

Decision No. 35578

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 Con-) 49th Supplemental
venience and Necessity to operate certain motor) Appl. No. 19502
coach routes in the Counties of Alameda and)
Contra Costa, State of California.)

ORIGINAL

BY THE COMMISSION:

SUPPLEMENTAL ORDER

In its 49th Supplemental Application in this proceeding Key System proposes a rearrangement and extension of its bus routes between Oakland and the shipyards in Richmond, as authorized by Decision No. 35104 in its 46th Supplemental Application in this proceeding. These changes are necessary to better serve the shipyards and facilities.

A certificate of public convenience and necessity to operate over certain streets in addition to those previously certified is required.

It is found as a fact that the proposed service will be in public interest, is of such a 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, for the transportation of passengers in the City of Richmond as an extension of its local service, 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 of not to exceed thirty (30) days from the date hereof.

- (2) Said service shall commence within a period of 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.
- (3) Key System, its successors or assigns, may never claim before this Commission, or any court or other public body, a value for the authority granted in excess of the actual cost thereof.

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 routes:

Commencing at the intersection of Clay Street and San Pablo Avenue in the City of Oakland; along San Pablo Avenue to Broadway; Broadway to 10th Street; 10th Street to Clay Street; Clay Street to San Pablo Avenue; San Pablo Avenue to Cutting Boulevard in the City of Richmond; Cutting Boulevard to 23rd Street; 23rd Street to Mecker Avenue; Mecker Avenue to 14th Street, and 14th Street to the vicinity of 14th Street and Hall Avenue; returning via the reverse of said route.

Commencing at the entrance to Prefabrication Plant on 10th Street in Richmond, approximately 500 yards south of Cutting Boulevard; along 10th Street to Cutting Boulevard; along Cutting Boulevard to San Pablo Avenue; thence over the existing certificated route along San Pablo Avenue to Broadway in the City of Oakland; Broadway to 10th Street; 10th Street to Clay Street; Clay Street to San Pablo Avenue; and thence returning to the point of beginning at the Prefabrication Plant, via the reverse of said route.

To permit the interchange of equipment and facilitate operations between the Richmond terminals of the two routes described above, applicant is authorized to operate over the following streets:

Hall Avenue between 14th Street and 10th Street; and 10th Street between Hall Avenue and Cutting Boulevard, City of Richmond.

- (2) Rates of fare, rules and regulations now applying to existing service of applicant in the territory affected shall be applicable to the lines herein authorized.

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

Dated at San Francisco, California this 14th day of

July, 1942.

Justus F. Cramer
Ray & Wiley
H. Peter
Frank R. Havener
Richard L. Lusk

COMMISSIONERS