

Decision No. 19528.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
 KEY SYSTEM TRANSIT COMPANY for per-
 mission to abandon its street car ser-
 vice, franchise and tracks on its "Rock-
 ridge" line, in the City of Oakland and
 for a certificate of public convenience
 and necessity to operate a motor bus
 service from the junction of Costa Road,
 Broadway Terrace, Florence Ave., Proctor
 Avenue and Sheridan Road, along Broadway
 Terrace to Park Road, along Park Road to
 Broadway Terrace, along Broadway Terrace
 to Broadway, thence northerly on Broad-
 way to Patton, along Patton to Chabot
 Road, along Chabot Road to Claremont
 Ave., making connection with the Key
 System Transbay service at Chabot and
 Claremont Ave. and return to the point
 of beginning, all in the City of Oakland,
 County of Alameda, State of California.

ORIGINAL

Application No. 14285.

Brobeck, Phleger and Harrison, by
 Frank S. Richards, for Applicant.

Preston Higgins, by John W. Collier,
 for City of Oakland.

W. E. Ostrander, for certain residents
 of Rockridge District.

BY THE COMMISSION:

O P I N I O N

In this proceeding, Key System Transit Company requests
 permission to abandon its Rockridge street car line and to estab-
 lish a motor bus service in lieu thereof.

A public hearing was held in this matter before Examiner
 Gannon in Oakland on March 15th, 1928.

The said Rockridge street car line operated between the

junction of Broadway and College Avenue, and a point about one mile to the northeast thereof, following Broadway and Broadway Terrace and along private right-of-way.

On December 21st, 1927, applicant requested permission to temporarily abandon service on the Rockridge street car line and substitute therefor a motor bus service. By Decision No. 19127, dated December 22, 1927, applicant was granted authority to establish service over the following route:

Along Park Road to Broadway Terrace, along Broadway Terrace to Broadway, along Broadway to College Avenue, thence northerly on College Avenue to Clifton, along Clifton to Claremont and along Claremont to Chabot Road, along Chabot Road to Patton Street, along Patton Street to Broadway, along Broadway to Manila Avenue, along Manila Avenue to College Avenue, along College Avenue to Kales Avenue and return to point of beginning.

This route serves the district which was formerly served by both the Rockridge car line and the Broadway motor bus line, with added service along Clifton Street and Claremont Avenue. This route was planned so that the patrons in the Rockridge district would have a direct contact with the transbay service of applicant.

After this service had been in operation for a short period of time, a request was made by the residents of the district served for a modification of the route. This modification was granted in Decision No. 14285, dated February 6, 1928, and is described as follows:

From the junction of Costa Road, Broadway Terrace, Florence Avenue, Proctor Avenue and Sheridan Road, along Broadway Terrace to Park Road, along Park Road to Broadway Terrace, along Broadway Terrace to Broadway, thence northerly on Broadway to Patton, along Patton to Chabot Road, along Chabot Road to Claremont Avenue, making a connection with the Key transbay service at Chabot and Claremont Avenue, and return to the point of begin-

ning.

In its supplemental application, dated February 10th, 1928, the company requests permission to permanently abandon its Rockridge street car line and continue, indefinitely, service on the last described motor coach route.

A number of residents of the district testified that the motor coach service is more desirable as the line extends a considerable distance beyond the terminal of the street car line; also, the bus route serves a larger territory. It was requested by interested parties that the bus, on its return trip, loop along Golden Gate Avenue and Cross Roads, so that additional territory would be served. Applicant agreed to this extension of the service.

Some opposition was offered to the granting of this application by certain residents who objected to the noise made by the bus in traversing the route and also objected to the operation on Park Road due to the narrowness of this street.

After due consideration of all the evidence it appears that in the interest of public convenience and necessity, this application as amended should be granted and the following order will so provide:

SECOND SUPPLEMENTAL
ORDER

Key System Transit Company, a corporation, having made application to abandon its Rockridge street car line and substitute therefor a motor bus line, a public hearing having been held, the matter being under submission and ready for decision; therefore,

IT IS HEREBY ORDERED that Key System Transit Company be and it is hereby authorized to abandon its street car service, franchise and tracks on its Rockridge line, in the City of Oakland,

County of Alameda, State of California, its route being described as follows:

Beginning at the intersection of Broadway and College Avenue and running northerly along Broadway to Broadway Terrace; thence northeasterly along Broadway Terrace and over certain private rights-of-way to an intersection with Broadway Terrace, all in the City of Oakland, County of Alameda, California,

and substitute therefor the operation of a passenger motor bus service, with a twenty-minute headway, except during the period when the transbay service of applicant is on a fifteen-minute headway; during which time a fifteen-minute headway shall be maintained, over a route described as follows:

Beginning at the intersection of Claremont Avenue and Chabot Road, along Chabot Road to Patton, along Patton to Broadway, thence southerly along Broadway to Broadway Terrace, along Broadway Terrace to Park Road, along Park Road to Broadway Terrace, along Broadway Terrace to the junction of Costa Road, Broadway Terrace, Florence Avenue, Proctor Avenue and Sheridan Road; returning from this junction along Broadway Terrace to Golden Gate Avenue, along Golden Gate to Cross Roads, along Cross Roads to Park Road and return to the point of beginning, making a direct connection with the Key System transbay service at Chabot Road and Claremont Avenue, all in the City of Oakland, County of Alameda.

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

Dated at San Francisco, California, this ¹⁵ 21 day of March, 1928.

Leon Whitall

Charles

Ernest

John D. Lewis

M. A. Lewis
Commissioners.