

35702

Decision No. _____

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-
 venience and necessity to operate certain motor
 coach routes in the Counties of Alameda and
 Contra Costa, State of California.

Application No. 19502
 51st Supplemental

ORIGINAL

BY THE COMMISSION:

OPINION AND ORDER

On July 31, 1942, Key System, a corporation, filed the above entitled application requesting authority to return its No. 68 Barrett Avenue motor coach line to the routing in effect previous to Decision No. 35409 and to establish a new line to be known as the Rheem Avenue motor coach line. The net effect of the proposed re-routings would be to move the present Clinton Avenue route to Roosevelt Avenue between 24th Street and San Pablo Avenue, and to establish a new route along Pennsylvania and Garvin Avenues between 10th Street and Humboldt Street, resulting in better coverage of the territory.

Applicant states that service would be performed on the proposed No. 68 Barrett Avenue motor coach line by means of two 30-passenger motor coaches, and on the proposed Rheem Avenue motor coach line by means of a 20-passenger motor coach of the type presently operated by applicant, with the equipment on said two lines subject to variation should traffic requirements change. Fares applicable to the proposed service would be those established in applicant's local tariff C.R.C. No. 130, now on file with the Commission, subject to a universal free transfer privilege.

The application shows that the establishment of the proposed routes has been urgently requested by the City of Richmond and the Richmond Bus Committee and is necessitated by recent heavy increase in the population of the City of Richmond and the need for service to vital war industries. No common carriers are operating between the

points proposed to be served by applicant.

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

IT IS HEREBY ORDERED that a certificate of public convenience and necessity be and it is hereby granted to Key System, a corporation, for the operation of service as a passenger stage corporation, as defined in Section 2 $\frac{1}{2}$ of the Public Utilities Act, for the transportation of passengers between points in Alameda and Contra Costa Counties as an extension of, and consolidated with, its present operating rights, provided that Key System, its successors or assigns may never claim before this Commission or any court or other public authority a value for the operative right herein granted in excess of the actual cost thereof.

IT IS HEREBY FURTHER ORDERED that service pursuant to the foregoing certificate shall be provided subject to the following service regulations:

- (1) Applicant shall file a written acceptance of the certificate hereinbefore granted within a period not to exceed thirty (30) days from the effective date hereof.
- (2) Service hereinbefore authorized shall be established 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.
- (3) Subject to the authority of this Commission to change or modify it at any time by further order applicant shall conduct said passenger stage operation over and along the following described routes:
 - (a) No. 68 Barrett Avenue Motor Coach Line
Commencing at the intersection of Barrett Avenue and Ellerhorst Avenue, along Ellerhorst Avenue to Charles Avenue; thence along Charles Avenue to Tulare Avenue; thence along Tulare Avenue to Barrett Avenue; thence along Barrett Avenue to San Pablo Avenue; thence along San Pablo Avenue to Roosevelt Avenue; thence along Roosevelt Avenue to 23rd Street; thence along 23rd Street to Macdonald Avenue; thence along Macdonald Avenue to 10th Street; thence along 10th Street to Pennsylvania Avenue; thence along Pennsylvania Avenue to 20th Street; thence along 20th

Street to Garvin Avenue; thence along Garvin Avenue to Humboldt Avenue, terminating at the intersection of Garvin and Humboldt Avenues.

(b) Rheem Avenue Motor Coach Line
Commencing at the intersection of 10th Street and Macdonald Avenue, Richmond, along 10th Street to Kearney Street; thence along Kearney Street to 13th Street, thence along 13th Street to Rheem Avenue; and thence along Rheem Avenue to San Pablo Avenue.

(4) Rates of fare, rules, and regulations now applying to the transportation of passengers as set forth in applicant's tariff C.R.C. No. 130 shall apply to the operation above authorized.

IT IS HEREBY FURTHER ORDERED that in so far as the certificate of public convenience and necessity and the service regulations granted and set forth in Decision No. 35409 applied to the No. 68 Barrett Avenue motor coach line named therein, the same shall be and they are hereby cancelled and revoked. Decision No. 35409 in all other respects shall remain in full force and effect.

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

Dated at San Francisco, California, this 18th day of August, 1942.

Justus F. Gallen
Ray H. Rice
H. W. Ball
Francis R. Havenner
Robert H. Chase
Commissioners