Thousand Oaks-Solano Avenue Motor Coach Line from the intersection of Solano Avenue and Feralta Avenue to the present terminus of the line at Marin Avenue and The Alameda.]

It is proposed to make the suspension effective concurrently with resumption of service through the Northbrae tunnel to The Alameda on the "F" Berkeley Shattuck Avenue rail line on December 6, 1942. (1)

With the inauguration of rail service through the Northbrae Tunnel residents of the Thousand Oaks area will receive transbay service by rail and, therefore, continuance of a duplicating service by the "G" Thousand Oaks-Solano Avenue Motor Coach Line would be unwarranted. In fact one reason for the rail service extension was to make possible the saving of approximately one and one-third miles for each round trip of the motor coaches of the "G" line to conform with the statement of policy issued under date of April 17, 1942, by the Office of Defense Transportation, particularly those portions which require:

(1) Service through the Northbrae tunnel was authorized by the Commission in Decision No. 35900, dated October 27, 1942

- (a) All carriers to make the fullest possible use of all operable rail lines and equipment. (2)
- (b) Alterations of schedules and routes so as to divert passengers from present bus lines to street railway routes. (3)
- (c) Turn back service. (4)

It is found as a fact that the proposed change is in the public interest. No public hearing appears to be necessary, therefore,

IT IS HEREBY ORDERED:

10m
I. That, subject to the authority of this Commission to prescribe changes or modifications at any time by further order, the route described in Decision No. ~~34389~~³⁴³⁸⁹, dated February 11, 1941, Part II, paragraph 4, entitled Thousand Oaks-Solano Avenue Line "G" be and it is hereby modified to read as follows:

Commencing at the intersection of Peralta and Solano Avenues, along Solano Avenue to San Pablo Avenue, San Pablo Avenue to the central approach to the San Francisco-Oakland Bay Bridge and the balance of the regularly certificated route to San Francisco.

(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 service 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.

(3) 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.

(4) STANDARD OF SERVICE IN NON-RUSH HOURS

The general practice of bus operators is to provide seats in excess of the number of passengers during non-rush hours. This practice should be modified so that buses and trolley coaches carry at least full seated loads during non-rush hours.

Rem.

II. That Decision No. ³⁴³⁵⁹~~12291~~, dated February 11, 1941, as amended, shall, except as modified herein, remain in full force and effect.

III. The modification herein granted is subject to the following conditions:

- (1) The revised operation herein authorized shall be effective on not less than one day's notice to the public and the Commission.
- (2) Written acceptance of the modification herein granted shall be filed with the Commission within a period not to exceed thirty (30) days from the date hereof.

IV. 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 8th day of December 1942.

Justus F. Peamer
J. B. Baker
Francis D. Havens
Richard K. Kach
 Commissioners