

Decision No. 35926

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)
and necessity to establish a route)
for motor coach service in the)
Counties of Alameda and Contra)
Costa, State of California.)

ORIGINAL

Application No. 20582
17th Supplemental

DONAHUE, RICHARDS and EAMLIN, by Marshall Ricksen and
Frank S. Richards, for applicant.

DAVID GILMORE, City Attorney, San Leandro, for Leland
Heights District Improvement Club and the San
Leandro-East Oakland Commuters League.

CHARLES R. SCHWANENBERG, for City of Alameda.

GERALD W. STUTSMAN, and CHESTER C. FISK, City Manager,
for City of Berkeley.

F. B. FERNHOFF, City Attorney, and J. KERWIN ROONEY,
Deputy City Attorney, for City of Oakland.

JOHN ROOKS, Secretary, Alameda Chamber of Commerce.

G. F. IRVINE, for Brotherhood of Locomotive Firemen
and Enginemen, employees of The Western Pacific
Railroad Company and Southern Pacific Company.

CHARLES NEWMAN, representing employees at Chevrolet
plant, Oakland.

DONALD B. CONNELL, representing Leland Heights District
Improvement Association.

JOHN DEADRICH, representing the Transportation Committee
of the Chamber of Commerce of San Leandro, and
also the City of San Leandro.

BRUCE HARRISON, President of the San Leandro-East Oakland
Transportation League.

BY THE COMMISSION:

O P I N I O N

In this 17th Supplemental Application Key System seeks a
certificate to operate over an alternate route between San Francisco
and the shipyards in Richmond. It is alleged that the proposed al-
ternate route is necessary to better serve the shipyards and fa-
cilities.

A public hearing was conducted in this matter before Examiner Hunter in Oakland on October 26, 1942, and the matter is now ready for decision.

Applicant is at present operating motor coach service between the City of San Francisco and the Richmond shipyards in the City of Richmond over the following route: (1)

Along regularly certificated route in the City and County of San Francisco to the San Francisco-Oakland Bay Bridge; San Francisco-Oakland Bay Bridge to the East Shore Highway; East Shore Highway to Panhandle Boulevard; Panhandle Boulevard to Pullman Avenue; Pullman Avenue to Cutting Boulevard, and thence to entrances to the Richmond shipyards.

Applicant proposes to continue the operation over the above mentioned route for certain schedules and to secure in addition thereto an alternate route as follows:

Along regularly certificated route in the City and County of San Francisco to the San Francisco-Oakland Bay Bridge; San Francisco-Oakland Bay Bridge to the East Shore Highway; East Shore Highway to lower end of new access highway which intersects the East Shore Highway at the Golden Gate Turf Club; thence via new access highway paralleling the Southern Pacific main line tracks to their intersection with Potrero Avenue; thence via Potrero and Herman Avenues to the vicinity of 9th Street and via private right of way to 7th Street and Cutting Boulevard; leaving the new access highway at this point and proceeding to the various shipyards over the balance of the present certificated routes.

No passengers are picked up or discharged at any point between San Francisco and the entrances to the yards; therefore, no relocation or revision of passenger stops would be involved in the operation of said alternate route.

Applicant states that the reason for the request to operate over the proposed alternate route is that it may take advantage

(1) This operation is pursuant to authority granted by Decision No. 35010, dated February 10, 1942, and revised by Decision No. 35579, dated July 14, 1942.

of the new access highway recently completed and which is somewhat shorter than the route described above. Applicant also states that said alternate route will make possible more rapid time in transit between termini by by-passing extremely heavy traffic congestion which is encountered on portions of the present service route, particularly in Pullman Avenue and parts of Cutting Boulevard. It is anticipated that relief from delays in movements in both directions will be very appreciable, resulting in a more satisfactory service and in more efficient use of equipment.

No opposition developed to the granting of this application. It appears that the establishment of the proposed alternate service will be in the public interest and should be granted. Therefore, the following order will so provide.

O R D E R

A public hearing having been held in the above entitled matter, the matter having been submitted, and the Commission being fully advised and of the opinion that the application should be granted, subject to the provisions of this order,

IT IS 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 Richmond and San Francisco 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 not to exceed thirty (30) days from the date hereof.
- (2) Said service shall commence within a period not to exceed thirty (30) 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 FURTHER ORDERED that in the operation of the passenger transportation service authorized above Key System shall comply with the following service 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 operation along the following described alternate route:

Deviating from the existing route at the intersection of East Shore Highway and the lower end of the new access highway at the Golden Gate Turf Club, thence via the new access highway paralleling the Southern Pacific main line tracks to their intersection with Potrero Avenue, thence via Potrero Avenue and Herman Avenue to the vicinity of 9th Street and via private right of way to 7th Street and Cutting Boulevard, leaving the new access highway at this point and proceeding to the various shipyards over the balance of the present certificated route.

- (2) Rates of fares, rules and regulations now in effect on the transbay motor coach line "L" of Key System (Tariff C.R.C. No. 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, this 5th day of November, 1942.

Justus J. McQuinn
Frank J. Stevenson
Richard L. Raskin
Commissioners