

ORIGINAL

Decision No. 37074

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of SAN)
JOSE CITY LINES, INC., to re-route ser-) Application No. 24125
vice, etc.)

In the Matter of the Application of SAN)
JOSE CITY LINES, INC., to re-route ser-) Application No. 26098
vice, etc.)

In the Matter of the Application of SAN)
JOSE CITY LINES, INC., to re-route ser-) Application No. 26107
vice, etc.)

BY THE COMMISSION:

SECOND SUPPLEMENTAL ORDER

By Decision No. 34194, in Application No. 24125, as amended by Decision No. 34280 in First Supplemental Order, San Jose City Lines, Inc. was authorized to operate passenger stage service in the City of San Jose, between the cities of San Jose and Santa Clara, and between said cities and adjacent unincorporated territory.

Applicant now requests authority to modify its No. 3 - Willow Glen Line, and its No. 6 - Southern Pacific Depot-Tenth-Keyes Street Line, into one operating line to be known as Line No. 3 - Willow Glen-Depct-Keyes Street Line.

This change in route will involve the abandonment of service along San Carlos Avenue between Montgomery Street and South First Street.

Applicant further requests permission to inaugurate an extension of its No. 7 Park Avenue Line to Rosa Street, as hereinafter described.

At the present time the service between Market and Santa Clara Streets and Rosa Street is performed by Mauro D'Angelo, doing business as Luna Park Bus Line. This operation is wholly within the City of San Jose and does not come under the Commission's jurisdiction.

Applicant has agreed to purchase the rights and property of said Luna Park Bus Line for \$15,000 in cash.

Applicant alleges that with these changes and extension in service it can better serve its territory as a whole.

The Office of Defense Transportation and the City of San Jose are agreeable to these changes.

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

IT IS HEREBY ORDERED that the routes of Line No. 3 - Willow Glen Line, Line No. 6 - Southern Pacific Depot - 10th Street - Keyes Street Line, and Line No. 7 - Park Avenue Line, be amended to read as follows:

Line No. 3 - Willow Glen - Depot - Keyes Street Line:
(Combining existing Lines Nos. 3 and 6)

Commencing at the intersection of Hicks and Mercer Avenues; thence easterly on Mercer Avenue to Cherry Avenue; northerly on Cherry Avenue to Glenwood Avenue; easterly on Glenwood Avenue to Washington Avenue; northerly on Washington Avenue to Minnesota Avenue; easterly on Minnesota Avenue to Lincoln Avenue; northerly on Lincoln Avenue to Coe Avenue; easterly on Coe Avenue to Bird Avenue; northerly on Bird Avenue to San Carlos Street; northerly on Montgomery Street to San Fernando Street, west on San Fernando Street to Cahill Street; north on Cahill Street to Crandall; east on Crandall Street to Montgomery Street; northerly on Montgomery Street to West Santa Clara Street; east on West Santa Clara Street to First Street; south on First Street to William Street; east on William Street to Fifth Street; south on Fifth Street to Reed Street; east on Reed Street to Tenth Street; south on Tenth Street to Keyes Street; west on Keyes Street to Seventh Street; north on Seventh Street to Reed Street; thence returning westerly on Reed over the same Route to Lincoln Avenue and Willow Street; thence west on Willow Street to Cherry Avenue; southerly on Cherry Avenue to Minnesota Avenue; westerly on Minnesota Avenue to Hicks Avenue; southerly on Hicks Avenue to Mercer Avenue to point of beginning.

Line No. 7 - Park Avenue - Luna Park Line:

Commencing by a loop around the block bounded by Park Avenue, Newhall, Greenwood, and Davis Streets; thence southerly on Park Avenue to Emory Street; westerly on Emory Street to Dana Avenue; southerly on Dana Avenue to Naglee Avenue; easterly on Naglee Avenue to Park Avenue; southeasterly on Park Avenue to Market and San Antonio Streets. At this point continue over

Line No. 7 (Cont'd)

present route of Luna Park Bus Line, northerly on Market Street to Santa Clara Street; easterly on Santa Clara Street to Fifth Street; northerly on Fifth Street to Washington Street; easterly on Washington Street to Seventh Street; northerly on Seventh Street to Empire Street; easterly on Empire Street to Tenth Street; northerly on Tenth Street to Rosa Street; easterly on Rosa Street to Thirteenth Street; southerly on Thirteenth Street to Empire Street; westerly on Empire Street to Seventh Street, and return over the same route to the point of beginning.

The Commission reserves the right to make such further orders in these proceedings as to it may seem just and proper, and to revoke its authority in whole or in part if in its opinion public convenience and necessity demand such action.

In all other respects Decision No. 34194 in Application No. 24125 shall remain in full force and effect.

The effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 23 day of May, 1944.

Richard L. Ketchum
Justice P. C. Cramer
Francis X. Havenner
Joseph P. Powell

Commissioners