

ORIGINAL

Decision No. 34624

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 Establish an Alter-)	Application No. 20582
nate Route for Motor Coach Service)	9th Supplemental
in the City of Richmond, County of)	
Contra Costa, State of California.)	

BY THE COMMISSION:

OPINION AND ORDER

Key System operates as a part of its extensive transbay passenger rail and motor coach service a motor coach line between San Francisco and Richmond, designated as Line "L," which in the City of Richmond traverses McDonald Avenue, Garrard Boulevard, and Standard Avenue to a terminus at Castro Street, passing through the principal business district en route.

Under the above entitled application Key System seeks authority to establish an alternate route over which to operate certain schedules of said Line "L" in order to provide a much needed service to that area along Cutting Boulevard between Tenth Street and Garrard Boulevard which at present is in large part remotely located from any such transbay line. It is contended that the development of shipbuilding facilities in the immediate vicinity of Cutting Boulevard requiring the employment of a great many workers, has created a demand for the operation of a limited number of schedules daily directly to the Todd Shipbuilding plant, arranged so as to conform generally to the changing shifts of employees. Applicant offers to meet this need by establishing an alternate route commencing at the intersection of Tenth Street and McDonald Avenue, thence along Tenth Street and Cutting Boulevard to Garrard Boulevard, and Garrard Boulevard to a point of connection with the existing

route at Standard Avenue, and proposes to carry local passengers on said alternate route and make available a transfer privilege between that line and the lines of East Bay Transit Company with no change in the tariffs presently on file.

The plan of operation is endorsed by the City Council of Richmond.

It appears that the establishment of the proposed alternate route is desirable and that public interest justifies the granting of this application without public hearing thereon. It being found as a fact that public convenience and necessity so require,

IT IS HEREBY ORDERED that:

I.

A certificate be and it is hereby granted to Key System for the operation of an automotive passenger stage service as that term is defined in Section 2 $\frac{1}{2}$ of the Public Utilities Act for the transportation of passengers between points in the City of Richmond, said operations to be consolidated with the remainder of its operating rights, subject to the following conditions:

- (1) Written acceptance of the certificate herein granted shall be filed within a period not to exceed thirty (30) days from the date hereof.
- (2) Said service shall commence within a period not to exceed ninety (90) days from the effective date hereof, and upon not less than one (1) day's notice to the Commission and the public.

II.

In the operation of the passenger transportation service authorized under Section I above, Key System shall comply with and observe the following regulations:

- (1) Subject to 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 route:

From the intersection of Tenth Street and McDonald Avenue, along Tenth Street to Cutting Boulevard, Cutting Boulevard to Garrard Boulevard, and Garrard Boulevard to Standard Avenue, returning via the reverse thereof.

- (2) Rates of fare, rules and regulations now in effect on Line "L" shall apply to the alternate route authorized herein.

For all other purposes the effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 30th day of September, 1941.

[Signature]
[Signature]
Francis C. Stevenson
[Signature]
(COMMISSIONERS)