

ORIGINAL

Decision No. _____

Decision No. 4206

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

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In the matter of the application
of P. BUFFA for certificate of pub-
lic convenience and necessity to
operate stage or truck service be-
tween Redwood City and Palo Alto.) Application No. 3291.

Jas. T. O'Keefe for applicant.
J. E. McCurdy for Peninsular Rapid Railway Co.
Protestant.

BY THE COMMISSION:

O P I N I O N

P. Buffa applies for certificate that public convenience and necessity require him to operate a passenger stage service between Redwood City, San Mateo County, and Palo Alto, which is across the county line in Santa Clara County.

A public hearing was held by Examiner Westover at Redwood City.

Applicant wishes to operate one 5 passenger Maxwell car one round trip each hour from 10:25 in the morning until about midnight for a fare of 10¢ between Redwood City and Menlo Park, and 15¢ between Redwood City and Palo Alto. His proposed route is along the State Highway from Redwood City to the Southern Pacific Station at Palo Alto but not entering the city limits of Palo Alto.

It developed at the hearing that applicant also wishes authority to run after 5 P.M. between Redwood City and Camp Fremont and not make the trips to Palo Alto. There are large numbers of soldiers at Camp Fremont who are daily at liberty between 5 P.M. and 6 A.M. to leave the camp, and there is at present a greater demand for transportation between the camp and Redwood City than can be accommodated.

Applicant's route if he were to serve Camp Fremont would be from Redwood City down the State Highway to Santa Cruz Avenue, thence along that avenue to a point about three-quarters of a mile west of the highway. The military camp lies on both sides of the avenue and would be conveniently served with this point as a terminal.

Applicant began operation about the 1st of November, apparently not knowing that the authority of the Commission is required under the law before beginning. He operated his car between Redwood City and Palo Alto during the day but only between Redwood City and Camp Fremont after 5 P.M. His gross receipts during any day have rarely exceeded \$3.00 but his receipts during the evening he reports as being usually \$4.00 or \$5.00 but with a better business on Saturday nights and Sunday nights.

It appears from the testimony in this proceeding and also in others which have been before the Commission that there is ample transportation service between Redwood City and Palo Alto along the State Highway but that there is not sufficient service between Redwood City and Camp Fremont.

Applicant's testimony as to his gross receipts from operation prior to 5 P.M. daily show that he could not hope to successfully operate between the two towns during

the day and keep his car in condition to give the proper service. We believe, however, that the circumstances do justify his operating his car between Redwood City and Camp Fremont evenings after 5 P.M. and the order will limit his operation to that service upon a schedule to be hereafter approved by the Commission when filed.

O R D E R

P. BUFFA having filed herein a petition asking that the Railroad Commission declare that public convenience and necessity require the operation by said Buffa of one automobile as common carrier of passengers between Redwood City and Camp Fremont,^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 P. Buffa of an automobile as common carrier of passengers between Redwood City and Camp Fremont, 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 P. Buffa of an automobile as^a common carrier of passengers between Redwood City and Camp Fremont, provided that this declaration shall not become effective until said Buffa has secured from the Railroad Commission a supplemental order herein reciting that said Buffa has filed herein certified copies of permits from the County of San Mateo and the City of Redwood City as required by Section 213, Laws of 1917, and that he

has filed time schedule providing for ^{daily} operation after 5
P.M. at times satisfactory to the Commission, 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, and

IT IS HEREBY ORDERED that no vehicle may
be operated under this certificate unless such vehicle is
owned by the applicant herein or is leased by such applicant
under a contract or agreement on a basis satisfactory to the
Railroad Commission.

Dated at San Francisco, California, this 30th
day of November, 1917.

Max Theiler

H. D. Cleveland

Edwin D. Edgerton

Commissioners.