

Decision No. 22683

**ORIGINAL**

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of KEY SYSTEM TRANSIT COMPANY, a corporation, for an order of the Railroad Commission of the State of California approving an agree- ment with the City of Alameda.	) ) ) ) ) ) )	Application No. 16727
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BY THE COMMISSION:

O P I N I O N

This is an application of the Key System Transit Company for authority to enter into an agreement for a period of one year with the City of Alameda whereby applicant and the city will establish certain through fares and exchange transfers between the lines of applicant and the city.

The City of Alameda proposes to establish two municipally owned motor coach lines in the City of Alameda. The first, hereafter referred to as the Santa Clara Avenue line, will begin at Santa Clara Avenue and Webster Street, thence proceed westerly on Santa Clara Avenue to Third Street, thence north to Lincoln Avenue, thence east to Webster Street and thence south on Webster Street to the point of beginning. The second line, hereafter referred to as the High Street line, will start at High Street and Encinal Avenue, thence proceed south on High Street to San Jose Avenue, thence east on San Jose Avenue to Peach Street, thence south on Peach Street to Bay Farm Island Bridge and thence south on Maitland Drive to South Alameda.

Applicant in conjunction with the City intends to establish through fares from or to points reached by its street

car and motor coach lines, on the one hand and points on the two proposed lines of the City of Alameda, on the other hand, which will not be less than the fares contemporaneously in effect between the points of interchange and other points on the line of the Key System Transit Company. It is also proposed to exchange transfers between applicant's lines and the proposed lines of the City when presented on Webster Street between Lincoln Avenue and Santa Clara Avenue in connection with the Santa Clara Avenue line and at Encinal Avenue and High Street in connection with the High Street line. For the present each line will retain the full cash fare and any transfer issued by it will be honored by the connecting line without a cash payment, with the understanding that the Key System may at any time during the continuance of the agreement require a division of fares reflecting the relative service performed by the respective lines concerned.

It appears that the proposed arrangement is in the public interest and is a matter not requiring a public hearing. The application will therefore be granted.

#### C R D E R

The Key System Transit Company having applied to the Railroad Commission of the State of California for authority to publish through fares and exchange transfers with the municipally owned lines of the City of Alameda, and good cause appearing therefor,

IT IS HEREBY ORDERED that applicant be and it is hereby authorized to establish through fares and exchange transfers

with the municipally owned lines of the City of Alameda as set forth in the application.

Dated at San Francisco, California, this 17<sup>th</sup> day of July 1930.

C. Deane  
Commissioner  
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W. A. Carr  
COMMISSIONERS.