

Decision No. 25043.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the application of PENINSULAR RAILWAY COMPANY, a corporation, to consolidate, change and extend its existing motor coach routes in Palo Alto, Stanford and Vicinity, and increase the present six-cent fare between Palo Alto Southern Pacific Depot and Stanford University to ten cents.

**ORIGINAL**

Application No. 18311.

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In the Matter of the application of PENINSULAR RAILWAY COMPANY, a corporation, to establish motor coach service between junction of Alma Street and University Avenue, in the City of Palo Alto, County of Santa Clara, State of California, and Stanford University.

Application No. 16011.

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In the Matter of the application of PENINSULAR RAILWAY COMPANY, a corporation, to abandon certain of its franchises and tracks in and about the City of Palo Alto, California.

Application No. 9951.

BY THE COMMISSION:

ORDER

Peninsular Railway Company, a corporation, filed Application No. 18311 on August 1, 1932, requesting authority to consolidate, change and extend its existing motor coach routes in the City of Palo Alto, Stanford University and vicinity and to increase to ten cents the present six-cent fare between the Southern Pacific Station at Palo Alto, and Stanford University.

Applicant now operates three lines of motor coach service in and about the City of Palo Alto, these lines being as

follows:

Line No. 1: Waverly Street Line, between Southern Pacific Station and the intersection of California Avenue and Waverly Street, authorized by the Commission on June 15, 1925, in Decision No. 15056, in Application No. 9951.

Line No. 2: University Avenue Line, between Southern Pacific Station and the intersection of University Avenue and Crescent Drive, authorized by the Commission on June 15, 1925, in Decision No. 15056, in Application No. 9951.

Line No. 3: Stanford University Line, between Southern Pacific Station and the intersection of Santa Ynez Street and Lasuen Street, on Stanford University Campus, authorized by the Commission on October 16, 1929, in its Decision No. 21679, in Application No. 16011.

Each of the above lines was installed as a substitute for rail service of applicant serving approximately the same territory.

The present rate of fare on these lines is ten cents with transfer privilege, but on the Stanford University Line a six-cent fare without transfer is also in effect.

Applicant proposes to consolidate Lines Nos. 1 and 3 and extend the Waverly Street end of the consolidated line along California, Yale and College Avenues to serve the Mayfield District of the City of Palo Alto and to extend Line No. 2 along University Avenue, O'Connor Street and Central Avenue to offer improved service to the community known as North Palo Alto, outside of the city limits in San Mateo County. It is also proposed to abolish the six-cent fare without transfer on the Stanford University Line and to establish a uniform ten-cent fare with transfers on all of the consolidated and extended lines.

The changes proposed will result in the discontinuance of service over Bryant Street between Melville Avenue and California Avenue, on Melville Avenue between Bryant Street and Waverly Street and over University Avenue between Middlefield

Road and Lincoln Avenue. Operation in one direction only is now performed on these sections, they being portions of loops at the outer end of the present Waverly Street Line and at the outer end of University Avenue Line.

It appears that the City of Palo Alto and Stanford University are agreeable to said consolidations, changes and extensions and to the increase in fare on the Stanford University Line; that said changes are desirable and will better serve the community than present service; that this is not a matter in which a public hearing is necessary and that the application should be granted, therefore

IT IS HEREBY ORDERED that a certificate of public convenience and necessity for the operation of motor coach service for the transportation of passengers in and about the City of Palo Alto and Stanford University, in Santa Clara County, and in the unincorporated portion of the County of San Mateo, in the vicinity of the City of Palo Alto, is hereby granted to the Peninsular Railway Company over the following described routes:

Route 1: Beginning at a terminus at Santa Ynez Street, thence via Lasuen Street to Portola Street, thence to Galvez Street, thence to Serra Street, thence to University Avenue, thence to Waverly Street, thence to California Avenue, thence to Yale Avenue, thence to College Avenue to a terminus at Hanover Street, and return via same route, as shown on the map attached to Application No. 18311.

Route 2: Beginning at a terminus at Palo Alto Station of Southern Pacific Company, thence via University Avenue to Middlefield Road, thence to Melville Avenue, thence to Channing Avenue, thence to Lincoln Avenue, thence to University Avenue, thence to and across the San Francisquito Creek (enters San Mateo County at the center line of said creek), thence to O'Connor Street, thence to Walnut Street, thence to Central Avenue, thence to a terminus at Pope Street, returning via same route, as shown on the map attached to Application No. 18311.

Said certificate is granted in lieu of the certificates of public convenience and necessity granted to applicant in

Decision No. 15056, in Application No. 9951, and Decision No. 21679, in Application No. 16011, subject to the following conditions:

- (1) Applicant shall file its written acceptance of the certificate herein granted within fifteen (15) days from the date of this order.
- (2) Applicant shall file, in duplicate, and make effective within a period not to exceed thirty (30) days from the date of this order, a tariff or tariffs constructed in accordance with the requirements of the Commission's General Orders and containing rates and rules which, in volume and effect shall be identical with the rates and rules shown in the existing tariffs covering applicant's operations in the City of Palo Alto and vicinity, excepting that the rate of fare between Southern Pacific Station in Palo Alto and Stanford University may be increased to ten cents.
- (3) Applicant shall file, in duplicate, and make effective within a period not to exceed thirty (30) days from the date of this order, time schedules according to form provided in General Order No. S3, covering the service herein authorized.
- (4) The rights and privileges herein authorized may not be discontinued, sold, leased, transferred nor assigned unless the written consent of the Railroad Commission to such discontinuance, sale, lease, transfer or assignment has first been secured.
- (5) No vehicle may be operated by applicant herein unless such vehicle is owned by said applicant or leased by it under contract or agreement on a basis satisfactory to the Railroad Commission.
- (6) Applicant is authorized to turn its motor vehicles at termini, either in the intersection of the streets or by operating around a block contiguous to such intersection in either direction.

IT IS HEREBY FURTHER ORDERED that such portions of the Commission's Decision No. 15056, in Application No. 9951, as pertain to the operation of motor coach service be rescinded and the authority for such service is hereby revoked.

IT IS HEREBY FURTHER ORDERED that Decision No. 21679,

in Application No. 16011, be revoked.

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

Dated at San Francisco, California, this 8<sup>th</sup> day of August, 1932.

Albany  
Leon Whitney  
M. A. Law  
W. B. Law  
Fred G. Stewart

Commissioners.