

Decision No. 31088.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of EAST BAY TRANSIT)
COMPANY, a corporation, for a Certificate of Public)
Convenience and Necessity to establish an alternate) Application
route in the City of Oakland, County of Alameda,) No. 19502.
State of California.)

BY THE COMMISSION:

ORIGINAL

TWENTY-FIFTH SUPPLEMENTAL ORDER

Applicant filed a supplemental application on June 28, 1938, asking for authority to establish an alternate route over a portion of its No. 57 Excelsior Avenue Motor Coach Line in the City of Oakland, Alameda County. The present route is as follows:

"From 40th and Adeline Streets via Adeline Street to 39th Street, 39th Street to Market Street, Market Street to 40th Street, 40th Street to Broadway, Broadway to Moss Avenue, Moss Avenue to Fairmount Avenue, Fairmount Avenue to Santa Clara Avenue, Santa Clara Avenue to Lake Park Avenue, Lake Park Avenue to Excelsior Avenue, Excelsior Avenue to Hopkins Street, Hopkins Street to Seminary Avenue, Seminary Avenue to Trenor Street, Trenor Street to 73rd Avenue, and 73rd Avenue to Ruidsdale Street and 73rd Avenue."

It is proposed to use Perry Street between Moss Avenue and Excelsior Avenue as an alternate route, as Perry Street is being reconstructed as a continuation of the 38th Street approach to the San Francisco-Oakland Bay Bridge.

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

IT IS HEREBY ORDERED that East Bay Transit Company is authorized to operate over the following route as an alternate to a portion of its No. 57 Excelsior Avenue route between Moss Avenue and Excelsior Avenue:

"From Moss Avenue and Perry Street, along Perry Street to Excelsior Avenue, City of Oakland."

This Order shall be effective immediately.

Dated at San Francisco, California, June 30, 1938.

William W. ...
Leon ...
Frank ...
Carl ...
Miss ...
Commissioners