

ORIGINAL

Decision No. 17925.

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 motor buses on Telegraph Avenue, in the City of Oakland, between a terminus at 11th Street and Broadway and a terminus at Alcatraz Avenue and Dana Street and intermediate points, as an extension to and in connection with its present street railroad system in the City of Oakland, County of Alameda, State of California.

Application No. 13,489.

BY THE COMMISSION:

OPINION AND ORDER.

Key System Transit Company, a corporation, has applied to The Railroad Commission for an order declaring that public convenience and necessity require the operation by it of a motor bus service for the transportation of passengers between a terminus at 11th Street and Broadway and a terminus at Alcatraz Avenue and Dana Street in the City of Oakland, said service to be operated as an extension of applicant's Telegraph Avenue and Shattuck Avenue street car line.

Applicant proposes to charge a fare of seven (7) cents with transfer privileges in accordance with an exhibit marked "c"

which is attached to the application herein and made a part thereof. The time schedule proposed to be followed is marked Exhibit "B", which is also attached to and made a part of the application herein.

In justification of its claim that public convenience and necessity require the service as proposed applicant, Key System Transit Company, declares as follows:

This applicant is now operating a street car line on Telegraph Avenue between Alcatraz Avenue and the downtown district of Oakland, and a street car line on Shattuck Avenue between 49th Street and the downtown district of Oakland. By installing the proposed motor bus service and operating under the schedule hereinafter set forth it will be possible for your applicant to inaugurate a service in the City of Oakland, on both Telegraph and Shattuck Avenue, between the termini named, that will be several minutes faster than the service now rendered. The proposed motor bus operation will result in a coordinated street car and bus service on Telegraph Avenue, on which Avenue in addition to the Telegraph Avenue cars the cars of the Shattuck Avenue line also operate between the downtown district of Oakland and 49th Street, and it is proposed to operate the through Shattuck Avenue street cars on said line with restricted stops south of 49th Street, and the Telegraph Avenue line with restricted stops south of Alcatraz Avenue, all in the City of Oakland. The proposed bus line will stop at all of the present street car stops north of 10th Street, and the present short line street car service, designated as "Alcatraz Avenue" and now operating between Alcatraz Avenue and Water Street, to be withdrawn and the proposed bus line to handle local passengers heretofore handled by said line. The Telegraph and Shattuck Avenue street cars will also stop in the restricted stop district to take on passengers destined to points north of such district on the outbound trips, and will stop to discharge passengers that originate north of such district on the inbound trips. Your applicant believes that the residents of the territory to be served by the proposed motor bus line will, under the proposed operation, be given a more rapid and expeditious means of transportation than is now extended to them.

It is proposed to use motor buses of street car type.

The route proposed to be used is as follows:

Commencing at 11th Street and Broadway, running thence along Broadway to Telegraph Avenue, thence along Telegraph Avenue to Alcatraz Avenue, thence along Alcatraz Avenue to Dana Street, thence along Dana Street to 63rd Street, thence along 63rd Street to Telegraph Avenue and south on Telegraph Avenue to 10th Street, thence along 10th Street to Washington Street, thence along Washington Street to 11th Street and thence along 11th Street to the point of beginning.

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.

Wherefore 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, of a motor bus service for the transportation of passengers over and along the following route:

Commencing at 11th Street and Broadway, running thence along Broadway to Telegraph Avenue, thence along Telegraph Avenue to Alcatraz Avenue, thence along Alcatraz Avenue to Dana Street, thence along Dana Street to 63rd Street, thence along 63rd Street to Telegraph Avenue and south on Telegraph Avenue to 10th Street, thence along 10th Street to Washington Street, thence along Washington Street to 11th Street and thence along 11th Street to the point of beginning, and

IT IS HEREBY ORDERED that a certificate of public convenience and necessity for such service be and it is hereby granted to Key System Transit Company, a corporation, 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.

(2) Applicant shall file, in duplicate, within a period of not to exceed twenty (20) days from the date hereof, tariff of rates and time schedules, such tariffs of rates and time schedules to be identical with those attached to the application herein, or rates and time schedules satisfactory to the Railroad Commission, and shall commence operation of said service within a period of not to exceed sixty (60) days from the date hereof.

(3) 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.

(4) No vehicle may be operated by applicant herein un-

less 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.

For all other purposes the effective date of this order shall be twenty (20) days from the date hereof.

Dated at San Francisco, California, this 26th day of January, 1927.

Emmert

H. B. Brundige

C. Seaver

Thos. S. Roullet
Commissioners.