

Decision No. 36601393
ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 KEY SYSTEM, a corporation, for a Certi-)
 ficate of Public Convenience and Necessity) Application No. 19502
 to Operate Certain Street Railway and Motor)
 Coach Routes in the Counties of Alameda)
 and Contra Costa, State of California.)

BY THE COMMISSION:

SIXTY-THIRD SUPPLEMENTAL ORDER

In this application Key System requests authority to make certain changes in its local street railway and bus service in the City of Oakland. The primary purpose of the proposed changes is to provide more direct mass transportation to the Moore Shipyard located at the foot of Adeline Street. In general the proposed changes consist of utilizing the tracks formerly operated by Interurban Electric Railway in Seventh Street, to furnish rail service into this industrial area and to discontinue certain motor coach lines now serving the district. The rail service in Seventh Street will be provided by extension of Applicant's No. 1 (Oakland-105th Avenue) and No. 3 (Grove Street) Lines, which now terminate in the Oakland downtown area, westerly on 7th Street to termini at Magnolia Street and in the vicinity of Bay Street. A slight modification in the route of Applicant's No. 2 rail line is also proposed, and during off-peak periods alternate cars of the No. 1 Line will terminate at 15th and Jefferson Streets.

The industrial district along Seventh Street is now served by Applicant's No. 40, No. 41 and No. 43 Motor Coach Lines which originate in the East Oakland and San Leandro districts, pass through the central business district, and thence westerly over 7th and 8th Streets to the Naval Supply Depot. When the Seventh Street rail service is inaugurated it is proposed to terminate these lines in

the central business district. Certain changes in the routes and discontinuances of duplicating service by other bus lines serving the Moore Dry Dock Company shipyards, the Naval Supply Depot, and other plants in the Harbor District are also required. No bus operation over streets not used in applicant's existing certificated routes is proposed, and Applicant desires to retain for emergency service existing certificates over streets where service is to be discontinued.

The net result of the changes proposed is as follows:

(a) To discontinue the following motor coach service, but retain certificated routes for emergency use:

In Clay Street between 10th Street and 7th Street;
In 7th Street between Washington Street and Chestnut Street;
In 8th Street between Clay Street and Pine Street;
In Pine Street between 7th Street and 8th Street;
In Washington Street between 7th Street and 10th Street;
In 7th Street between Pine and Adeline Streets;
In 13th Street between Clay Street and Jefferson Street.

(b) To discontinue the following rail service, but retain certificated routes for emergency use:

In Washington Street between 2nd and 7th Streets;
In 2nd Street between Broadway and Washington Street.

(c) To provide the following additional rail service:

In 7th Street between Broadway and a point between Cedar and Bay Streets.

(d) To discontinue the following rail service:

In 8th Street between Broadway and Washington Street.

The proposed revisions in service will make possible the saving of approximately 445 million miles a year and release bus equipment for other needed services. The changes will directly coincide with the orders and directives of the Office of Defense Transportation and have been specifically approved by the Regional Director. Permit to operate over the 7th Street tracks has been granted by the City of Oakland. The Downtown Property Owners

Association of Oakland has also endorsed the proposed rerouting, and urges approval of the application.

It appears that this is not a matter in which a public hearing is necessary, that the proposed changes in service are in the public interest and the application should be granted.

IT IS HEREBY ORDERED that Key System is authorized to operate street railway service over existing tracks in 7th Street between Broadway and a point between Cedar and Bay Street; to suspend street railway service in Washington Street between 2nd and 7th Streets and in 2nd Street between Broadway and Washington Street; and to discontinue street railway service in 8th Street between Broadway and Washington Street.

IT IS HEREBY FURTHER ORDERED that coincident with the establishment of rail service as authorized above Key System is authorized to suspend motor coach service but retain certificates for emergency use over the following streets in the City of Oakland:

In Clay Street between 10th Street and 7th Street;
In 7th Street between Washington and Chestnut Street;
In 8th Street between Clay Street and Pine Street;
In Pine Street between 7th Street and 8th Street;
In Washington Street between 7th Street and 10th Street;
In 7th Street between Pine and Adeline Streets;
In 15th Street between Clay Street and Jefferson Street.

Existing fares and transfer rules, with such modifications as are required by new routing of the bus and rail line shall remain in effect.

Applicant shall give notice to the public of the proposed changes by posting proper notice conspicuously in all of its cars and motor coaches for a period of at least five (5) days. Within thirty (30) days thereafter Applicant shall report to the Commission the changes in service authorized herein.

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

Dated at San Francisco, California, this 7th day of
September, 1943.

Francis A. Havenner
H. H. Bark
Justin J. Quaver
Richard P. Piche
Francis W. Clary
COMMISSIONERS