

McS

Decision No. 14494

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

-000-

In the Matter of the Application of  
SAN FRANCISCO-OAKLAND TERMINAL RAILWAYS,  
a corporation, for a certificate of  
public necessity and convenience to  
operate passenger service between the City  
of Oakland, County of Alameda, State of  
California, and through a portion of the  
City of Piedmont in said County and again  
returning to said City of Oakland.

) ORIGINAL

) Application No. 6871

BY THE COMMISSION:

SUPPLEMENTAL ORDER

On January 16, 1925, Key System Transit Company, a corporation, successors in interest to San Francisco-Oakland Terminal Railways, a corporation, filed its amended application in which it applies for an order of the Railroad Commission authorizing a change in routing of its existing bus service operated from Piedmont Avenue and Mather Street over Moraga Avenue to the intersection of Hampton Road, the proposed additional routing to run over Thorn Road, Duncan Way to the intersection of Mountain Boulevard, Leo Way and Broadway.

Under Decision No. 9107 in Application No. 6871 dated January 14, 1921, San Francisco-Oakland Terminal Railways, a corporation, was granted a certificate authorizing operation of bus service over the route hereinabove first described. The proposed additional service to be rendered by this line is in accordance with the recommendations of the Railroad Commission

in Case No. 1989, being a complaint of the City of Oakland, a municipal corporation, vs. Key System Transit Company, a corporation, and will enable the company to render transportation service to what is known as the "Glenwood District".

We are of the opinion that this is a matter in which a public hearing is not necessary and that the application should be granted.

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA  
HEREBY DECLARES that public convenience and necessity require the operation by Key System Transit Company, a corporation, successor to San Francisco-Oakland Terminal Railways, a corporation, of an automotive stage line for the transportation of passengers as a common carrier over and along the following described route:

BEGINNING at the intersection of Piedmont Avenue and Pleasant Valley Avenue, Oakland, thence southeasterly along Pleasant Valley Avenue to Moraga Avenue; thence northeasterly along Moraga Avenue seven hundred (700) feet, more or less, to the westerly boundary of Piedmont; thence continuing along Moraga Avenue to the easterly line of Piedmont; thence continuing along Moraga Avenue in Oakland to Thorn Road; and thence continuing along Moraga Avenue to Hampton Road (Montclair terminus); thence returning along Moraga Avenue to Thorn Road, thence along Thorn Road to Mountain Boulevard; thence northwesterly along Mountain Boulevard to Duncan Way; thence along Duncan Way to Broadway Terrace (Glenwood terminus); thence returning along Broadway Terrace to Leo Way; thence along Leo Way to Duncan Way, and thence on Duncan Way, Mountain Boulevard, Thorn Road and Moraga Avenue to the point of beginning, all as shown in RED on the blue print attached to the application herein, marked Exhibit "A".

IT IS HEREBY ORDERED that a certificate of public

convenience and necessity be and the same hereby is granted, subject to the following conditions:

1. Applicant shall file its written acceptance of the certificate herein granted within a period of not to exceed ten (10) days from date hereof and shall file, in duplicate, revised time schedule in lieu of time schedules now on file with the Railroad Commission covering service as rendered under the provisions of Decision No. 9107 on the above numbered application; service to commence within a period of not to exceed twenty (20) days from date hereof.

2. The rights and privileges herein authorized may not be discontinued sold, leased, transferred nor assigned unless the written consent of the Railroad Commission thereto has first been secured.

3. No vehicle may be operated by applicant herein unless such vehicle is owned by said applicant or is leased under a contract or agreement on a basis satisfactory to the Railroad Commission.

For all other purposes, the effective date of the order herein shall be twenty (20) days from and after the date hereof.

Dated at San Francisco, California, this 27<sup>th</sup> day of January, 1925.

H. A. Brundage  
O. Seavey  
Egerton Shore  
George D. Inghes  
Ernest Scott  
Commissioners