

Decision No. 23022.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

ORIGINAL

In the Matter of the Application of Key System Transit Company, a corporation, for a certificate of public convenience and necessity to operate motor bus service from the City Hall, Oakland, to Webster Street (through Oakland Estuary Tube) in Alameda, and return over the same route, etc.

Application No. 14516.

In the Matter of the Application of Key System Transit Company, a corporation, for permission to abandon its Haight Street Motor-bus Line and High Street car line, franchise rights and tracks in the City of Alameda, California.

Application No. 14933.

In the Matter of the Application of Key System Transit Company, a corporation, for permission to abandon certain of its street car service, franchise rights and tracks in the City of Alameda, County of Alameda, California.

Application No. 14934.

BY THE COMMISSION:

FOURTE SUPPLEMENTAL ORDER

The City of Alameda, party at interest in the above entitled proceedings, filed its application for supplemental order on April 17, 1929, asking that Key System Transit Company, applicant herein, be authorized and directed to re-route its motor bus service east of Park Street in said City of Alameda from that specified in this Commission's Decision No. 20,231, dated September 18, 1928, to a route as hereinafter specified. Key System Transit Company has signified, by letter,

that it has no objection to the proposed re-routing, subject to certain conditions, as hereinafter specified, which appear to be acceptable to the City of Alameda. Under the conditions, it would appear that this is not a matter in which a public hearing is necessary and that said application for supplemental order should be granted, therefore,

IT IS HEREBY ORDERED that Key System Transit Company be and it is hereby authorized and directed to re-route that portion of its Oakland-Alameda Motor Bus Service operating east of Park Street, City of Alameda, from the route as specified in Condition No. 1 of this Commission's Decision No. 20,231, dated September 18, 1928, to the following described route:

From the intersection of Park Street and Central Avenue, running thence easterly along Central Avenue to High Street, thence southerly along High Street to San Jose Avenue, thence westerly along San Jose to Park Street, and thence northerly along Park Street to Central Avenue;

subject, however, to the following conditions:

(1) Busses shall be operated in each direction around said loop with the headway on each leg of said loop double that which it will be for the entire service if operated on one street.

(2) Express service shall not be operated east of Park Street.

(3) Such motor busses as are now turned back to meet the requirements of service shall not be operated around said loop.

(4) Applicant, in making up its time schedules, will provide for a lay-over period at a convenient point on said loop.

(5) The paving on the streets on which the busses are to operate, as herein authorized, shall be maintained by the City of Alameda in such condition as not to cause additional

motor bus maintenance cost or uncomfortable riding for the patrons; otherwise, the service around said loop shall be abandoned upon receiving permission from this Commission.

In all other respects this Commission's orders heretofore entered in the above entitled proceedings shall remain in full force and effect.

The effective date of this order shall be twenty (20) days from the date hereof.

Dated at San Francisco, California, this 24<sup>th</sup> day of April, 1929.

Frank B. Lott  
Chairman

Leon Whitell

M. J. Lee  
Commissioners.