

ORIGINAL

Decision No. 3E010

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. 20582
and Necessity to Establish an Alter-)	(11th Supplemental)
nate Route for Motor Coach Service in)	
the Counties of Alameda and Contra)	
Costa, State of California.)	

BY THE COMMISSION:

OPINION AND ORDER

On January 31, 1942, Key System filed application request-
ing authority to establish certain extensions of its transbay pas-
senger motor coach lines and two minor reroutings in connection
with certain of the existing lines. In order to serve the plant of
the Richmond Shipbuilding Company in Richmond, Applicant proposes
the establishment of a new transbay motor coach line to be operated
over the following route:

From the Fourth Street Terminal in San Francisco,
over the existing route of the Richmond motor
coach line "L" to the intersection of East Shore
Highway and Central Avenue near the Albany-
Richmond city boundary, thence continuing along
East Shore Highway to Panhandle Boulevard,
Panhandle Boulevard to Pullman Avenue, Pullman
Avenue to Cutting Boulevard, Cutting Boulevard
to 14th Street, and along 14th Street to the
Richmond Shipbuilding Company on the waterfront.

It is contended that this operation is necessitated by the
demand of defense workers for through transportation between the
shipyards and San Francisco.

In addition to this direct route to the Richmond Ship-
building plant it is requested that a certificate be granted for
operation along Cutting Boulevard beyond 14th Street to 10th Street
in Richmond, connecting at that point with the existing certificated
route of applicant serving the Todd Shipbuilding Company, in order
to more efficiently utilize equipment through reduction of non-

productive deadhead mileage and to reduce the running time to San Francisco.

It is proposed to establish an alternate route in connection with the transbay motor coach line "S," serving Piedmont, that will detour a heavily congested portion of the route during peak periods of traffic flow. The line presently operates from San Francisco via 38th Street, Mass Avenue, and Howe Street to Mather Street, and the proposed operation will place the alternate route along West Street from 38th to 42nd Streets, thence over 42nd Street to Broadway, thence along Mather Street to a connection with the existing route at Howe Street.

To provide a more direct route and to eliminate an unsatisfactory sharp turn at the intersection of 106th Avenue and Hollywood Boulevard, Applicant proposes a minor deviation from the existing route of its transbay motor coach line "N." That portion of the line in question is now routed over Hollywood Boulevard, 106th Avenue to Hollywood Boulevard, thence along Hollywood Boulevard to Foothill Boulevard, the unsatisfactory turn being located at the intersection of 106th Avenue and Hollywood Boulevard. It is proposed to discontinue operations on that portion of the route along 106th Avenue between Hollywood Boulevard and Byron Avenue and along Hollywood Boulevard between 106th Avenue and Foothill Boulevard, and to substitute in lieu thereof an operation along Byron Avenue between 106th Avenue and Foothill Boulevard.

It appears that the establishment of the proposed motor coach routes and the reroutings of existing motor coach lines are desirable and that public interest justifies the granting of this application without public hearing. It being found as a fact that public convenience and necessity so require,

IT IS HEREBY ORDERED that 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 the cities of San Francisco and Richmond, and between certain points in the City of Oakland, 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.

IT IS HEREBY FURTHER ORDERED that in the operation of the passenger transportation service authorized above, Key System shall comply with and observe the following regulations:

- (1) 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 operations over and along the following described routes:

(a) San Francisco-Richmond
Shipbuilding Company Line

Commencing at the main entrance of the Richmond Shipbuilding Company Plant on 14th Street near Hall Avenue in the City of Richmond, Contra Costa County; thence along 14th Street to Cutting Boulevard, thence along Cutting Boulevard to Pullman Avenue; thence along Pullman Avenue to Panhandle Boulevard; thence along Panhandle Boulevard to the East Shore Highway; thence along the East Shore Highway to Central Avenue; thence continuing along the East Shore Highway from Central Avenue over the regular certificated route of the present "L" Richmond line to the San Francisco Terminal at Fourth Street between Market and Mission Streets, San Francisco.

(b) Extension of San Francisco-Richmond Shipbuilding Company Line

From 14th Street along Cutting Boulevard to 10th Street.

(c) Piedmont Line "S" Alternate

Deviating from the existing route at the intersection of 38th and West Streets, along West Street to 42nd Street, 42nd Street to Vather Street, thence along Vather Street to a connection with the existing route at Howe Street.

(d) East Oakland Line "N" Rerouting

Deviating from the present route at the intersection of Foothill Boulevard and Byron Street, thence along Byron Street to a connection with the existing route at the intersection of Byron Street and 106th Avenue.

- (2) That portion of the existing certificate authorizing operation of route "N" from the intersection of Foothill and Hollywood Boulevards, along Hollywood Boulevard to 106th Avenue, thence along 106th Avenue to Byron Street shall be revoked.
- (3) Rates of fare, rules and regulations now in effect on transbay motor coach line "L" shall apply to the San Francisco-Richmond Shipbuilding Company line as described in item 1(a) above.
- (4) Rates of fare, rules and regulations now in effect on transbay motor coach lines "S" and "N" shall remain unchanged.

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

Dated at San Francisco, California, this 10th day of February, 1942.

Justin J. Sawyer
Ray H. Wiley
Francis J. Hayward
Richard L. ...
Commissioners