

ORIGINAL

Decision No. 35386

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 a Route)	Application No. 20582
for Motor Coach Service in the)	(12th Supplemental)
Counties of Alameda and Contra Costa,)	
State of California.)	

BY THE COMMISSION:

OPINION AND ORDER

On April 29, 1942, Key System filed application requesting authority to inaugurate a transbay motor coach service between San Francisco and a shipyard now under construction at Potrero Point in Richmond. Applicant proposes to observe a passenger stop in Richmond at the aforementioned shipyard and additional stops, if traffic warrants, at the shipyard known as Richmond Yard No. 1 at 14th Street and Cutting Boulevard, and at Richmond Yard No. 2 at the Foot of 14th Street in Richmond.

At the outset it is proposed to perform the service in accordance with the demands of shift changes at the shipyard and to charge the same rates of fare as prescribed by tariff C.R.C. No. 128, which now applies to motor coach line "D" operating between San Francisco and Richmond.

It is found as a fact that the proposed service is in the public interest and is of such nature as to require no public hearing, and should be granted, therefore,

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 24 of the Public Utilities Act, for the transportation of passengers between San Francisco and the City of Richmond, to be consolidated with the remainder of its operating rights, subject to the following conditions:

- (1) Written acceptance by letter 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 five (5) days' notice by letter to the Commission and appropriate notice to 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 operation along the following described route:

Commencing at the Santa Fe Terminal on Fourth Street between Mission and Market Streets in San Francisco, thence via Fourth Street to Harrison Street, along Harrison Street to the San Francisco-Oakland Bay Bridge Approach, thence via the San Francisco-Oakland Bay Bridge to East Shore Highway, along East Shore Highway to Panhandle Boulevard, along Panhandle Boulevard to Pullman Avenue, along Pullman Avenue to Cutting Boulevard, along Cutting Boulevard to Esmeralda Avenue, thence via a road located parallel to and slightly east of Richmond Avenue to the entrance of the shipyard at Potrero Point, returning via the same route to point of beginning.

- (2) Rates of fare, rules and regulations now in effect on the transbay motor coach line "L" of Key System (Tariff C.R.C. 128), shall apply to the operation as authorized herein.

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

Dated at San Francisco, California, this 19th day of

May, 1942.

Justin F. Cooney
Chas. L. Wiley

Richard Jackson
Commissioners