

System Transit Company, a corporation, et al, Defendants, No. 112,516", which action was brought to foreclose the first mortgage and the general and refunding mortgage of Key System Transit Company, under date of June 23, 1930, entered its judgment and decree of foreclosure and sale. The court ordered the properties of the Key System Transit Company to be sold in parcels, each of which is described in such judgment and decree of foreclosure and sale (Exhibit No. 3). At the sale of the properties held on August 6, 1930, J. D. Cronin, E. Offe and W. J. Smyth bought Parcel No. 4 of said properties, which are described in Exhibit "A" attached hereto. In so doing they were, and in operating the properties since August 6, 1930, they have been, and are now, acting as trustees for the Readjustment Committee of Key System Transit Company, pursuant to the plan of readjustment of Key System Transit Company.

Applications Nos. 16815, 16816 and 16818, which were consolidated with this application, No. 16817, for the purpose of taking evidence, cover the transfer of other parts of the properties formerly owned by Key System Transit Company. A separate decision will be entered in each application. However, such facts or portions of the opinion in Application No. 16815 as relate to this application or to Applications No. 16816 and No. 16818, or to the Key System Transit Company, or to the Railway Equipment and Realty Company, Ltd., are referred to hereby and incorporated herein, to the same effect as though re-stated in this opinion.

In Exhibit No. 19 the cost of the properties described in Exhibit "A" attached hereto as of June 30, 1930, is reported at \$8,723,841.33. In Exhibit No. 21 the accrued depreciation on these properties is reported at \$987,629.96, leaving a net cost of \$7,736,211.37.

It is of record that all of the equipment which the East Bay Street Railways, Ltd. will need in its operation will be leased from the Railway Equipment and Realty Company, Ltd. In addition, certain other properties which are required in its operations will likewise be leased from the Railway Equipment and Realty Company, Ltd. or from others. The total obligation which the East Bay Street Railways, Ltd. will assume under the several leases is reported at \$564,571.68, segregated as follows:-

	: 6% on value	: Depreciation	: Total monthly
	:	:	: rental
Land leases (R.E. & R.Co.Lessor)	: \$ 14,158.47	: \$ 3,432.29	: \$ 17,590.76
Equipment (R.E. & R.Co.Lessor)	: 18,900.66	: 10,012.90	: 28,913.56
Misc.Rentals(Other than R.E. & R.Co.Lessor)	: -	: -	: 543.32
Monthly total.....	: \$ 33,059.13	: \$ 13,445.19	: \$ 47,047.64
Annual total.....	: 396,709.56	: 161,342.28	: 564,571.68

East Bay Street Railways, Ltd. has been organized under the laws of the State of California, with an authorized capital stock of 91,000 shares, without nominal or par value. In this proceeding as recited, the company asks permission to issue 91,000 shares of its stock or such portion thereof as the Commission may deem proper in payment for the properties which it intends to acquire from J.D. Cronin, E. Offe and W.J.Smyth. After considering the evidence we have concluded that the company should be permitted to issue not exceeding 77,300 shares of stock in payment for the aforesaid properties.

ORDER

The Railroad Commission having been requested to enter its order, as indicated in the foregoing opinion, a public hearing having been held before Examiner Fankhauser and the Commission being of the opinion that the money, property or labor to be procured or

paid for by the issue of 77,300 shares of stock herein authorized is reasonably required for the purpose specified herein, that such purpose is not in whole or in part reasonably chargeable to operating expense or to income, and that this application insofar as it involves the issue of 13,700 shares of stock, should be dismissed without prejudice, therefore,

IT IS HEREBY ORDERED as follows:-

(1) J. D. Cronin, E. Offe and W. J. Smyth be, and they are hereby, authorized to sell, on or before December 31, 1930 to East Bay Street Railways, Ltd., a corporation, all of the properties purchased by them at judicial sale on the 6th day of August, 1930, such properties being more particularly described in Exhibit "A" attached hereto.

(2) East Bay Street Railways, Ltd. on or before December 31, 1930, shall acquire the aforesaid properties and assume such obligations as have been incurred by J.D.Cronin, E. Offe and W.J.Smyth in connection with the operation of the aforesaid properties.

(3) East Bay Street Railways, Ltd. may, on or before December 31, 1930, issue not exceeding 77,300 shares of its capital stock, without nominal or par value, in payment for the aforesaid properties.

(4) This application insofar as it involves the issue of 13,700 shares of stock is hereby dismissed without prejudice.

(5) Within thirty days after the transfer of the properties herein authorized to be transferred, East Bay Street Railways, Ltd. shall file with the Railroad Commission a verified copy of the deed or other instrument of conveyance under which it acquires and holds title to the aforesaid properties, and shall also file with the Commission a report, such as is required by the Commission's General Order No. 24, which order insofar as applicable, is made a part of this order.

(6) The Commission will not, because of the authority herein granted, consider the aforesaid reported cost of the properties described in Exhibit "A" attached hereto, or the aforesaid rentals as reasonable for the purpose of fixing rates or the issue of additional securities or for any purpose other than the transfer and securities herein authorized.

(7) East Bay Street Railways, Ltd. shall, until otherwise directed, file with the Commission monthly reports, such reports to be filed as soon as available but in no event later than 45 days after the close of the month for which a report is to be filed, and to be prepared in accordance with the uniform system of accounts for electric railways, prescribed by the Interstate Commerce Commission, and to cover balance sheet, road and equipment, income, profit and loss, operating revenue and operating expense accounts.

(8) The authority herein granted will become effective ten (10) days after the date hereof.

DATED at San Francisco, California, this 6th day of October, 1930.

O. S. Deane
Edward
Leon
W. J. L.
M. J. L.
Commissioners.

EXHIBIT "A"

All those certain railway routes in the cities of Richmond and El Cerrito and in Contra Costa County, State of California, and in the cities of Albany, Berkeley, Piedmont, Oakland, Alameda, San Leandro and towns of Emeryville and Hayward and in the County of Alameda, State of California, together with all the right, title and interest of the Key System Transit Company in and to the roadway, tracks, sidings, switches, turnouts and crossings, bonds and bonding cables, bridges, subways, trestles, culverts, drains, signs, signals, interlocking and other protective devices, poles, trolley wires, span wires, guy wires, and suspension wires, telephone and telegraph wires, feeder wires and cables and all other facilities and appurtenances of said structures or any of them, namely:

FIRST: The following described routes in the City of Richmond:

Commencing at a point in Potrero Avenue on the easterly boundary line of the City of Richmond; thence westerly along Potrero Avenue to Pullman Avenue; thence northerly along Pullman Avenue to 23rd Street; thence northerly along 23rd Street to Macdonald Avenue; thence westerly along Macdonald Avenue to Garrard Boulevard; thence southerly along Garrard Boulevard to Standard Avenue; thence westerly along Standard Avenue to a point 260 feet, more or less, westerly of the intersection of Standard Avenue with Scofield Avenue; also

Commencing at a point in the first hereinabove described line at or near the intersection of 23rd Street and Macdonald Avenue; thence easterly along Macdonald Avenue to a point at or near the intersection thereof with the westerly line of San Pablo Avenue; also

Commencing at a point in the first hereinabove described line at or near the intersection of Macdonald Avenue with 23rd Street; thence northerly along 23rd Street to the northerly boundary line of the City of Richmond; also

Commencing at a point in the first hereinabove described line at or near the intersection of Macdonald Avenue and Sixth Street; thence

northerly along Sixth Street to Barrett Avenue; thence easterly along Barrett Avenue to Eighth Street; thence northerly along Eighth Street to a point 300 feet, more or less, northerly from the intersection thereof with Lincoln Avenue; also

Commencing at a point in the first hereinabove described line at or near the intersection of Macdonald Avenue and Sixth Street; thence southerly along Sixth Street to a point at or near the intersection thereof with Ohio Street; also

Commencing at a point in the first hereinabove described line at or near the intersection of Garrard Boulevard and Ohio Street; thence easterly along Ohio Street to 14th Street; thence southerly along 14th Street to a point at or near the intersection thereof with the northerly line of Potrero Avenue; also

Commencing at a point in the first hereinabove described line at or near the intersection of Standard Avenue and Scofield Avenue; thence southerly along Scofield Avenue to Contra Costa County Road No. 27; thence along Contra Costa County Road No. 27 to the end of track 755 feet more or less, westerly of the junction of said line with the lines owned by Blake Bros. Company.

SECOND: The following described route in the City of El Cerrito:

Commencing at a point in San Pablo Avenue on the southerly boundary line of the City of El Cerrito; thence northerly along San Pablo Avenue to Potrero Avenue; thence westerly along Potrero Avenue to the westerly boundary line of the City of El Cerrito.

THIRD: The following described routes in the County of Contra Costa:

Commencing at a point in Arlington Road on the north boundary line of the City of Berkeley; thence northerly along Arlington Road to a point 525 feet, more or less, from the point of commencement; also

Commencing at a point in 23rd Street on the northerly boundary line of the City of Richmond; thence northerly along 23rd Street to

Market Street; thence easterly along Market Street to a point at or near the intersection thereof with the westerly line of Church Lane.

FOURTH: The following described route in the City of Albany:

Commencing at a point in San Pablo Avenue on the southerly boundary line of the City of Albany; thence northerly along San Pablo Avenue to the northerly boundary line of the City of Albany.

FIFTH: The following described routes in the City of Berkeley:

Commencing at a point in University Avenue at or near the intersection thereof with Third Street; thence easterly along University Avenue to a point at or near the intersection thereof with Oxford Street; also

Commencing at a point in the last hereinabove described line at or near the intersection of University Avenue and Oxford Street; thence southerly along Oxford Street and across private property to Allston Way; thence easterly along Allston Way to Dana Street; thence southerly along Dana Street to a connection with the lines in Bancroft Way; also

Commencing at a point in the first hereinabove described line at or near the intersection of University Avenue and Oxford Street; thence northerly along Oxford Street to Rose Street; thence easterly along Rose Street to Spruce Street; thence northerly along Spruce Street to a point at or near the intersection thereof with Los Angeles Avenue; also

Commencing at a point in the last hereinabove described line at or near the intersection of Oxford Street and Cedar Street; thence easterly along Cedar Street to Spruce Street; thence northerly along Spruce Street to a connection with said line with said last hereinabove described line at or near Rose Street; also

Commencing at a point in the last hereinabove described line at or near the intersection of Oxford Street and Hearst Avenue; thence easterly along Hearst Avenue and across private property to Euclid Avenue; thence northerly along Euclid Avenue to a point at or near the intersection thereof with Regal Road; also

Commencing at a point in the first hereinabove described line at or near the intersection of University Avenue and Sixth Street; thence southerly along Sixth Street to Dwight Way; thence easterly along Dwight Way to a connection with the lines on College Avenue; also

Commencing at a point in the first hereinabove described line at or near the intersection of University Avenue and San Pablo Avenue; thence northerly along San Pablo Avenue to the northerly boundary line of the City of Berkeley; also

Commencing at a point in the first hereinabove described line at or near the intersection of University Avenue and San Pablo Avenue; thence southerly along San Pablo Avenue to the southerly boundary^{line} of the City of Berkeley; also

Commencing at a point in the first hereinabove described line at or near the intersection of University Avenue and Grove Street; thence southerly along Grove Street to Adeline Street; thence southerly along Adeline Street to Grove Street; thence southerly along Grove Street to the southerly boundary line of the City of Berkeley; also

Commencing at a point in the first hereinabove described line at or near the intersection of University Avenue and Grove Street; thence northerly along Grove Street to The Alameda to a point at or near the intersection thereof with Tacoma Avenue; also

Commencing at a point in the last hereinabove described line at or near the intersection of The Alameda and Monterey Avenue; thence northerly along Monterey Avenue to Marin Avenue; thence northerly along Marin Avenue to Arlington Road; thence northerly along Arlington Road to the northerly boundary line of the City of Berkeley; also

Commencing at a point in the first hereinabove described line at or near the intersection of University Avenue and Shattuck Avenue; thence southerly along Shattuck Avenue to the southerly boundary line of the City of Berkeley; also

Commencing at a point in Telegraph Avenue on the southerly boundary line of the City of Berkeley; thence northerly along Telegraph Avenue to a connection with the lines on Bancroft Way; also

Commencing at a point in College Avenue on the southerly boundary line of the City of Berkeley; thence northerly along College Avenue to a connection with the lines on Alcatraz Avenue at or near the northerly line of said Alcatraz Avenue.

SIXTH: The following described routes in the Town of Emeryville:

Commencing at a point in San Pablo Avenue on the southerly boundary line of the Town of Emeryville; thence northerly along San Pablo Avenue to the northerly boundary line of the Town of Emeryville; also

Commencing at a point in the last hereinabove described line at or near the intersection of San Pablo Avenue and Park Avenue; thence westerly along Park Avenue to a point 116 feet, more or less, westerly from the west line of Halleck Street.

SEVENTH: The following described routes in the City of Piedmont:

Commencing at a point in Oakland Avenue on the southerly boundary line of the City of Piedmont; thence northerly along Oakland Avenue to Sunnyside Avenue; thence westerly across private property and intersecting streets to Linda Avenue; thence westerly along Linda Avenue to the westerly boundary line of the City of Piedmont; also

Commencing at a point in Grand Avenue on the southerly boundary line of the City of Piedmont; thence northerly along Grand Avenue to Fairview Avenue; thence northerly along Fairview Avenue to a point at or near the intersection thereof with the easterly line of Oakland Avenue; also

Commencing at a point on the westerly line of Crocker Avenue 256 feet, more or less, southerly from the southerly line of Wildwood Avenue; thence running westerly from said point of commencement across

private property and intersecting streets to Highland Avenue; thence northwesterly along Highland Avenue and across private property and intersecting streets to a connection with the lines in said private property at a point 150 feet, more or less, easterly of the intersection of the westerly line of the City of Piedmont and said private property.

EIGHTH: The following described routes in the City of Oakland:

Commencing at a point in Broadway at or near the intersection thereof with the south line of Water Street; thence northerly along Broadway to a point at or near the intersection thereof with Broadway Terrace; also

Commencing at a point in the last hereinabove described line at or near the intersection of Broadway and Second Street; thence westerly along Second Street to Washington Street; thence northerly along Washington Street to a point at or near the intersection thereof with the north property line of Fourteenth Street; also

Commencing at a point at the intersection of the westerly property line of San Pablo Avenue and the center line of Washington Street; thence northerly to an intersection with the lines on San Pablo Avenue; also

Commencing at a point at or near the intersection of Second Street and Washington Street; thence southerly along Washington Street to a point at or near the northerly line of First Street; also

Commencing at a point in the first hereinabove described line at or near the intersection of Broadway and Eighth Street; thence easterly along Eighth Street to East Ninth Street; thence easterly along East Ninth Street to Fifth Avenue; thence northerly along Fifth

Avenue to a point at or near the intersection thereof with East Fourteenth Street; also

Commencing at a point in the first hereinabove described line at or near the intersection of Broadway and Ninth Street; thence easterly along Ninth Street to Franklin Street; thence southerly along Franklin Street to a connection with said line with said last hereinabove described line at or near Eighth Street; also

Commencing at a point in the first hereinabove described line at or near the intersection of Broadway and Eighth Street; thence westerly along Eighth Street to Pine Street; thence southerly along Pine Street to a point at or near the intersection thereof with the north line of Seventh Street; also

Commencing at a point in the last hereinabove described line at or near the intersection of Eighth Street and Chestnut Street; thence southerly along Chestnut Street to the end of track at a point 150 feet more or less, north of the north line of First Street; also

Commencing at a point in the first hereinabove described line at or near the intersection of Broadway and Thirteenth Street; thence westerly along Thirteenth Street to Jefferson Street; thence southerly along Jefferson Street to a connection with the lines on West Twelfth Street; also

Commencing at a point in the first hereinabove described line at or near the intersection of Broadway and Thirteenth Street; thence easterly along Thirteenth Street to Oak Street; thence southerly along Oak Street to a connection with the lines on Twelfth Street; also

Commencing at a point in the first hereinabove described line at or near the intersection of Broadway and Fourteenth Street; thence easterly along Fourteenth Street to Webster Street; thence northerly along Webster Street over lines jointly owned with the Southern Pacific

Company to Twentieth Street; thence continuing northerly on Webster Street to a connection with the lines on Grand Avenue; also

Commencing at a point in Grand Avenue on the northerly boundary line of the City of Oakland; thence southerly along Grand Avenue to a point at or near the intersection thereof with lines on Park Avenue and Grand Avenue; also

Commencing at a point in Wala Vista Avenue at or near the intersection thereof with Lake Shore Avenue; thence northerly along Wala Vista Avenue to Carlston Avenue; thence easterly across private property to a point 627 feet, more or less, easterly from the east line of Carlston Avenue; also

Commencing at a point in Lake Shore Avenue at or near the intersection thereof with Wala Vista Avenue; thence southerly along Lake Shore Avenue to a connection with the lines on Lake Shore Avenue at or near Long Ridge Road; also

Commencing at a point in the first hereinabove described line at or near the intersection of Broadway and Fourteenth Street; thence westerly along Fourteenth Street to a point at or near the intersection thereof with Market Street; also

Commencing at a point in the last hereinabove described line at or near the intersection of Fourteenth Street and Market Street; thence northerly along Market Street to Twenty-fourth Street; thence westerly along Twenty-fourth Street to Adeline Street; thence northerly along Adeline Street to Thirty-second Street; thence westerly along Thirty-second Street to Hollis Street; thence northerly along Hollis Street to a point at or near the southerly line of Yerba Buena Avenue; also

Commencing at a point in the first hereinabove described line at or near the intersection of Broadway and San Pablo Avenue; thence northerly along San Pablo Avenue to the northerly boundary line of the City of Oakland; also

Commencing at a point in San Pablo Avenue at the northerly boundary line of the Town of Emeryville; thence northerly along San Pablo Avenue to the southerly boundary line of the City of Berkeley; also

Commencing at a point in the last hereinabove described line at or near the intersection of San Pablo Avenue and Sixteenth Street; thence westerly along Sixteenth Street to a point at or near the intersection thereof with the westerly line of Cedar Street; also

Commencing at a point in the last hereinabove described line at or near the intersection of Sixteenth Street and Wood Street; thence southerly along Wood Street to Twelfth Street; thence easterly along Twelfth Street to Center Street; thence southerly along Center Street to Twelfth Street; thence easterly along Twelfth Street to Kirkham Street; thence northerly along Kirkham Street to Twelfth Street; thence easterly along Twelfth Street to a connection with the lines on Twelfth Street at or near the intersection thereof with Union Street; also

Commencing at a point in the last hereinabove described line at or near the intersection of Twelfth Street and Kirkham Street; thence northerly along Kirkham Street to Thirteenth Street; thence westerly along Thirteenth Street to Center Street; thence southerly along Center Street to connection with said line with said last hereinabove described line at or near Twelfth Street; also

Commencing at a point in the first hereinabove described line at or near the intersection of Broadway and Telegraph Avenue; thence northerly along Telegraph Avenue to the northerly boundary line of the City of Oakland; also

Commencing at a point in the last hereinabove described line at or near the intersection of Telegraph Avenue and Shattuck Avenue; thence northerly along Shattuck Avenue to the northerly boundary line of the City of Oakland; also

Commencing at a point in Grove Street at or near the intersection thereof with San Pablo Avenue; thence northerly along Grove Street to the northerly boundary line of the City of Oakland; also

Commencing at a point in the first hereinabove described line at or near the intersection of Broadway and Twenty-fourth Street; thence easterly along Twenty-fourth Street to Harrison Street; thence northerly along Harrison Street and across private property to Oakland Avenue; thence northerly along Oakland Avenue to the northerly boundary line of the City of Oakland; also

Commencing at a point in Linda Avenue on the easterly boundary line of the City of Oakland; thence westerly along Linda Avenue to a connection with the lines on Piedmont Avenue; also

Commencing at a point in the first hereinabove described line at or near the intersection of Broadway and Piedmont Avenue; thence northerly along Piedmont Avenue to a connection with the lines on Piedmont Avenue at or near the intersection thereof with the northerly line of Forty-first Street; also

Commencing at a point in Piedmont Avenue 25 feet, more or less, north of the northerly line of Ramona Avenue; thence southerly along Piedmont Avenue to a connection with the lines in Piedmont Avenue at or near the intersection thereof with Pleasant Valley Avenue; also

Commencing at a point in East Fourteenth Street on the easterly boundary line of the City of Oakland; thence westerly along East Fourteenth Street to a connection thereof with the lines on First Avenue; also

Commencing at a point in the last hereinabove described line at or near the intersection of East Fourteenth Street and Nineteenth Avenue; thence northerly along Nineteenth Avenue to a point at or near the intersection thereof with the southerly line of Foothill Boulevard; also

Commencing at a point in East Fourteenth Street at or near the intersection thereof with Forty-second Avenue; thence northerly across private property to the southerly line of Foothill Boulevard; thence northerly across Foothill Boulevard to Courtland Avenue; thence northeasterly along Courtland Avenue to High Street; thence northeasterly across High Street to the easterly line thereof; thence northeasterly across private property and intersecting streets to a connection with the lines in Leona Yards at or near Engineer's Station 182+50; also

Commencing at a point in East Fourteenth Street at or near the intersection thereof with Thirty-eighth Avenue; thence northeasterly along Thirty-eighth Avenue to a point at or near the intersection thereof with the southerly line of Hopkins Street; also

Commencing at a point at or near the intersection of East Tenth Street and the easterly boundary line of Thirtieth Avenue; thence easterly along East Tenth Street to Fruitvale Avenue; thence northerly along Fruitvale Avenue to a point at or near the intersection thereof with Hopkins Street; also

Commencing at a point in the last hereinabove described line at or near the intersection of Fruitvale Avenue and East Twentieth-seventh Street; thence westerly along East Twentieth-seventh Street to Twentieth Avenue; thence southerly along Twentieth Avenue to East Twentieth Street; thence westerly along East Twentieth Street to Twentieth Avenue; thence southerly along Twentieth Avenue to East Twentieth Street; thence westerly along East Twentieth Street to Fourteenth Avenue; thence southerly along Fourteenth Avenue to East Eighteenth Street; thence westerly along East Eighteenth Street and across private property and intersecting streets to a point at or near the westerly line of said Third Avenue; also

Commencing at a point in the last hereinabove described line at or near the intersection of East Twentieth Street and Fourteenth Avenue; thence northerly along Fourteenth Avenue to Hopkins Street; thence easterly along Hopkins Street to Coolidge Avenue; thence northerly along Coolidge Avenue to Hopkins Street; thence easterly

along Hopkins Street to a point at or near the intersection thereof with the westerly line of Thirty-fifth Avenue; also

Commencing at a point in Fourteenth Avenue at or near the intersection thereof with East Eighteenth Street; thence southerly along Fourteenth Avenue to Foothill Boulevard; thence easterly along Foothill Boulevard to Courtland Avenue; thence northerly along Courtland Avenue to Ygnacio Avenue; thence easterly along Ygnacio Avenue to a point 30 feet, more or less, southerly from the intersection thereof with the southerly line of Trask Street; also

Commencing at a point at or near the intersection of East Fourteenth Street with Twenty-third Avenue; thence northerly along Twenty-third Avenue to a point at or near the intersection thereof with the southerly line of East Twenty-seventh Street; also

Commencing at a point in East Fourteenth Street at or near the intersection thereof with Twenty-third Avenue; thence southerly along Twenty-third Avenue to Twenty-ninth Avenue; thence southerly along Twenty-ninth Avenue to the southerly boundary line of the City of Oakland; also

Commencing at a point in East Eighteenth Street at or near the intersection thereof with Eighth Avenue; thence northerly along Eighth Avenue to East Twenty-fourth Street; thence easterly along East Twenty-fourth Street to Eleventh Avenue; thence northerly along Eleventh Avenue to East Twenty-eighth Street; thence easterly along East Twenty-eighth Street to a point 50 feet, more or less, westerly from the east line of Thirteenth Avenue; also

Commencing at a point in Leimert Boulevard at or near the intersection thereof with the northerly line of Oakmore Drive; thence westerly along Leimert Boulevard to Park Boulevard; thence southerly along Park Boulevard and across private property to a connection with the lines on private property at a point on the southerly line of East Nineteenth Street; also

Commencing at a point in the first hereinabove described line at or near the intersection of Broadway with College Avenue; thence northerly along College Avenue to the northerly boundary line of the City of Oakland.

NINTE: The following described route in the City of Alameda:

Commencing at a point in Park Street on the northerly boundary line of the City of Alameda; thence southerly along Park Street to a point at or near the intersection thereof with the northerly line of San Jose Avenue.

TENNE: The following described route in the City of San Leandro:

Commencing at a point in East Fourteenth Street on the westerly boundary line of the Town of San Leandro; thence easterly along East Fourteenth Street to the easterly boundary line of the Town of San Leandro.

ELEVENTE: The following described route in the County of Alameda:

Commencing at a point in East Fourteenth Street on the easterly boundary line of the Town of San Leandro; thence easterly along East Fourteenth Street to the westerly boundary line of the Town of Hayward.

TWELFTE: The following described route in the Town of Hayward:

Commencing at a point in East Fourteenth Street on the westerly boundary line of the Town of Hayward; thence along East Fourteenth Street to a point at or near the easterly boundary line of the Town of Hayward.

All those certain franchises, permits, licenses, rights and privileges to construct, lay down, operate and maintain railroads, and street railroads over, along and upon the streets, avenues, roads and highways; therein named, which were granted to and conferred upon the grantees named therein, their successors and assigns, by the City of Richmond, and by the City of Berkeley; and by the Town of Emeryville, and by the City of Piedmont, and by the City of Oakland, and by the City of Alameda, and by the City of San Leandro, and by the Town of

Hayward, by ordinances and resolutions of the respective councils of the said City of Richmond and of the said City of Berkeley, and of the said Town of Emeryville, and by the board of trustees of the said City of Piedmont, and by the respective councils of the said City of Oakland, and of the said City of Alameda, and of the said City of San Leandro, and of the said Town of Hayward, and amendments and supplements thereto, which said ordinances and resolutions are designated thereunder, by the respective numbers thereof and respective dates, of their approval and passage by said City of Richmond, and of the said City of Berkeley, and of the said Town of Emeryville, and by the board of trustees of the said City of Piedmont and by the respective councils of the said City of Oakland, and the said City of Alameda, and said City of San Leandro, and said Town of Hayward, all of which appear from the originals of said ordinances and resolutions on file in the office of the Clerk of said City of Richmond, and of the said City of Berkeley, and of the said Town of Emeryville, and of the said City of Piedmont, and of the said City of Oakland, and of the said City of Alameda, and of the said City of San Leandro, and said Town of Hayward. The respective numbers and dates of said franchises being as follows, to-wit:

Franchises in the City of Richmond:

	<u>Number</u>	
Ordinance	609	Dec. 5, 1927
"	610	Dec. 5, 1927
"	611	Dec. 5, 1927

Franchises in the City of Berkeley:

	<u>Number</u>	
Ordinance	341	Oct. 23, 1890
"	342	Oct. 23, 1890
"	406	June 27, 1892
"	193-A	Oct. 11, 1899
"	367-A	May 10, 1904
"	487-A	Aug. 13, 1907
"	488-A	Aug. 13, 1907
Resolution	2587-A	May 26, 1908
Ordinance	549-A	Jan. 11, 1909
"	79 N.S.	June 22, 1910
"	150 N.S.	July 26, 1911
"	151 N.S.	July 26, 1911
Resolution	1299 N.S.	Sept. 22, 1911
Ordinance	193 N.S.	Aug. 7, 1912
Resolution	5290 N.S.	Feb. 18, 1916
"	15611 N.S.	Dec. 7, 1926
"	17497 N.S.	Dec. 10, 1929

Franchises in the City of Piedmont:

	<u>Number</u>	
Ordinance	14	Dec. 26, 1907
"	167	Nov. 19, 1914

Franchises in the City of Oakland:

	<u>Number</u>	
Ordinance	930	Aug. 16, 1883
"	927	July 28, 1886
"	995	Oct. 18, 1886
"	999	Feb. 10, 1887
"	1065	Dec. 24, 1888
"	1068	Jan. 16, 1889
"	1069	Jan. 30, 1889
"	1082	July 31, 1889
"	1106	Nov. 18, 1889
"	1254	Mar. 5, 1891
"	1256	Mar. 18, 1891
"	1264	Apr. 17, 1891
"	1271	May 22, 1891
"	1397	Jan. 27, 1892
"	1409	Mar. 23, 1892
"	1425	June 6, 1892
"	1436	July 27, 1892
"	1445	Aug. 26, 1892
"	1453	Aug. 26, 1892
"	1454	Sept. 2, 1892
"	1466	Oct. 24, 1892
"	1479	Dec. 16, 1892
"	1493	Jan. 17, 1893
"	1496	Feb. 21, 1893
"	1506	Mar. 6, 1893
"	1511	Mar. 20, 1893
"	1907	May 19, 1898
"	1911	June 11, 1898
"	1937	Sept. 23, 1898
"	2355	Mar. 4, 1905
"	2372	May 22, 1905
"	2683	Jan. 18, 1908
"	2700	Feb. 20, 1908
"	2999	Dec. 27, 1909
"	3110	July 25, 1910
"	3111	July 25, 1910
"	3237	Mar. 15, 1911
"	3272	May 23, 1911
"	3295	June 26, 1911
"	3311	June 27, 1911
Resolution	6384 N.S.	Sept. 12, 1913
"	16323 N.S.	Feb. 14, 1918
"	16654 N.S.	May 3, 1918
"	17373 N.S.	Oct. 18, 1918
"	17374 N.S.	Oct. 18, 1918
"	17390 N.S.	Oct. 21, 1918
"	17759 N.S.	Jan. 30, 1919
"	17760 N.S.	Jan. 30, 1919
"	21835 N.S.	Apr. 7, 1921
"	21929 N.S.	Apr. 27, 1921
"	24519 N.S.	Aug. 1, 1922
"	24520 N.S.	Aug. 1, 1922
"	40026	July 21, 1927

Franchises in the City of Alameda:

	<u>Number</u>	
Ordinance	130	Mar. 17, 1890
"	168	Apr. 6, 1891

Franchises in the City of San Leandro:

	<u>Number</u>	
Ordinance	191	Sept. 1, 1890
"	120 N.S.	Mar. 4, 1907

Franchises in the Town of Hayward:

	<u>Number</u>	
Ordinance	93 N.S.	Dec. 18, 1907

All those certain franchises, permits, licenses, rights and privileges to construct, lay down, operate and maintain railroads, and street railroads over, along and upon the streets, avenues, roads and highways therein named, which were granted to and conferred upon the grantees named therein, their successors and assigns, by ordinances of the board of supervisors of the County of Contra Costa and of the County of Alameda, State of California, which ordinances are designated hereunder by the respective numbers thereof, and the respective dates of approval or passage thereof by said board of supervisors of said County of Contra Costa, State aforesaid, and by said board of supervisors of said County of Alameda, State aforesaid, all of which appear from the originals of said ordinances on file in the office of the board of supervisors of the County of Alameda, in Oakland, Alameda County, State of California, the respective numbers and dates of said ordinances being as follows, to-wit:

Franchises in the County of Contra Costa:

	<u>Number</u>	
Ordinance	95	Sept. 21, 1904
"	102	May 22, 1905
"	108	Mar. 18, 1907
"	124	Mar. 18, 1912

Franchises in the County of Alameda:

	<u>Number</u>	
Ordinance	14	Nov. 5, 1888
"	18	July 1, 1889
"	20	July 29, 1889
"	21	Feb. 3, 1890
"	24	July 16, 1890
"	26	July 16, 1890
"	27	Oct. 20, 1890
"	28	May 25, 1891
"	34	Feb. 1, 1892
"	38	Aug. 29, 1892
"	40	Dec. 5, 1892
"	47	Feb. 20, 1893
"	50	July 10, 1893

	<u>Number</u>	
Ordinance	36	Aug. 15, 1898
Resolution	..	Dec. 9, 1901
Ordinance	91	July 14, 1902
"	99	May 15, 1905
"	100	May 15, 1905
Resolution	..	Aug. 27, 1906
"	..	Oct. 1, 1906
Ordinance	103	May 20, 1907
"	116	May 3, 1909
"	127	Feb. 5, 1912
"	129	June 24, 1912
Resolution	21076 N.S.	Oct. 22, 1920
"	21124	Oct. 29, 1920
"	21266	Nov. 26, 1920
"	...	July 18, 1921

The following license to operate a street railroad, granted by the United States of America:

License issued by the War Department of the United States.
No. 11119. April 15, 1892.

The following license to operate a street railroad granted by the Regents of the University of California:

License issued by the Regents of the University of California, dated June 11, 1907.

The following license to operate over and upon the tracks of the Castro Point Railway and Terminal Company and Blake Bros. Company:

License issued by the Castro Point Railway and Terminal Company and Blake Bros Company, dated November 2nd, 1925.

The following agreement covering the joint use and operation of tracks on Webster Street, jointly owned by Southern Pacific Company and South Pacific Coast Railroad Co. and the Key System Transit Company:

Agreement between Southern Pacific Company and South Pacific Coast Railroad Co. and the Key System Transit Company, dated May 21st, 1926.

The following agreement covering the construction and operation of a certain line of street railroad, along and upon a portion of Chestnut Street in the City of Oakland:

Agreement between the United States Shipping Board Emergency Fleet Corporation, a corporation, and San Francisco-Oakland Terminal Railways, a corporation, and Emergency Transportation Company, a corporation, dated August 16th, 1918.

All those certain easements, leases, licenses and privileges next particularly described and referred to, the dates and manner of creation or reservation of said respective easements, leases, licenses and privileges, and the lands and tenements to which the same are attached and appurtenant, and over and upon which the same are servitudes, being set out and embodied in the said description of said easements, licenses, leases and privileges, that is to say:

FIRST: All those certain easements for the uses and purposes of an electric railway only, and upon the express condition that in case said lands shall cease to be used for the usual and customary purposes of an electric railway, the same shall thereupon revert to and become the property of the grantor, its successors or assigns, named in that certain deed from San Pablo Quarry Company, a corporation, to East Shore and Suburban Railway Company, a corporation, dated December 31st, 1909, and recorded February 12th, 1910, in Liber 15 of Deeds, page 255, records of Contra Costa County, State of California, and which lands covered by said easement are described as follows, to-wit:

(a) Commencing at the iron pipe at the northeasterly angle of the boundaries of the road at Station 83, on Road No. 27, San Pablo Rancho; thence following the boundary of the road south 85° west four hundred and fifty-(455) five feet; thence leaving said road boundary north $76^{\circ} 39'$ east two hundred ninety-eight and $8/10$ (298.8) feet; thence south $79^{\circ} 46'$ east, one hundred and sixty-five and $1/10$ (165.1) feet to place of commencement, containing $22/100$

acres.

(b) Commencing at the opposite or southwesterly angle of the boundaries at Station So. 83 on Road No. 27; thence following the boundary of the road south 85° west fifteen (15) feet; thence leaving the boundary south $49^{\circ} 13'$ east eighty-nine and $72/100$ (89.72) feet, to a point on the boundary of the road; thence following said boundary north $41^{\circ} 30'$ west to the place of commencement, containing one-hundredth (0.01) of an acre.

(c) Commencing at the southwesterly angle of the boundaries of the road at Station 84 of said Road No. 27; thence following the boundary of the road north 85° east one hundred seventy-five(175) feet; thence leaving the boundary south $79^{\circ} 17'$ west one hundred and $5/10$ (100.5) feet; thence north $87^{\circ} 24'$ west seventy-five and 66.100 (75.66) feet to the place of commencement, containing two-hundredths (0.02) of an acre; the three above described tracts being parts of Lot No. 49 as the same is laid out and delineated on the map accompanying and forming a part of the final report of the referees for the partition of the said San Pablo Rancho.

Second: All that certain easement acquired by the East Shore and Suburban Railway Company, a corporation, predecessor in interest of the Key System Transit Company, a corporation, by deed from Contra Costa Realty Company, a corporation, dated September 27th, 1905, and recorded October 3rd, 1905, in Liber 113 of Deeds, page 279, records of Contra Costa County, California, and which said easement is over and along a portion of Lot Ninety-nine (99) of the San Pablo Rancho in said County of Contra Costa.

THIRD: The following license to operate a street railroad granted by the Regents of the University of California and dated June 11th, 1907:

A license to lay its street railroad tracks and operate its street railroad over and upon the hereinafter described real estate and the

sidewalk adjacent thereto, which said license may be revoked at any time by said Board of Regents at its pleasure, which said real estate is situate in the Town of Berkeley, County of Alameda, State of California, and more particularly described as follows, to-wit:

Beginning at the intersection of the northern line of Allston Way with the eastern line of Oxford Street and running thence easterly along said northern line of said Allston Way twenty-seven and fifty-two one-hundredths (27.52) feet; thence westerly and northerly along the arc of a circle of twenty-five and fifty-five one-hundredths (25.55) feet radius, concave to the northeast and tangent to the last aforesaid course forty-two and three one-hundredths (42.03) feet to a point in said eastern line of said Oxford Street; thence southerly along said eastern line of said Oxford Street and tangent to said curve twenty-seven and fifty-two one-hundredths (27.52) feet to the place of beginning.

FOURTH: All those certain rights and easements acquired by the Oakland Transit Consolidated, a corporation, predecessor in interest of the Key System Transit Company, a corporation, from The Realty Syndicate, a corporation, by deed dated July 25th, 1904, and recorded January 23rd, 1905, in Liber 1020 of Deeds, page 284, records of the County of Alameda, State of California.

FIFTH: All that certain easement and right to construct and maintain a street railroad over and across portions of lands located at the northeast intersection of Dwight Way and Sixth Street, in the City of Berkeley, as conveyed to the Oakland Traction Company, a corporation, by Alva B. Clute et al., by conveyance dated November 25th, 1908, and recorded in the office of the County Recorder of the County of Alameda, State of California, on December 16th, 1908, in Liber 1552 of Deeds, page 133, records of said County of Alameda.

SIXTH: All that certain easement, permission and right to install, maintain and operate railroad tracks, poles, wires, and to operate electric street cars in, upon and over that certain portion of Hearst Avenue, in the City of Berkeley, as described in that certain Revocable Permit granted by the Regents of the University of California, a corporation, to Hugh Goodfellow, Warren Olney and W.I. Brobeck, Trustees, successors to San Francisco-Oakland Terminal Railways, a corporation, dated September 24th, 1923.

SEVENTH: The perpetual right and right of way to lay down, construct, maintain and operate a street railroad with all convenient tracks, switches, crossings, connections, poles, wires, adjuncts and appliances, over, along, upon and across those certain strips of land situate, lying and being in the City of Oakland, County of Alameda, State of California, bounded and particularly described as follows, to-wit:

(a) Commencing at a point on the eastern boundary line of Block A, distant thereon north $2^{\circ} 4'$ west 109.83 feet from the southeast corner thereof, as said block is delineated and so designated on that certain map entitled "Map of Broadway Terrace", filed in the office of the County Recorder of Alameda County, California, October 2nd, 1890, and running thence along the said eastern boundary line of Block A, north $2^{\circ} 4'$ west 87.86 feet; thence leaving said boundary line south $63^{\circ} 30'$ west 93.63 feet; thence along the arc of a curve to the right, tangent to the last said line, the radius of which is 14.19 feet, a distance of 31.19 feet to a point on the eastern line of Grand Avenue at the most northern corner of Lot No. 49 in the said Block A, as said avenue and lot are shown on the aforesaid map; thence along the said eastern line of Grand Avenue on the arc of a curve to the right the radius of which is 248.43 feet, a distance of 175 feet to the most northern corner of Lot No. 42, in said Block A; thence along the

northeastern boundary line of said Lot No. 42 south $40^{\circ} 10'$ east 7.24 feet, and thence north $63^{\circ} 30'$ east 209.24 feet to the place of commencement.

Being portions of Lots Nos. 43, 44, 45, 46, 47, 48, 49, 50, and 51, Block A, as said lots and block are delineated and so designated on the aforesaid map of Broadway Terrace.

(b) Commencing at a point in the center line of Union Street, from which an intersection of the center line of Union Street with the center line of McAdam Street (as said streets are delineated and so designated on that certain map entitled "Map of Rockridge", filed in the office of the Recorder of Alameda County, California, August 4th, 1879) bears south $40^{\circ} 27'$ east 126.42 feet distant, and running thence along the said center line of Union Street north $40^{\circ} 27'$ west 89.12 feet; thence leaving said center line of Union Street north $75^{\circ} 42'$ east 501.75 feet to a point in the center line of McAdam Street; thence along the center line of McAdam Street south $50^{\circ} 15'$ west 186.16 feet; thence leaving said center line of McAdam Street south $75^{\circ} 42'$ west 294.17 feet to the point of commencement. Containing 0.731 acres, and being a portion of Lot 2 of the aforesaid map of Rockridge.

EIGHTE: The perpetual right and right of way to lay down, construct, maintain and operate a street railroad with all convenient tracks, switches, crossings, connections, poles, wires, adjuncts and appliances, over, along, upon and across that certain strip of land situate, lying and being in the City of Oakland, County of Alameda, State of California, bounded and particularly described as follows, to-wit:

Commencing at a point on the line dividing Block A, as said block is delineated and so designated on that certain map entitled "Map of Broadway Terrace," filed in the office of the Recorder of Alameda County, October 2nd, 1890, and Lot 48, as said lot is delineated and so designated on that certain map entitled "Map of Rockridge" filed in the office of the Recorder of Alameda County, August 4, 1879, distant on said line north $20^{\circ} 4'$ west 109.83 feet from the most southern

corner of the said Lot 48; and running thence along the southern line of Grand Avenue, as proposed, north $63^{\circ} 30'$ east 810.34 feet; thence north $75^{\circ} 45'$ east 458.45 feet to the center line of Union Street, as said street is delineated and so designated on the aforesaid map of Rockridge; thence along the said center line of Union Street north $40^{\circ} 27'$ west 89.12 feet; thence along the northern line of the proposed extension of Grand Avenue south $75^{\circ} 45'$ west 427.66 feet; thence south $63^{\circ} 30'$ west 782.57 feet to the aforesaid line dividing said Block A and Lot 48, and thence along last said line south $2^{\circ} 4'$ east 87.86 feet to the point of commencement.

Containing 2.28 acres and being portions of the said Lot 48 and Lots 49 and 35, as said lots are delineated and so designated on the aforesaid map of Rockridge.

NINTE: All that certain easement, right of way and privilege to lay down, construct and maintain railroad tracks granted by Ordinance No. 2372 of the City of Oakland to Oakland Traction Consolidated, reserved by the San Francisco-Oakland Terminal Railways, a corporation, in that certain deed dated August 30th, 1912, from said San Francisco-Oakland Terminal Railways, a corporation, to the City of Oakland, a municipal corporation, recorded September 17th, 1912, in Liber 2081 of Deeds, page 280, records of the County of Alameda, State of California, and which said easement, right of way, and privilege extends over and across a portion of Lot Five (5) as said lot is laid down, delineated and so designated upon that certain map entitled "Map No. 2 of the Glen Echo Tract Portion of Kellersberger's Plot No. 14, Oakland Township, Alameda County, Cal." filed June 28th, 1887, in the office of the County Recorder of said County of Alameda.

TENTH: All that certain easement reserved by the Consolidated Piedmont Cable Company, a corporation, predecessor in interest of Key System Transit Company, a corporation, by that certain deed dated April 26th, 1893, from the Consolidated Piedmont Cable Company, a corporation, to the City of Oakland, and recorded October 31st, 1893, in Liber 514 of

Deeds, page 362, records of the County of Alameda, State of California, and which said easement extends over and along all those certain lots, pieces or parcels of land situate, lying and being in the City of Oakland, County of Alameda, State of California, and bounded and particularly described as follows, to-wit:

Commencing at the point of intersection of the eastern line of Oakland Avenue (formerly called Walsworth Avenue, or Walsworth Street), as said avenue or street is delineated and so designated on the map hereinafter referred to, with the southeastern boundary line of the right of way of the Consolidated Piedmont Cable Company, and running thence north forty-eight and one-quarter degrees ($48-1/4^{\circ}$) east along said southeastern line of said right of way three hundred and twenty (320) feet, more or less, to the point of intersection thereof with the southeastern line of Perry Street, as said Perry Street is delineated and so designated on the map hereinafter referred to; thence southwesterly along the said line of Perry Street seventy (70) feet, more or less, to the point of intersection thereof with the northwestern boundary line of the aforesaid right of way; thence south forty-eight and one-quarter degrees ($48-1/4^{\circ}$) west along the said northwestern line of the aforesaid right of way one hundred and eighty (180) feet more or less, to the aforesaid eastern line of Oakland Avenue; and thence southwesterly along the said line of Oakland Avenue eighty (80) feet, more or less, to the point of commencement, and being portions of Lots Numbers Seventeen (17) Eighteen (18), Nineteen (19), Twenty, (20), Twenty-one (21) and Twenty-two (22), in Block lettered "B", as the said lots and block are delineated and so designated on a certain map entitled "Map of the Lands of the Oakland View Homestead Association, being a portion of the Walsworth Tract of One Hundred Acres redivided March, 1869, W.F. Boardman, County Surveyor," filed April 14th, 1871, in the office of the County Recorder of said Alameda County.

ELEVENTH: All that certain easement reserved to the Key System Transit Co., a corporation, in and by that certain deed from the Key System Transit Co. to the Pacific States Investment Corporation, dated March 19, 1925, and recorded in the office of the County Recorder of the County of Alameda, State of California, on April 24, 1925, in Liber 1015, at page 48.

TWELFTH: All those certain rights reserved to San Francisco-Oakland Terminal Railways, a corporation, in and by that certain deed from F. W. Frost and Aletta G. Frost, his wife, to the City of Oakland, a municipal corporation, dated September 19th, 1921, and duly recorded in the office of the County Recorder of the County of Alameda, State of California, conveying:

All that certain piece or parcel of land situate, lying and being in the City of Oakland, County of Alameda, State of California, and bounded and particularly described as follows, to-wit:

Commencing at the point of intersection of the southeastern line of First Avenue (as the same now exists) with the southwestern line of East Fourteenth Street (as the same now exists) and running thence southwesterly along said line of First Avenue, a distance of sixty-five (65) feet; thence at right angles southeasterly, a distance of eleven and $78/100$ (11.78) feet; thence easterly and southeasterly along the arc of a circle deflecting to the right, the radius of which is one hundred sixteen (116) feet, a distance of one hundred twenty-nine and $4/10$ (129.4) feet to a point on said southwestern line of East Fourteenth Street distant thereon southeasterly one hundred sixteen (116) feet from the point of intersection of said last named line with the southeastern line of First Avenue; thence northwesterly along said southwestern line of East Fourteenth Street a distance of one hundred sixteen (116) feet to point of commencement.

Being a portion of Block 51, 2s said block is laid down and so designated upon that certain map entitled "Map of Clinton as Surveyed by H.A. Eigley, County Surveyor, County of Alameda, State of Cal-

ifornia, comprising 480 acres," etc, filed June 10th, 1854, and recorded June 20th, 1854, in Liber "B" of deeds, at page 537, in the office of the County Recorder of said County of Alameda.

THIRTEENTH: All that certain easement, being the right to maintain and operate a street railroad, reserved by the Oakland Traction Consolidated, a corporation, predecessor in interest of the Key System Transit Company, a corporation, by that certain deed dated May 29th, 1906, from Emily K. Latham, a widow, and Oakland Traction Consolidated, a corporation, to the City of Oakland, and recorded June 26th, 1906, in Liber 1184 of Deeds, page 113, records of the County of Alameda, State of California, and which said easement extends over and across Lot Twenty-eight(28) , and a portion of Lot Twenty-nine(29), in Block "A", as said lots and block are laid down, delineated and so designated upon that certain map entitled "Map of Lathan Terrace, Oakland, Alameda County, Cal.", filed in the office of the County Recorder of the County of Alameda on the 5th day of May, 1893.

FOURTEENTH: All that certain easement, right of way and privilege reserved by the San Francisco-Oakland Terminal Railways, a corporation, by deed dated February 25th, 1913, from J.R. Talcott and Cynthia R. Talcott, his wife, and San Francisco-Oakland Terminal Railways, a corporation, to the City of Oakland, a municipal corporation, and recorded February 28th, 1913, in Liber 2157 of Deeds, page 129, Records of the County of Alameda, State of California, and which said easement so reserved extends along and upon portions of Ygnacio Avenue, in the City of Oakland.

FIFTEENTH: All those certain rights reserved by the Oakland Traction Consolidated, a corporation, predecessor, in interest of San Francisco-Oakland Terminal Railways, a corporation, for railroad purposes, over and along a strip of land 21 feet in width, as more particularly described in deed from The Realty Syndicate, a corporation, to said Oakland Traction Consolidated, dated June 1st, 1906, and recorded August 16th, 1906, in Volume 1217 of Deeds, page 24, records of the

County of Alameda, State of California; and which said rights were reserved by an instrument in writing endorsed upon or attached to "Map of Boulevard Park", filed August 27th, 1906, in the office of the County Recorder of said County of Alameda.

SIXTEENTH: All those certain easements reserved to the San Francisco-Oakland Terminal Railways, a corporation, in that certain deed from The Realty Syndicate, a corporation, to the City of Oakland, a municipal corporation dated February 5th, 1913, and recorded February 18th, 1913, in Liber 2153 of Deeds, page 48, records of the county of Alameda, State of California, and which said easements are more particularly described in that certain deed from The Realty Syndicate, a corporation, to the San Francisco-Oakland Terminal Railways, a corporation, dated February 1st, 1913, and recorded February 11th, 1913, in Liber 2159 of Deeds, page 29, records of said County of Alameda.

SEVENTEENTH: All that certain easement, right of way and privilege to lay down and construct and maintain a street railroad over and across portions of land located at the southwest corner of 38th Avenue and Suter Street, in the City of Oakland, County of Alameda, State of California, as reserved by the San Francisco-Oakland Terminal Railways, a corporation, predecessor in interest of the Key System Transit Company, in and by that certain deed from said San Francisco-Oakland Terminal Railways, a railroad corporation, to the City of Oakland, a municipality corporation, dated July 1st, 1913, and recorded July 18th, 1913, in Liber 2145, at page 335, Records of the County of Alameda, State of California.

EIGHTEENTH: All that certain easement, right of way and privilege to lay down and construct and maintain a street railroad over and across portions of land located at the northeast corner of 38th Avenue and Suter Street, in the City of Oakland, County of Alameda, State of California, as reserved by the San Francisco-Oakland Terminal Railways, a corporation, predecessor in interest of the Key System Transit Company, in and by that certain Deed from said San Francisco-Oakland Ter-

minal Railways, a railroad corporation, to the City of Oakland, a municipality corporation, dated July 1st, 1913, and recorded July 18th, 1913, in Liber 2145, at page 335, Records of the County of Alameda, State of California.

~~NINETEENTH~~: That certain easement acquired by Oakland Transit Company, a corporation, predecessor in interest of San Francisco-Oakland Terminal Railways, a corporation, by deed dated February 4th, 1901, from W. S. Harlow, Commissioner appointed by the Superior Court in the foreclosure proceedings of California Safe Deposit and Trust Company, Trustee, vs. Highland Park and Fruitvale Railroad, which said deed was recorded February 5th, 1901, in Liber 775 of Deeds, page 43, records of the County of Alameda, and which said easement referred to extends over, upon and along a strip of land fifteen(15) feet in width along and upon portions of Fourteenth Avenue in the City of Oakland.

TWENTIETH: All that certain easement, right of way and privilege reserved to the Oakland Traction Company, a corporation, predecessor in interest of the Key System Transit Company, a corporation, by that certain deed dated March 23rd, 1911, from The Realty Syndicate, a corporation, to the City of Oakland, a municipal corporation, and recorded in Liber 1886, at page 315, in the office of the County Recorder of the County of Alameda, on May 19th, 1911.

TWENTY-FIRST: All that certain easement, right of way and privilege reserved in and by that certain deed dated July 27th, 1922, from the Key System Transit Company, a corporation, to the City of Oakland, a municipal corporation, and duly recorded in the office of the County Recorder of the County of Alameda.

TWENTY-SECOND: All that certain easement and right to construct and maintain a street railroad, over and across a certain piece or parcel of land, located on the westerly side of Highland Avenue opposite Sierra Avenue, in the City of Piedmont, a municipal corporation, as reserved in that certain deed from the Key System Transit Company, a corporation, to the City of Piedmont, a municipal corporation, in the

County of Alameda, State of California, dated August 5, 1926, and duly recorded in the office of the County Recorder of said County of Alameda.

All those leases and leasehold interests and all right, title and interest of the Key System Transit Company under and by virtue of the following leases and agreements:

That certain lease dated May 1st, 1924, by and between the City of Oakland, a municipal corporation, and Key System Transit Company, a corporation, whereby there has been leased to said Key System Transit Company that certain double track electric railway line in the City of Oakland in Washington Street from the north line of Fourteenth Street to the western line of San Pablo Avenue.

That certain lease and agreement dated January 14th, 1923, by and between John P. Maxwell and San Francisco-Oakland Terminal Railways, a corporation, whereby there has been leased to the said San Francisco-Oakland Terminal Railways that certain electric railway line in Maxwell Park subdivision in the City of Oakland, State of California.

That certain lease and agreement dated January 30, 1919, between the Southern Pacific Company, a corporation, and San Francisco-Oakland Terminal Railways, a corporation, whereby said San Francisco-Oakland Terminal Railways has acquired the right and privilege to maintain certain poles upon property of the Southern Pacific Company along Road No. 27 in the City of Richmond.

All right, title and interest of the Key System Transit Company in and to those certain spur and industrial tracks constructed under the following agreements, to-wit:

Agreement dated January 29th, 1920, between San Francisco-Oakland Terminal Railways and Blake Brothers Company.

Agreement dated July 10th, 1925, between Key System Transit Company and Roberts Coal Company.