

ORIGINAL

Decision No. 33772

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of KEY SYSTEM)
for Certificates of Public Convenience and)
Necessity to operate certain Interurban Rail-)
way and/or Motor Coach Service in the City and)
County of San Francisco and Counties of Alameda)
and Contra Costa.)

Fourth Suppl.
Application
No. 23313

BY THE COMMISSION:

FIRST SUPPLEMENTAL ORDER

Key System, in its Fourth Supplemental Application, filed August 6, 1941, requests authority to establish an additional route, to be known as the Santa Clara Avenue Line, between the City of Alameda and the City and County of San Francisco for the purpose of supplying an all motor coach service during the off-peak periods of the day and on Sundays and holidays, in addition to its existing peak-hour all motor coach service, designated as "T" Lincoln Avenue and "W" Encinal Avenue routes, as authorized by Decision No. 33732, dated December 17, 1940. Furthermore, applicant proposes to make slight modifications at the easterly ends of its Lincoln Avenue and Encinal Avenue lines in order to more conveniently serve the traveling public.

It appears that this is not a matter in which a public hearing is necessary and that the request should be granted, therefore

IT IS HEREBY ORDERED that the service regulations specified in paragraph (2) of Section II of Decision No. 33732 be and they are hereby amended to read as follows:

- (2) a. Subject to the authority of this Commission to change or modify such at any time by further order, Key System shall conduct said passenger stage operation over and along the following described routes:

LINCOLN AVENUE LINE:

Commencing at the intersection of Fernside Boulevard and High Street; thence along Fernside Boulevard to Versailles Avenue; thence along Versailles Avenue to Lincoln Avenue; thence along Lincoln Avenue to Webster Street; thence via Webster Street through the Posey Tube to Harrison Street in the City of Oakland; thence along Harrison Street to Seventh Street; Seventh Street to Cypress Street; Cypress Street to and over the San Francisco-Oakland Bay Bridge approach; thence over the San Francisco-Oakland Bay Bridge to Essex and Harrison Streets in the City of San Francisco; thence along Essex Street to Folsom Street; Folsom Street to Fremont Street; and Fremont Street to the San Francisco Interurban Terminal; returning via Fremont Street to Mission Street; Mission Street to Main Street; Main Street to Folsom Street; Folsom Street to Essex Street; thence returning via the reverse of the above route.

ENCINAL AVENUE LINE:

Commencing at the intersection of Encinal Avenue and High Streets; thence along High Street to Garfield Avenue; along Garfield Avenue to Fernside Boulevard; along Fernside Boulevard to Encinal Avenue; along Encinal Avenue to Central Avenue; along Central Avenue to Webster Street; thence via Webster Street through the Posey Tube to Harrison Street in the City of Oakland; thence along Harrison Street to Seventh Street; Seventh Street to Cypress Street; Cypress Street to and over the San Francisco-Oakland Bay Bridge approach; thence over the San Francisco-Oakland Bay Bridge to Essex and Harrison Streets in the City of San Francisco; thence along Essex Street to Folsom Street; Folsom Street to Fremont Street; and Fremont Street to the San Francisco Interurban Terminal; returning via Fremont Street to Mission Street; Mission Street to Main Street; Main Street to Folsom Street; Folsom Street to Essex Street; thence returning via the reverse of the above route.

SANTA CLARA AVENUE LINE:

Commencing at the intersection of Santa Clara Avenue and High Street; thence along Santa Clara Avenue to Webster Street; along Webster Street to the Posey Tube; thence through the Posey Tube and via applicant's regular circuit routes for the "T" and "W" Alameda motor coach lines to the San Francisco Terminal and return via the same route.

- b. The service on said Santa Clara Avenue Line shall be operated between the hours of approximately 9:00 a.m. and 4:00 p.m., and after approximately 7:00 p.m. on week days and all day on Sundays and holidays, so as to provide direct service between Alameda and San Francisco during such hours.

In all other respects said Decision No. 33732, dated December 17, 1941, shall remain in full force and effect.

Dated at San Francisco, California, this 12th day of August, 1941.

W. T. Best
Ray L. Riley
Justus J. Craven
Francis D. Hareness
Richard S. Jackson
Commissioners