

Decision No. 35389

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. 21789
and Necessity to Operate Motor)	(4th Supplemental)
Coach Service.)	

BY THE COMMISSION:

OPINION AND ORDER

ORIGINAL

On April 11, 1938, this Commission, by Decision No. 30760, in Application No. 21789, granted Key System authority to operate for a period of ninety days between:

- (a) San Francisco and Treasure Island,
- (b) San Francisco and Yerba Buena Island,
- (c) Emeryville and Yerba Buena Island, and
- (d) Emeryville and Treasure Island.

Subsequently, from time to time, the authorization has been extended, the latest extension of time being dated September 24, 1940, which was to include the period of demolition of the Golden Gate International Exposition.

On April 18, 1942, Key System filed its fourth supplemental application stating that the demolition of the Exposition is practically completed, but that the United States Navy has taken over Treasure Island and that service is still required to both Treasure Island and Yerba Buena from San Francisco to the west, and Emeryville and Oakland to the east, to serve military forces and civilian personnel engaged in construction and other work concerning National Defense. Applicant further states that Pan American Airways System, which is located on Treasure Island, has requested the establishment of a peak hour service between Treasure Island and the intersection of Tenth and Clay Streets in Oakland. Fares presently charged by applicant for the Treasure Island and Yerba Buena Island service are set forth in tariff C.R.C. 127 and tariff C.R.C. 68, respectively, which it is

proposed to retain in effect, with the exception that a commutation fare of \$6.50 per month, providing one round trip each day of the calendar month, is to be made available to patrons traveling between downtown Oakland and Treasure Island on the proposed extended operation, with universal free transfer privilege to intersecting local lines.

The Commission's engineering staff has checked into the merits of the proposals of applicant, particularly with respect to the proposed operation between Treasure Island and Oakland. The results of the survey indicate that Pan American Airways is engaged in vital activities directly pertaining to the Nation's war effort; that said company employs approximately 600 persons; that the residences of said employees are widely scattered throughout the East Bay area, with a heavy concentration in the City of Alameda; that service between Emeryville and Treasure Island would involve in many instances three transfers; that a service between downtown Oakland and Treasure Island would, on the average, be much more convenient to the employees of Pan American Airways; that all of said employees residing in the East Bay use their private automobiles for transportation; and that Pan American Airways made a survey of its personnel by questionnaire, the results of which indicated that ninety per cent of the employees would avail themselves of mass transportation in the event it should be made available.

It appears that in view of the continued activity on Treasure Island and Yorba Buena Island and in view of the requirements of Pan American Airways it would be in the public interest to grant to Koy System on a permanent basis the operating right it now holds on a temporary basis, and to authorize the extension of service from Treasure Island to the business center of Oakland; that the

nature of the matter does not require public hearing; and that the application 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 2 $\frac{1}{2}$ of the Public Utilities Act, for the transportation of passengers between

- (a) San Francisco and Yerba Buena Island,
- (b) San Francisco and Treasure Island,
- (c) Emeryville and Yerba Buena Island, and
- (d) Oakland and Treasure Island,

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 in not to exceed thirty (30) days from the effective date hereof.
- (2) Said service shall commence on each of the routes described below within a period of not to exceed sixty (60) days from the effective date hereof.
- (3) Service authorized herein between Treasure Island and Oakland shall be commenced upon not less than five (5) days' notice by letter to the Commission and appropriate notification 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 operations along the following described routes:

- (a) San Francisco to Treasure Island

Commencing at Santa Fe Terminal located on Fourth Street between Market and Mission Streets, San Francisco, along Fourth Street to Folsom Street, Folsom Street to Essex Street, Essex Street to San Francisco-Oakland Bay Bridge, via San Francisco-Oakland Bay Bridge to arterial connecting said bridge with Treasure Island, and thence to Treasure Island, returning via arterial connecting bridge with Treasure

Island, San Francisco-Oakland Bay Bridge, Harrison Street and Fourth Street to Santa Fe Terminal, San Francisco.

(b) San Francisco to Yerba Buena Island

Commencing at Santa Fe Terminal located on Fourth Street between Market and Mission Streets, San Francisco, along Fourth Street to Folsom Street, Folsom Street to Essex Street, Essex Street to San Francisco-Oakland Bay Bridge, via San Francisco-Oakland Bay Bridge to arterial connecting said bridge with Yerba Buena Island, and thence to Yerba Buena Island, stops to be made on Yerba Buena Island in accordance with such arrangements as may be made with the Twelfth Naval District. Return via the same route.

(c) Emeryville to Yerba Buena Island.

Commencing at Yerba Buena Avenue and San Pablo Avenue in Emeryville, along San Pablo Avenue to Central Approach to San Francisco-Oakland Bay Bridge, thence via San Francisco-Oakland Bay Bridge to arterial connecting said Bridge with Yerba Buena Island, and thence to Yerba Buena Island, stops to be made on Yerba Buena Island in accordance with such arrangements as may be made with the Twelfth Naval District. Return via the same route.

(d) Oakland to Treasure Island

From the intersection of 10th and Clay Streets in the City of Oakland, thence along Clay Street to San Pablo Avenue, along San Pablo Avenue to 38th Street, along 38th Street to Treasure Island, over the regularly certificated route, returning via the same route to San Pablo Avenue, along San Pablo Avenue to the intersection of San Pablo Avenue and Broadway, along Broadway to 10th Street, and along 10th Street to Clay Street, point of beginning.

(2) Rates of fare, rules and regulations to and from Treasure Island and Yerba Buena Island shall be as follows:

- (a) As prescribed by tariff C.R.C. No. 127 between San Francisco and Treasure Island;
- (b) As prescribed in tariff C.R.C. No. 68 between San Francisco and Yerba Buena Island;

- (c) As prescribed in tariff C.R.C. No. 68 between Emeryville and Yerba Buena Island;
- (d) As prescribed by tariff C.R.C. No. 127 between Oakland and Treasure Island, except that in addition, a commutation fare of \$6.50 per month shall be established providing for one round trip each day of the calendar month, including universal free transfer privilege to intersecting local lines of Key System in Emeryville and Oakland.

The effective date of this order shall be five (5) days from the date hereof.

Dated at San Francisco, California, this 19th day of May, 1942.

Justus F. Casper
Ray S. Riley
Richard K. ...
Commissioners