

Decision No. 37007

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of KEY)
SYSTEM, a corporation, for a Certificate) Application No. 25513
of Public Convenience and Necessity to) 16th Supplemental Appl.
operate certain motor coach routes.)

BY THE COMMISSION:

ORIGINAL

ORDER

In this supplemental application Key System requests permission to revise the routes of its "T" Lincoln Avenue Line and its "W" Encinal Avenue Line operating between the City of Alameda and the City and County of San Francisco. The only change is in the City of Alameda in order that both of these routes will have a common starting point at the intersection of Santa Clara Avenue and High Street, Alameda.

Applicant alleges that the granting of this request will allow it to more adequately and conveniently serve its patrons.

It appears that this is not a matter in which a public hearing is necessary and that the 16th Supplemental Application should be granted, therefore

IT IS HEREBY ORDERED that Key System is authorized to revise the routes of its "T" Lincoln Avenue Line and its "W" Encinal Avenue Line as follows:

"T" - Lincoln Avenue Motor Coach Route:

Commencing at the intersection of Santa Clara Avenue and High Street; thence along High Street to Fernside Boulevard; thence along Fernside Boulevard to Versailles Avenue; thence along Versailles Avenue to Lincoln Avenue; thence along Lincoln Avenue to Webster Street; thence via Webster Street through the Posoy Tube to Harrison Street in the City of Oakland; thence along Harrison Street to Eighth Street; Eighth Street to Cypress Street, with an alternate route along Harrison Street to Seventh Street, along Seventh Street to Cypress Street. Cypress Street to and over the San Francisco-Oakland Bay Bridge approach; thence over the San Francisco-Oakland Bay Bridge to Essex and Harrison Streets in the City of San Francisco; thence along Essex Street to Folsom Street; Folsom Street to Fremont Street; and Fremont Street to the San Francisco Interurban Terminal; returning via Fremont Street to Mission Street; Mission Street to Main Street; Main Street to Folsom Street; Folsom Street to Essex Street; thence returning via the reverse of the above route.

"W" - Encinal Avenue Motor Coach Route:

Commencing at the intersection of High Street and Santa Clara Avenue; thence along High Street to Encinal Avenue; thence along Encinal Avenue to Central Avenue; Central Avenue to Webster Street; thence via Webster Street through the Posey Tube to Harrison Street in the City of Oakland; thence along Harrison Street to Eighth Street; Eighth Street to Cypress Street, with an alternate route along Harrison Street to Seventh Street, along Seventh Street to Cypress Street, Cypress Street to and over the San Francisco- Oakland Bay Bridge approach; thence over the San Francisco-Oakland Bay Bridge to Essex Street and Harrison Street in the City of San Francisco; thence along Essex Street to Folsom Street; Folsom Street to Fremont Street; and Fremont Street to the San Francisco Interurban Terminal; returning via Fremont Street to Mission Street; Mission Street to Main Street; Main Street to Folsom Street; Folsom Street to Essex Street; thence returning the reverse of the above route.

For all other purposes the Orders outstanding in Application No. 23313 shall remain in full force and effect.

The authority herein granted shall become effective on the date hereof.

Dated at San Francisco, California, this 18th day of April, 1944.

Richard L. Lusk

Francis D. Havens
James D. ...

Grant K. ...

Commissioners