

Decision No. 25714

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)	
KEY SYSTEM, a corporation, for a)	Application No. 21789
certificate of Public Convenience)	(5th Supplemental)
and Necessity to Operate Motor Coach)	
Service.)	

BY THE COMMISSION:

OPINION AND ORDER

In this Fifth Supplemental Application Key System requests permission to abandon its motor coach service between Treasure Island and San Francisco on the one hand, and Treasure Island and the East Bay cities on the other hand. In lieu thereof it proposes to establish a shuttle bus service between points on Treasure Island and Yerba Buena Island Station on its rail line. Key System also proposes to stop all of its transbay trains, except those on the "A" or 12th Street line at Yerba Buena Island Station for the purpose of entraining and detraining civilian and uniformed personnel of the United States Navy stationed at both Treasure Island and Yerba Buena Island.

Numerous conferences have been held between representatives of the Key System, the Twelfth Naval District, the Pan American Airways, and the Commission's Transportation Department for the purpose of arranging proper means of transportation for the above-mentioned personnel. It was the opinion of all concerned that the existing bus service was not satisfactory for the handling of the large number of people expected on the islands and it was agreed that the best means of transportation would be to operate a motor coach shuttle service between points on Treasure Island and the Yerba Buena Island Station of Key System rail line, and at the latter point transfer from and to the trains of the carrier. The parties agreed that, in so far as possible, travel from or to the islands would be on the non-peak hours of transbay commuter traffic. All trains of Key System will stop in both

directions at Yerba Buena Station, on flag, except the "A" or Twelfth Street trains which now carry capacity loads of transbay passengers.

Applicant proposes to cancel its existing tariffs pertaining to passenger fares between Treasure Island and both San Francisco and the East Bay, and in lieu thereof establish the following rates of fare:

1. A 15-cent local one-way fare between points in Key System's Central Fare Zone and Treasure Island, which would include the Universal Free Transfer privilege. The fare for Naval personnel who are not required to pay toll on the bridge would be 12 cents each way.
2. A \$6.50 monthly commute rate between points in Key System's Central Fare Zone and Treasure Island which would include the Universal Free Transfer privilege.
3. A 10-cent one-way fare between San Francisco and Treasure Island for civilians. The fare for Navy personnel who are not required to pay Bridge tolls would be 7 cents each way.
4. A 15-cent one-way fare between points in Key System's Central Fare Zone and Yerba Buena Island, which would include the Universal Free Transfer, for civilians only. The fare for Naval personnel, who are not required to pay toll on the San Francisco-Oakland Bay Bridge, would be 12 cents each way.
5. A 10-cent one-way fare between San Francisco and Yerba Buena Island. The fare for Naval personnel, who are not required to pay toll on the Bridge, would be 7 cents each way.

The method of operation and rates of fare appear to be agreeable to all parties concerned. It appears that this is not a matter in which a public hearing is necessary and that the application should be granted.

IT IS HEREBY ORDERED that Key System be and it is hereby authorized to discontinue motor coach service between Treasure Island-Yerba Buena Island and San Francisco on the one hand, and between Treasure Island-Yerba Buena Island and East Bay territory on the other hand, along the following described routes:

SERVICE ROUTE OF COACHES FROM SAN FRANCISCO
TO TREASURE ISLAND

Commencing at Santa Fe Terminal, located on 4th Street between Market and Mission Streets, along 4th 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 with Treasure Island, San Francisco-Oakland Bay Bridge, Harrison Street and 4th Street to Santa Fe Terminal, San Francisco.

SERVICE ROUTE OF COACHES FROM SAN FRANCISCO
TO YERBA BUENA ISLAND

Commencing at Santa Fe Terminal, located on 4th Street between Market and Mission Streets, along 4th 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 returning via said arterial, San Francisco-Oakland Bay Bridge, Harrison Street and 4th Street.

SERVICE ROUTE OF COACHES FROM OAKLAND
TO TREASURE ISLAND

From the intersection of Clay and San Pablo Avenue, 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 38th Street, thence via 38th Street Bay Bridge approach and San Francisco-Oakland Bay Bridge to arterial connecting bridge with Treasure Island, and thence to Treasure Island, returning via the same route.

SERVICE ROUTE OF COACHES FROM OAKLAND
(EMERYVILLE) TO YERBA BUENA ISLAND

Commencing at Yerba Buena Avenue and San Pablo Avenue, Emeryville, along San Pablo Avenue to 38th Street Bay Bridge approach, thence via approach and San Francisco-Oakland Bay Bridge to arterial connecting said bridge with Yerba Buena Island and via said arterial to Naval reservation on Yerba Buena Island, returning via the same route.

subject to the following conditions:

1. Applicant shall abandon said motor coach service concurrently with the establishment of rail service as hereinafter authorized, and not before.
2. Applicant shall cancel all tariffs applying to said motor coach service concurrently with the establishment of tariffs for the service hereinafter authorized, on one day's notice to the Commission and the public.

IT IS HEREBY FURTHER ORDERED that Key System is authorized to stop its transbay trains at Yerba Buena Island Station (except its

"A" or Twelfth Street Line trains, for receiving and discharging passengers from Yerba Buena Island and Treasure Island, subject to the following conditions:

1. Said service shall be established concurrently with the abandonment of motor coach service heretofore authorized to be abandoned.
2. Applicant shall file in triplicate and concurrently make effective on not less than one day's notice to the Commission and the public a tariff or tariffs constructed in accordance with the requirements of the Commission's General Orders, and containing rates and rules which in volume and effect shall be identical with the rates and rules shown in the instant Fifth Supplemental application, or rates and rules satisfactory to the Commission.
3. Applicant shall file in triplicate on not less than one day's notice time tables showing the connecting motor coach service with existing rail schedules.

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

Dated at San Francisco, California, this 28th day of

August, 1942.

Justice J. Green

H. B. K.

Francis A. Haven

Edward Jackson

Commissioners