

Decision No. \_\_\_\_\_

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

Decision No. 1681

ORIGINAL

In the Matter of the Application )  
of ESTELLA M. LAWRENCE and EDWIN )  
G. LAWRENCE for an order declaring ) Application No. 3181.  
that public convenience and neces- )  
sity require the operation by )  
Petitioners of an automobile stage )  
service between Palo Alto and )  
San Mateo. )

Estella M. Lawrence for Petitioners.  
J. E. McCurdy for Peninsula Rapid Transit  
Company, protestant.  
Bishop and Bahler, by H. M. Wade, for  
California Stages Company, protestant.  
O. M. Spangler for Union Line, protestant.  
H. M. Wade for Otto Rinckert and Floyd Hanchett,  
protestants.

THELLEN and GORDON, Commissioners.

O P I N I O N.

Petitioners herein, husband and wife, ask that the  
Railroad Commission make its order declaring that public conve-  
nience and necessity require the operation by them of a five-  
passenger Ford touring car as a common carrier of passengers and  
express packages between Palo Alto and San Mateo.

A public hearing herein was held in San Francisco on  
September 21, 1917.

Petitioners have been engaged in this service subse-  
quent to August 22, 1917. They operate a single five-passenger  
Ford touring car, State License No. 210394, along the State High-  
way between Palo Alto, Menlo Park, Redwood City, San Carlos, Bel-  
mont and San Mateo, leaving Palo Alto at 7:50, 9:50 and 11:50 A.M.  
and 1:50, 3:50 and 5:50 P.M., and leaving San Mateo at 8:50 and  
10:50 A.M. and at 12:50, 2:50, 4:50 and 6:50 P.M.

The fares which Petitioners propose to charge are as  
follows:

Between Palo Alto and Menlo Park.....10¢  
 Between Palo Alto and Redwood City.....15¢  
 Between Palo Alto and San Mateo.....30¢  
 Between Menlo Park and Redwood City.....10¢  
 Between Menlo Park and San Mateo.....25¢  
 Between Redwood City and San Mateo.....20¢

Packages up to 50 lbs. will be carried at the rate of one fare.

Hand baggage will be carried free.

Children under six years will be carried free.

Children from 6 to 12 years, at half fare.

Mrs. Lawrence operates the car on week days, except the last trip daily. Mr. Lawrence operates the car on the last trip on week days, as well as Saturday afternoons and Sundays.

The terminus at Palo Alto is at the Southern Pacific Company's depot, just outside the corporate limits of Palo Alto, and the terminus at San Mateo is near the Southern Pacific Company's depot.

Petitioners stop on the State Highway at Camp Fremont but do not run up into the Camp.

Petitioners have not secured permits from the Counties of San Mateo and Santa Clara and from the Cities of Redwood City, and San Mateo, as required by Section 3 of the Act of May 10, 1917. Petitioners intend to make such applications promptly. The order herein will not become effective until the Railroad Commission has made a supplemental order herein reciting that such permits have been secured.

For a statement of the leading provisions of the Act of May 10, 1917, of the principles to be applied in applications of this character and of the automobile situation between San Francisco and Palo Alto, reference is hereby made to the decision this day rendered in Application No. 3159, Santa Clara Valley Auto Line.

Petitioners started operations in good faith prior to the effective date of the Act of May 10, 1917. They are serving a public need and, in our judgment, should be permitted to

continue to operate.

We find as a fact that public convenience and necessity require the operation by Estella M. Lawrence and Edwin G. Lawrence of an automobile operated as a common carrier of passengers and express packages between Palo Alto and San Mateo, on the conditions specified in the order.

We submit the following form of order:

O R D E R.

ESTELLA M. LAWRENCE and EDWIN G. LAWRENCE having filed a petition asking that the Railroad Commission make its order declaring that public convenience and necessity require the operation by them of an automobile as a common carrier of passengers and express packages between Palo Alto and San Mateo, a public hearing having been held, the matter having been submitted and being now ready for decision,

THE RAILROAD COMMISSION HEREBY FINDS AS A FACT that public convenience and necessity require the operation by Estella M. Lawrence and Edwin G. Lawrence of an automobile as a common carrier of passengers and express packages between Palo Alto and San Mateo, on the conditions hereinafter specified.

Basing its order on the foregoing finding of fact and on the other findings of fact contained in the opinion which precedes this order,

THE RAILROAD COMMISSION HEREBY DECLARES that public convenience and necessity require the operation by Estella M. Lawrence and Edwin G. Lawrence of an automobile as a common carrier of passengers and express packages between Palo Alto and San Mateo, provided that this declaration shall not become effective until said Estella M. Lawrence and Edwin G. Lawrence have secured from the Railroad Commission a supplemental order herein reciting that they have filed <sup>herein certified copies of permits</sup> from the County of San Mateo, the County of Santa Clara and from the City of Redwood City and

the City of San Mateo, ~~prohibits~~ as provided by Section 3 of Chapter 213, Laws of 1917; and provided further, that the rights and privileges herein granted shall not be assigned or transferred unless the written consent of the Railroad Commission to such assignment or transfer has first been secured.

The foregoing opinion and order are hereby approved and ordered filed as the opinion and order of the Railroad Commission of the State of California.

Dated at San Francisco, California, this 26<sup>th</sup> day of September, 1917.

Max Thelen  
H. K. ...  
Alex Gordon  
Edwin O. ...  
Frank ...

Commissioners.