

Decision No. 37065

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 operate certain
street railway and motor coach routes
in the counties of Alameda and Contra
Costa, State of California.

69th Supplemental
Appl. No. 19502

BY THE COMMISSION:

ORIGINAL

OPINION AND ORDER

In this supplemental application Key System requests permission to revise the routing of its local buses in the City of Richmond in order to remove the general transfer point on Tenth Street between MacDonald and Nevin Avenues to an off-street terminal between 8th and 9th Streets and MacDonald and Bissell Avenues. This change in transfer point will involve a partial revision of routes Nos. 47, 48, and 68.

Numerous conferences have been held between representatives of applicant, City of Richmond, Richmond Chamber of Commerce, the Office of Defense Transportation, our engineers and various other interested parties. As a result of these conferences the change in general transfer point as above indicated was agreed upon.

In order to accomplish this, it will be necessary for applicant to operate over portions of certain streets as hereinafter described, which it does not at present operate over, and to discontinue passenger stage service on portions of certain other streets, all within the City of Richmond.

It appears that this is not a matter in which a public hearing is necessary and that the request should be granted, therefore;

IT IS HEREBY ORDERED that:

I. A certificate of public convenience and necessity be and it is hereby granted to Key System, as a passenger stage corporation, for the transportation of passengers in 8th Street, Bissell Avenue, 6th Street, 12th Street, Ohio Avenue, 14th Street, and Oil Street, all in the City of Richmond, County of Contra Costa, California, as an extension and enlargement of its present operative rights and consolidated therewith, subject to the following conditions:

- (1) The service herein authorized shall be commenced within a period of not to exceed ninety (90) days from the date hereof.
- (2) The authority herein granted is subject to the provisions of Section 52 (b) of the Public Utilities Act and further to the condition that Key System, its successors or assigns, shall never claim before this Commission or any court or other body, a value for said operative rights, or claim as the cost thereof an amount in excess of that paid to the State as the consideration of such rights.

II. In the operation of said passenger stage service pursuant to the foregoing certificate, Key System shall comply with and observe the following service regulations:

- (1) Applicant shall file a written acceptance of the certificate herein granted within thirty (30) days from the effective date hereof.
- (2) Subject to the authority of this Commission to change or modify such at any time by further order, Key System shall conduct such passenger stage operations over and along the following described routes in the City of Richmond, California:

In 8th Street between MacDonald and Bissell Avenues;
In Bissell Avenue between 6th and 9th Streets;
In 6th Street between Bissell Avenue and Cutting Boulevard;
In Bissell Avenue between 10th and 12th Streets;
In 12th Street between MacDonald and Bissell Avenues;
In Ohio Avenue between 10th and 14th Streets;
In 14th Street between Cutting Boulevard and Ohio Avenue;
In Oil Street between Cutting Boulevard and Garrard Boulevard.

The complete description of the revised Nos. 47, 48, and 68 routes is shown on Appendix "A" attached hereto and made a part hereof.

III. Key System is hereby authorized to abandon passenger stage service on portions of streets within the City of Richmond coincident with the establishment of service herein authorized, as follows:

In 9th Street between Nevin and MacDonald
Avenues;
In Nevin Avenue between 9th and 10th
Streets;
In 11th Street between MacDonald and Bis-
sell Avenues.

The Commission reserves the right to make such further orders in this proceeding as to it may seem just and proper, and to revoke its authority in whole or in part if in its opinion public convenience and necessity demand such action.

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

Dated at San Francisco, California, this 23 day
of May, 1944.

Richard Kachse
Justin F. Calver
Francis A. Haven

Charles F. Lawrence
Commissioners

APPENDIX "A"

Route No. 47:

Commencing at the Coach Terminal between 8th and 9th Streets, south of MacDonald Avenue, along 8th Street to Bissell Avenue, Bissell Avenue to 10th Street, 10th Street to Cutting Boulevard, Cutting Boulevard to 14th Street, 14th Street to the entrance of Richmond Shipyard No. 2 in the vicinity of Mecker Avenue, thence returning via same route to 10th Street and Bissell Avenue, thence via Bissell Avenue to 9th Street, 9th Street to the Coach Terminal; with an alternate route in either direction for that part from 10th Street and Cutting Boulevard to 14th Street and Hermann Avenue (Access Highway) to operate via 10th Street to Hermann Avenue (Access Highway) via Hermann Avenue (Access Highway) to 14th Street, thence continuing as before; with an alternate route in either direction from the intersection of 10th Street and Ohio Avenue to 14th Street and Cutting Boulevard, to operate via Ohio Avenue to 14th Street; along 14th Street to Cutting Boulevard, thence continue as before; and

Commencing at the Coach Terminal between 8th and 9th Streets, south of MacDonald Avenue, via 8th Street to Bissell Avenue, Bissell Avenue to 6th Street, 6th Street to Cutting Boulevard, Cutting Boulevard to the entrance to the No. 1 Shipyard located approximately at the intersection of 4th Street and Cutting Boulevard, thence continuing via Cutting Boulevard to Central Drive, via Central Drive to Richmond Shipyard No. 3 and No. 4, thence returning via same route to 6th Street and Bissell Avenue, Bissell Avenue to 9th Street, 9th Street to Coach Terminal, or via an alternate route from Central Drive to Cutting Boulevard, to Oil Street, to Garrard Boulevard, to MacDonald Avenue, to 9th Street, to Coach Terminal; with an alternate route to or from the Coach Terminal to operate via Bissell Avenue to 10th Street, to Hermann Avenue (Access Highway), to 7th Street, to Cutting Boulevard, to 6th Street, and continue as before; and

Commencing at the intersection of Buchanan Street and San Pablo Avenue; along San Pablo Avenue to Potrero Avenue; Potrero Avenue to 47th Street; 47th Street to Cutting Boulevard, Cutting Boulevard to 14th Street; 14th Street to the entrance to Richmond Shipyard No. 2, in the vicinity of Mecker Avenue; thence returning via same route; and

Commencing at the intersection of Buchanan Street and San Pablo Avenue; along San Pablo Avenue to Potrero Avenue; Potrero Avenue to 47th Street; 47th Street to Cutting Boulevard; Cutting Boulevard to the entrance to Richmond Shipyard No. 1, located approximately at the intersection of 4th Street and Cutting Boulevard; thence continuing via Cutting Boulevard to Central Drive; and via Central Drive to Richmond Shipyard No. 3 and No. 4; thence returning via same route; with an alternate route in either direction from that part from 14th Street and Cutting Boulevard to 7th Street and Cutting Boulevard to operate via 14th Street or via 10th Street to Hermann Avenue (Access Highway), via Hermann Avenue (Access Highway) to 7th Street; via 7th Street to Cutting Boulevard; thence continuing as before.

Route No. 48:

Commencing at Rhocm and San Pablo Avenues, along Rhocm Avenue to 13th Street, 13th Street to Kearney Street, Kearney Street to 10th Street, 10th Street to Bissell Avenue, Bissell Avenue to 9th

Street, 9th Street to Coach Terminal south of MacDonald Avenue between 8th and 9th Streets; return via 8th Street to Bissell Avenue, Bissell Avenue to 10th Street; thence over same route to Rhedm Avenue and San Pablo Avenue.

Route No. 68:

Commencing in the Mira Vista district of Richmond at the intersection of Barrett Avenue and Ellerhorst Street, along Ellerhorst Street to Charles Avenue; thence along Charles Avenue to Tulare Avenue; thence along Tulare Avenue to Barrett Avenue, along Barrett Avenue to San Palo Avenue, San Pablo Avenue to Roosevelt Avenue, to 23rd Street, to MacDonald Avenue, to 12th Street, to Bissell Avenue, to 9th Street, to Coach Terminal south of MacDonald Avenue between 8th and 9th Streets, to 8th Street, to Bissell Avenue, to 10th Street, to Pennsylvania Avenue, to 20th Street, to Garvin Avenue, to terminus at Garvin Avenue and Humboldt Street; return via same route except that Coach Terminal will be entered from Bissell Avenue via 9th Street and leave via 8th Street to Bissell Avenue.