

Decision No. 28918.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application  
of EAST BAY STREET RAILWAYS, LTD.,  
a corporation, for a certificate of  
public convenience and necessity to  
operate motor coach service in con-  
nection with its street railway  
lines in the Counties of Alameda  
and Contra Costa, State of California.

Application No. 19502.  
(Supplemental)

ORIGINAL

BY THE COMMISSION:

FIFTH SUPPLEMENTAL ORDER

East Bay Street Railways, Ltd., a corporation, filed its supplement to Application No. 19502 on June 10, 1936, asking for permission to abandon a portion and reroute a portion of its No. 77 motor coach line in the City of Oakland.

Said No. 77 motor coach line operates between the intersection of Grand Avenue and Lake Park, and Skyline Boulevard in Oakland, and is operated under a subsidy from Syndicate Idora Company, Ltd. It is proposed to abandon that portion of the route between Grand Avenue and Park Boulevard, and reroute that portion which now operates along Park Boulevard and Mountain Boulevard. It is further proposed to make connection with the street car lines of applicant at Leimert Boulevard and Oakmore Road, instead of at Grand Avenue and Lake Park.

Applicant alleges that it has been requested by Syndicate Idora Company, Ltd., and by residents of the area served to place in effect this rerouting.

It appears that this is not a matter in which a public hearing is necessary and that the supplemental application should be granted, therefore,

IT IS HEREBY ORDERED that permission and authority be and the same is hereby granted to East Bay Street Railways, Ltd.:

I. To abandon a portion of its No. 77 motor coach line, described as follows:

"Commencing at Grand Avenue and Lake Park, thence on Lake Park to Lakeshore Avenue, thence on Lakeshore Avenue to Mandana Boulevard, thence on Mandana Boulevard to Ashmount Avenue, thence on Ashmount Avenue to La Salle Avenue, thence on La Salle Avenue to Indian Road, thence on Indian Road to La Salle Avenue, thence on La Salle Avenue to St. James Drive, thence on St. James Drive to Park Boulevard, thence on Park Boulevard to Mountain Boulevard, thence on Mountain Boulevard to Montero Avenue, and thence on Montero Avenue to La Puerta Avenue."

II. To reroute that portion of said No. 77 motor coach line operating along Park Boulevard and Mountain Boulevard and to operate the entire No. 77 motor coach line upon and along the following route:

"Commencing at Leimert Boulevard and Oakmore Road, along Leimert Boulevard to Mountain Boulevard, to La Puerta Avenue, to Montero Avenue, to Ascot Drive, along Ascot Drive to Chelton Drive, then loop from Chelton and Ascot Drives along Chelton Drive to Darnby Drive, to Carisbrook Drive, to Skyline Boulevard, to Ascot Drive, along Ascot Drive to Chelton Drive (beginning of loop) and return via same route to point of beginning,"

subject, however, to the following conditions:

- (1) Applicant shall give not less than five (5) days' notice to the public of the service change herein authorized, by posting notices in the motor coaches operating along said route.
- (2) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the placing in effect of said service change.
- (3) The authorization herein granted shall lapse and become void unless exercised within one (1) year from the date hereof.

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

Dated at San Francisco, California, this 22<sup>nd</sup> day of June, 1936.

M B Lewis  
Leon Whalley

W. P. C.

Walter M.

Stuart R. M.

Commissioners.