

Decision No. 35579

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-) Thirteenth
venience and Necessity to establish a route for) Supplemental
motor coach service in the counties of Alameda) Appl. No. 20582
and Contra Costa, State of California.)

ORIGINAL

BY THE COMMISSION:

SUPPLEMENTAL ORDER

In its Thirteenth Supplemental Application in this proceeding Key System proposes a rearrangement and extension of its bus routes between San Francisco and the shipyards in Richmond, as authorized by Decision No. 35010 in its Eleventh 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 certificated 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, as that term is defined in Section 2 $\frac{1}{2}$ of the Public Utilities Act, for the transportation of passengers in Richmond as an extension to its San Francisco-Richmond 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 14th Street and Hall Avenue in the City of Richmond, thence along existing certificated route to Meeker Avenue, thence on Meeker Avenue to 23rd Street, thence on 23rd Street to Cutting Boulevard, thence via the balance of the existing certificated route to 4th Street Terminal in the City & County of San Francisco, returning via the reverse of said route.

Commencing at the entrance to the Prefabrication Plant on 10th Street in Richmond, thence along 10th Street to Cutting Boulevard, thence over existing certificated route to the 4th Street Terminal in the City and County of San Francisco, returning via the reverse of said route.

To permit the interchange of equipment 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, in the City of Richmond,

- (2) Rates of fare, rules and regulations now in effect on the transbay motor coach line "L" of Key System (Tariff C.R.C. 130) shall apply to the operation as authorized herein.

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

Dated at San Francisco, California, July 14, 1942

Justice P. Coarver
Ray C. Pitzer
Francis C. Hayward
Charles K. Ketchum
Commissioners