

ORIGINAL

Decision No. 36159

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. 23313
and necessity to operate certain) 11th Supplemental
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 supplemental application Key System seeks authority to discontinue operation of its "G" Thousand Oaks-Solano Avenue transbay motor coach line west of 40th Street and San Pablo Avenue, connecting with transbay rail service at that point after 7:00 p.m. on week days and all day Sundays and holidays.

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

The motor coach line involved herein is a transbay inter-urban operation from San Francisco via the Bay Bridge to 40th Street and San Pablo Avenue, thence along San Pablo Avenue in Oakland and in Berkeley to Solano Avenue, thence along Solano Avenue to a terminus (1) at Peralta Avenue.

(1) The Berkeley terminus of this line was changed from Marin Avenue and The Alameda to Peralta and Solano Avenues by Decision No. 36000, dated December 10, 1942.

The present service after 7:00 p.m. on week days is on a basis of 20-minute headways except for the last few runs of the day which are operated on 40-minute headways. It is proposed to revise the schedules of the "G" line so that the proposed shuttle operation will make direct connections in both directions with the "F" Berkeley Shattuck Avenue transbay rail line at 40th Street and San Pablo Avenue. The "C" and "E" lines also make a stop at this junction point and could be used to supplement the "F" line service. The application states that additional equipment will be provided on the "F" transbay rail line to handle additional passengers as required.

Applicant states that the proposed change is in conformity with the statement of policy of the Office of Defense Transportation issued 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) 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 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."

Applicant further states that the proposed changes will make possible a substantial contribution to the national defense effort by saving rubber and conserving existing passenger motor coaches. The proposed change will result in a saving of approximately 36,000 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 desired to comply with the directive of the Office of Defense Transportation. The application will therefore be granted with the understanding that the situation will again be reviewed after termination of the 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 ORDERED that Key System be and it is hereby granted authority to operate shuttle motor coach service on its "G" Thousand Oaks-Solano Avenue motor coach line between the easterly terminus in Berkeley and the intersection of 40th Street and San Pablo Avenue in Oakland, after 7:00 p.m. on week days and all day on Sundays and holidays to connect with "F" Berkeley Shattuck Avenue line trains, in lieu of its 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 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 9th day of February, 1943.

James R. Havens
H. B. Allen
Justice S. G. Gorman
Richard K. Ketchum
Francis W. O'Connell
Commissioners