

Decision No. 3593

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Petition of)
ARLOF N. WRIGHT, doing business as)
EL SOBRANTE-RICHMOND BUS SERVICE,)
for modification of service regu-)
lation 3 of Decision No. 35426, as)
amended, to permit changes in)
routes of operation.)

Application No. 24984
1st Supplemental

BY THE COMMISSION:

ORIGINAL

O P I N I O N

This is an application by Arlof N. Wright, doing business as El Sobrante-Richmond Bus Service, requesting authority to make certain changes in routing in its operations within the corporate limits of the city of Richmond.

I

It is alleged by applicant that in Decision No. 35426, as amended by Decision No. 35973, the route of travel via 13th Street, Lucas Avenue and 10th Street to Nevin Avenue is over streets heavily burdened with vehicular traffic and involves a grade crossing on the main line tracks of the Southern Pacific Company; that delays are frequently encountered as a result of these conditions and that if the route of travel between 23rd Street and Rheem Avenue, on the one hand, and 10th Street and Bissell Avenue, on the other hand, were changed to read

"...south on 23rd Street to MacDonald Avenue; west on MacDonald Avenue to 12th Street; south on 12th Street to Bissell Avenue; west on Bissell Avenue to 10th Street..."

these difficulties would be avoided.

It is not anticipated that the proposed change will have any adverse effect upon the patrons of applicant's lines in that area, since no local service is to be performed within the city of Richmond.

II

Due to the increased number of workers employed in "Richmond No. 3" and "Richmond No. 4" shipyards, applicant is of the opinion that it can render better service to said shipyards by

- (a) reducing the scheduled service to and from the entrance gate of Standard Oil Company Refinery to the minimum required to transport employees of said refinery now using applicant's service, and
- (b) changing the route of travel from the present heavily traveled streets to other streets where the volume of traffic is light.

The reduction of scheduled services to and from the Standard Oil Company Refinery will conserve time and eliminate unnecessary empty mileage. It will require rerouting between 10th Street and Ohio Avenue, on the one hand, and "Richmond No. 3" shipyard on the other hand, as follows:

"...west on Ohio Avenue to Garrard Boulevard; south-westerly on Garrard Boulevard to Topeka Street; south on Topeka Street to Cutting Boulevard to entrance gates of 'Richmond No. 4' and 'Richmond No. 3' shipyards, returning via same route, or, proceeding;

"(a) west on Cutting Boulevard to Oil Street; north on Oil Street to Virginia Avenue; westerly on Virginia Avenue and Standard Avenue to entrance gate of Standard Oil Company Refinery and return to Garrard Boulevard; northeasterly on Garrard Boulevard to Ohio Street, thence via authorized route;

"(b) east on Cutting Boulevard to 10th Street, thence via authorized routes."

Rerouting via Standard Oil Company Refinery, as set forth in (a) above, is necessary to provide continuance of applicant's service to and from said Refinery, and routing set forth in (b) above is necessary to permit movement of vehicles via "Richmond No. 1" and "Richmond No. 2" shipyards to pick up passengers from said yards destined to points beyond Richmond city limits.

III

Applicant also desires to reroute equipment from County Road No. 7, at a point 1.3 miles northeast of the intersection of said road with San Pablo Avenue (U.S. Highway No. 40), thence north-erly for a distance of six-tenths of one mile to County Road No. 20, thence west on said County Road No. 20 for a distance of 1.2 miles to San Pablo Avenue and North 23rd Street, thence southerly on said North 23rd Street to Rheem Avenue and return via same route.

This change, it is believed, will improve service to residents north of Richmond city limits and provide transportation to and from Richmond and the shipyards for two new subdivisions growing up in this area. No local service is to be performed along this route.

The Commission has given full consideration to the changes in routing as above proposed and believes such reroutings to be desirable and in the interest of a more improved service to the public. The application will, therefore, be granted. It does not appear that a public hearing is necessary.

ORDER

IT IS ORDERED that service regulation No. 3(1) of Decision No. 35426, dated June 2, 1942, as amended by Decision No. 35973, dated November 23, 1942, reading as follows:

"3. Subject to the authority of this Commission to change or modify them at any time by further order, applicant shall conduct passenger stage service pursuant to the certificate herein granted over and along the following routes:

"(1) Beginning at the intersection of Appian Way and Maloney Road in the community of El Sobrante; thence along Maloney Road, Manor Road and La Paloma Road to Appian Way; thence along Appian Way to its junction with County Road No. 7 (otherwise known as San Pablo Creek Highway) to its junction with Highway U. S. No. 40 at San Pablo Avenue; thence via San Pablo Avenue (U.S. Highway No. 40) to Rheem Avenue; thence via Rheem Avenue to 13th Street; thence via 13th Street to Lucas Avenue; thence via Lucas Avenue to 10th Street; thence via 10th Street to Cutting Boulevard; thence diverging as follows:

"(a) From 10th Street and Cutting Boulevard to the 'Richmond No. 2' plant of Richmond Ship Building Corporation, via 10th Street and Hall Avenue to 14th Street and return via 14th Street to Cutting Boulevard; thence via Cutting Boulevard to 10th Street;

"(b) From 10th Street and Cutting Boulevard, via Cutting Boulevard, to entrance gate of the Standard Oil Company Refinery, thence to the 'Richmond No. 3' shipyard of Kaiser Company, Inc., with intermediate stop at 'Richmond No. 1' shipyard of the Permanente Metals Corporation."

be and it hereby is deleted from said decisions and that there be substituted in lieu thereof the following:

3. Subject to the authority of this Commission to change or modify them at any time by further order, applicant shall conduct passenger stage service pursuant to the certificate herein granted over and along the following routes:

(1) Beginning at the intersection of Appian Way and Maloney Road in the community of El Sobrante; thence along Maloney Road, Manor Road and La Paloma Road to Appian Way; thence along Appian Way to its junction with County Road No. 7 (otherwise known as San Pablo Dam Road) to its junction with Highway U.S. No. 40 at San Pablo Avenue; thence via San Pablo Avenue (Highway U.S. No. 40) to Rheem Avenue; thence via Rheem Avenue to 23rd Street; thence via 23rd Street to MacDonald Avenue, thence via MacDonald Avenue to 12th Street; thence via 12th Street to Bissell Avenue; thence via Bissell Avenue to 10th Street; thence via 10th Street to Ohio Avenue; thence diverging as follows:

(a) Via 10th Street to Cutting Boulevard; thence diverging as follows:

1- To the "Richmond No. 2" shipyard, via 10th Street and Hall Avenue to 14th Street and return via 14th Street to Cutting Boulevard; thence via Cutting Boulevard to 10th Street;

2- To the "Richmond No. 1" shipyard, via Cutting Boulevard and return to 10th Street; also to Topeka Street and Cutting Boulevard, via Cutting Boulevard to connect with route specified in (b) and (b)(1);

(b) Via Ohio Avenue to Garrard Boulevard; thence via Garrard Boulevard to Topeka Street; thence via Topeka Street to Cutting Boulevard to entrance gates of "Richmond No. 4" and "Richmond No. 3" shipyards and return, or;

1- To entrance gate of the Standard Oil Company Refinery via Cutting Boulevard, Oil Street, Virginia Avenue and Standard Avenue and return to Garrard Boulevard; thence via authorized routes;

2- To 10th Street and Cutting Boulevard, via Cutting Boulevard to connect with route specified in (a)(1);

Also from 23rd Street and Rheem Avenue; thence via 23rd Street to San Pablo Avenue (Highway U.S. No. 40) and County Road No. 20; thence via County Road No. 20 and the unnumbered County Road connecting said County Road No. 20 with County Road No. 7 (San Pablo Dam Road) and return, and;

Until such time as suitable improvements are made in the unnumbered County Road connecting County Roads Nos. 20 and 7, service along County Road No. 20 shall terminate at the eastern boundary of the Rollingwood Tract; and San Pablo Avenue (Highway U.S. No. 40) may be used as a means of providing access to County Road No. 20 between the junction thereof with San Pablo Avenue (Highway U.S. No. 40) and the junction of San Pablo Avenue and County Road No. 7; provided however, that no local passengers having both point of origin and point of destination along said access road shall be transported.

IT IS FURTHER ORDERED that no local service shall be performed by applicant for the transportation of passengers having both point of origin and point of destination between points south or west of San Pablo Avenue.

In all other respects Decision No. 35426, as so amended, shall remain unchanged and in full force and effect.

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

Dated at San Francisco, California, this 27th day
of July, 1943.

Francis A. Avenue
[Signature]

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COMMISSIONERS