

LW

Decision No. 116045

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
KEY SYSTEM TRANSIT COMPANY, a corporation,
for a certificate of public convenience
and necessity to operate a motor bus ser-
vice in connection with its Leona Heights
car line and between a point on Calaveras
Avenue 100 feet more or less westerly of
the intersection of Woodland Avenue, and
a point on Mountain Boulevard and Anderson
Street, and intermediate points, to serve
the territory known as Melrose Highlands,
County of Alameda, State of California.

ORIGINAL
Application No. 12435

BY THE COMMISSION -

OPINION and ORDER

Key System Transit Company, a corporation, has petitioned the Railroad Commission for an order declaring that public convenience and necessity requires the operation by it of an automobile bus line as a common carrier of passengers from a point on Calaveras Avenue approximately 100 feet westerly of its intersection with Woodland Avenue, thence along Calaveras Avenue to Seminary Avenue, thence along Seminary Avenue and Mountain Boulevard to a point approximately 350 feet easterly of the intersection of Mountain Boulevard and Anderson Street, all in the County of Alameda.

Applicant proposes to charge fares at the rate of seven cents for each one-way trip including the privilege of transfer to and from the Leona Heights street car line of applicant. Applicant proposes to operate on a schedule connecting with the cars of applicant's Leona Heights line between the hours of 6:00 A.M. and 11:15 P.M. on a 15 minute headway from 6:00 A.M. to 8:00 A.M.

then on a 20 minute headway until the last trip leaving Leona at 11:50 P.M. The equipment proposed to be used will be a bus of the so-called street car type of either 18, 25 or 29 passenger capacity.

Applicant alleges that it is at present operating a stub line or shuttle car in connection with the street car service given on its Leona Heights line, said service being operated from a point on the California Railway main line located 250 feet north-westerly from the trestle over Woodland Avenue and thence along the track known as the Ransome Spur to a point opposite the intersection of Seminary and Altamont Avenues. A motor bus service is now being operated by C. P. Murdock, Inc., in connection with the above mentioned shuttle car service, said motor bus operating along Mountain Boulevard to the point now proposed as the easterly terminus of applicant's bus line.

Applicant further alleges that the C.P. Murdock, Inc., motor bus service and the present shuttle street car service on the Leona Heights extension line is to be substituted by the service herein proposed; that under present operation it is necessary for passengers going to or from points east of Altamont Avenue to make two transfers, one of which will be eliminated if the proposed service is authorized; that the residents of the territory proposed to be served, known as Melrose Highlands, will be furnished a more rapid transportation service than that now existing; and that the Murdock service is about to be discontinued and applicant has been requested to install the motor bus service for which a certificate is herein sought.

We are of the opinion that this is a matter in which a public hearing is not necessary and that the motor bus service proposed to be established should be authorized in substitution for the present shuttle street car service now operated over the so-called Leona Heights extension, which service has connected with a bus service operated by C.P. Murdock, Inc.

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA HEREBY
DECLARES that public convenience and necessity requires the operation by Key System Transit Company, a corporation, of an automobile bus line as a common carrier of passengers over and along the following route:

Commencing at a point on Calaveras Avenue located 100 feet, more or less, westerly from its intersection with Woodland Avenue, thence along Calaveras Avenue to Seminary Avenue; thence easterly and southeasterly along Seminary Avenue to Mountain Boulevard; thence southeasterly along Mountain Boulevard to a point on said Mountain Boulevard located 350 feet, more or less, easterly of the intersection of Mountain Boulevard and Anderson Street; all in the County of Alameda, State of California.

IT IS HEREBY ORDERED that a certificate of public convenience and necessity be and the same hereby is granted to Key System Transit Company, a corporation, covering the operation of an automobile bus line as a common carrier of passengers over and along the route hereinabove described, subject, however, to the following conditions:

- 1- Applicant herein shall file with the Railroad Commission its written acceptance of the certificate herein granted within a period of not to exceed ten (10) days from date hereof; shall file, in duplicate, tariff of rates and time schedules within a period of not to exceed twenty (20) days from date hereof, such tariff of rates and time schedules to be identical with those attached to the application herein; and shall commence operation of said service within a period of not to exceed thirty (30) 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 to such discontinuance, sale, lease, transfer or assignment has first been secured.
- 3- No vehicle may be operated by applicant herein unless such vehicle is owned by said applicant or is leased by it under a contract or agreement on a basis satisfactory to the Railroad Commission.
- 4- For all other purposes the effective date of this order shall be twenty (20) days from the date hereof.

IT IS HEREBY FURTHER ORDERED that applicant, Key System Transit Company, upon the establishment and commencement of operation of the automobile bus service herein authorized, be and the same hereby is authorized to discontinue the operation of its street car service by shuttle car over the so-called Leona Heights extension from a point on its Leona Heights line near Woodland Avenue to a point near the intersection of Mountain Boulevard and Altamont Avenue, this authority, however, not to be construed as authorizing the abandonment or removal of any trackage.

Dated at San Francisco, California, this 2nd day of

March, 1926.

H. B. Brundage

C. A. Henry

Ernest W. Lott

Leon Whitely

COMMISSIONERS.