

ORIGINAL

Decision No. 34060

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of )  
EAST BAY TRANSIT COMPANY, a corporation, ) 36th Supplemental  
for certain re-routing in the City of ) Application No. 19502  
Oakland, County of Alameda, State of )  
California. )

BY THE COMMISSION:

OPINION AND ORDER

The above entitled application relates to certain adjustments in the motor coach routes and operations of East Bay Transit Company, particularly for the purpose of providing a more satisfactory co-ordination between the local motor coach and rail lines of that carrier and the transbay rail and motor coach operations of its affiliate, Key System. By Decisions Nos. 33891 and 34060,<sup>(1)</sup> Key System was authorized to extend its transbay passenger rail and motor coach operations to serve portions of the territory theretofore served by the rail lines of Interurban Electric Railway Company in the East Bay area, and in conjunction therewith East Bay Transit Company was permitted to co-ordinate its routes and service with the transbay operations. Since inauguration of the services thus authorized, applicant, East Bay Transit Company, has deemed it advisable to make certain changes in the routing of its local motor coach lines to facilitate a more satisfactory operation.

Applicant's No. 54 motor coach line now operates on 35th Avenue between East 14th Street on the south, and the intersection of Mountain Boulevard and Monterey Boulevard on the north. It is proposed to extend the northern end of the line to Anderson Avenue to serve a newly developed residential area.

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(1) In re Applications Nos. 23512 and 23513, Interurban Electric Railway Company and Key System, respectively.

It is further proposed to establish a shuttle motor coach operation along Adeline Street between a point of connection with Key System's transbay rail line at 12th Street and a point in the vicinity of the Moore Shipyard located on the Oakland Estuary. This line will replace the previously established No. 44 motor coach line which operates along 7th Street between Clay and Union Streets, thence along Union Street to a point of contact with the transbay rail line at 12th and Poplar Streets, thence returning via the reverse thereof to 7th Street and proceeding westerly on 7th Street to a terminus at Pine Street. Another local motor coach line now operating along 7th Street will continue to provide service to the area now served by the No. 44 line.

To provide a more convenient transfer between several downtown Oakland rail lines and the No. 66 motor coach line, applicant proposes a minor re-routing of that line which, in part, follows a route along 8th Street between Broadway and Clay Street, thence along Clay Street to 12th Street, in both directions. Under the proposed plan the line would be routed from the intersection of Broadway and 8th Street, north on Broadway to 11th Street, thence west on 11th Street to Clay Street, and north on Clay Street to 12th Street.

In addition to the above described proposals applicant desires to effect a minor change in the routing of its No. 81 motor coach line which, in part, now operates south on 47th Avenue to East 12th Street, and west to 44th Avenue, in both directions. In order to provide a more convenient transfer to Key System's transbay rail line "A" at Melrose, it is proposed to operate the local motor coach line west on East 14th Street from 47th Avenue to 44th Avenue, thence south on 44th Avenue to East 12th Street.

It appears that the proposed changes and extensions of routing are desirable and that public interest justifies the granting

of this application without public hearing thereon.

It being found as a fact that public convenience and necessity so require,

IT IS HEREBY ORDERED that:

I.

A certificate be and it is hereby granted to East Bay Transit Company for the operation of an automotive passenger stage service as that term is defined in Section 2½ of the Public Utilities Act for the transportation of passengers between points in the City of Oakland, said operations to be consolidated with the remainder of its operating rights, subject to the following conditions:

- (1) Written acceptance of the certificate herein granted shall be filed within a period not to exceed thirty (30) days from the date hereof.
- (2) Said service shall commence within a period not to exceed ninety (90) days from the effective date hereof.

II.

In the operation of the passenger transportation service authorized under Section I above, East Bay Transit Company shall comply with and observe the following regulations:

- (1) Subject to the authority of this Commission to change or modify such at any time by further order, East Bay Transit Company shall conduct said passenger stage operation over and along the following described routes:
  - (a) As an extension of its motor coach line No. 54, from its present terminus at Mountain and Monterey Boulevards, along Mountain Boulevard to Anderson Avenue, returning via the reverse thereof.
  - (b) From the intersection of 12th and Adeline Streets, along Adeline Street to Seventh Street, Seventh Street to Chestnut Street, Chestnut Street to Third Street, Third Street to Adeline Street, thence along Adeline Street to Twelfth Street.
  - (c) As a part of and to be consolidated with motor coach route No. 66, from the intersection of Eighth Street and Broadway, along Broadway to 11th Street, along 11th Street to Clay Street, and along Clay Street to

12th Street, in both directions.

- (d) As a part of and to be consolidated with motor coach route No. 81, from the intersection of 47th Avenue and East 14th Street, along East 14th Street to 44th Avenue, thence along 44th Avenue to East 12th Street, in both directions.
- (2) Rates of fare, rules, and regulations now in effect on the local motor coach lines of applicant shall apply to that motor coach line herein authorized, and to those motor coach lines herein modified.

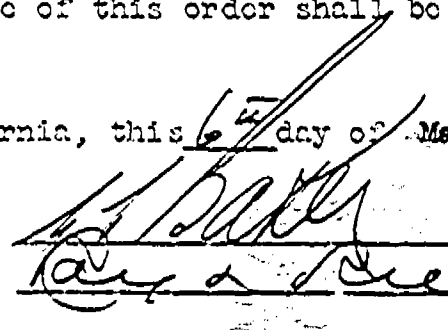
III.

That East Bay Transit Company be and it is hereby authorized to discontinue passenger service, upon not less than five (5) days' notice to this Commission and the public on those lines and/or portions of lines traversing routes described below, and to cancel in conformity with the rules of this Commission all passenger rates, tariffs, and time schedules, in so far as they apply thereto.

- (1) No. 44, 7th and Union Streets Line: From the intersection of 7th and Clay Streets in Oakland, along 7th Street to Union Street, along Union Street to 12th Street, 12th Street to Poplar Street, and thence via the reverse thereof to the intersection of 7th and Union Streets, thence along 7th Street to Pine Street.
- (2) No. 66 Motor Coach Line: From the intersection of Broadway and 8th Street in Oakland, along 8th Street to Clay Street, and thence along Clay Street to 11th Street.
- (3) No. 81 Motor Coach Line: From the intersection of East 14th Street and 47th Avenue, along 47th Avenue to East 12th Street, and thence along East 12th Street to 44th Avenue.

For all other purposes the date of this order shall be the date hereof.

Dated at San Francisco, California, this 6<sup>th</sup> day of May,  
1941.

  
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Francis R. Havens  
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(COMMISSIONERS)