

ORIGINAL

Decision No. 34802

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of FRANK J. KNAPP and JOHN P. DEMETER, co-partners, doing business as PALO ALTO CITY LINES, seeking authority to extend and enlarge certain portions, and abandon a smaller portion of their operative right between Stanford University, Palo Alto and Mayfield, California, and all intermediate points, all for a limited period as an experiment, and to consolidate and unify such extensions and enlargements with said operative right.

Application No. 24510

BURL R. SALSMAN, for Applicant.

G. J. PERRY, Protestant.

HAVENNER, Commissioner:

O P I N I O N

Frank J. Knapp and John P. Demeter, doing business as Palo Alto City Lines, now operate a passenger stage service over a route, among others, beginning on the Stanford University Campus and traversing University Avenue to its intersection with Waverly Street in Palo Alto, then southeasterly on Waverly Street to its intersection with California Avenue, thence southwesterly along California Avenue to its intersection with Williams Street in that portion of Palo Alto formerly known as Mayfield. At this point a loop is made over Williams Street, College Avenue, and Yale Street terminating at California Avenue.

In the above-entitled application authority is sought to extend that route into two areas. It is proposed to establish this service for a ninety-day trial period. One of the proposed

extensions would serve a district commonly referred to as South Palo Alto which is about midway between the main business areas of Palo Alto and the Mayfield district. It would be served by operation over and along a loop route beginning at the intersection of California Avenue and Bryant Street on applicants' present route, thence southeasterly along Bryant Street to Oregon Avenue, thence northeasterly to Cowper Street, thence southeasterly to Colorado Avenue, thence northeasterly to Middlefield Road, thence northwesterly to California Avenue, thence southwesterly to the intersection of Waverly Street and California Avenue, there connecting with applicants' present route. The other proposed extension contemplates the abandonment of operation over Williams Street, which is only one block in extent, in the Mayfield district and operating along California Avenue from the intersection of Williams Street to Princeton Street, thence northwesterly one block over Princeton Street to College Avenue, thence northeasterly over College Avenue to its intersection with Williams Street, thence continuing over applicants' present route. This extension would serve the district commonly referred to as College Terrace at the Mayfield terminus of the route proposed to be extended.

Applicants now operate 36 daily round-trip schedules between Palo Alto and Mayfield. They propose to route 31 of the outbound schedules via the South Palo Alto extension. This would provide service on a 30-minute headway between 7:23 A.M. and 10:23 P.M. All the schedules would serve the College Terrace extension in the Mayfield district from 6:00 A.M. to 11:25 P.M. Each of the proposed extensions constitute a loop operation. The South Palo Alto loop is about $1\frac{1}{2}$ miles in length and the College Terrace Loop extension is about 7 blocks long.

The present fares of applicants on the route involved will include service over the proposed extensions. The applicable fares are as follows:

Adult one way cash fare	\$.10
Thirty ride commutation book	2.50
Sixty ride commutation book	4.50
Children under five years of age are carried free when accompanied by an adult	

Public hearing in this proceeding was had on October 31, 1941, and it having been taken under submission is now ready for decision.

Testimony in support of the application was offered by a number of property owners and residents in the South Palo Alto district, civic clubs, school managers, and others. From this testimony it appears that a great many inquiries have been received by applicants requesting the proposed extensions. It was shown that students at the David Starr Jordan Junior High School, near the intersection of Middlefield Road and California Avenue, would be more conveniently served by the proposed South Palo Alto extension. It was also shown that an educational defense training school for the Meffett Field area is being established on Middlefield Road near Colorado Avenue by the Bureau of Trade and Industrial Education in cooperation with the public schools of this area. The supervisor of this training school stated that the school would represent an investment of approximately \$175,000. The purpose of the school is the training of workers to be used in defense projects and will be operated on a basis of three shifts of six hours each. While no workers are now being trained in the school, it is expected that within approximately two weeks two hundred trainees will be in attendance. It was the opinion of this witness that approximately 50 per cent of the trainees would be served by the proposed extension.

It was also shown that approximately 60 per cent of the homes constructed in the Palo Alto area within the last five years have been erected in the South Palo Alto and College Terrace areas.

The only protest to applicants' proposal was an objection to operation over and along Bryant Street a distance of two short blocks between California and Oregon Avenues. This objection, voiced by G. J. Perry, was on the basis that the operation of stages along that street would endanger the lives of children living in those blocks. He stated that there are approximately twelve of these children ranging in age up to sixteen years.⁽¹⁾

The evidence is conclusive that there is a need for the proposed extensions. While applicants have requested authority to establish service over the proposed extensions for a temporary trial period, it appears from the record that little additional expense would be involved in operating such extensions and it is probable that the increase in revenue will be sufficient to defray any added expense, particularly in view of the fact that the time required to operate over the proposed extension is less than the interval between the arrivals and departures of each schedule at the terminals. By utilizing the time represented by those intervals there would be no increase in drivers' wages. It would appear therefore, that the authority should be granted on a permanent basis. If it develops that the establishment of the proposed

(1) A petition, dated September 14, 1941, was filed with the Commission before the filing of this application, signed by sixteen persons living in the 2200 and 2300 blocks in Bryant Street, Palo Alto, protesting the use of Bryant Street for the operation of passenger stages. While appropriate notice of the hearing in this application was given to those signing this petition, none appeared except G. J. Perry.

extensions prove to be unjustified by the patronage offered, applicants may then apply to the Commission for relief.

With respect to the danger to children along Bryant Street, referred to by Mr. Perry, it was shown that operations over any of the streets in the territory proposed to be served might entail some hazard to pedestrians, including young children. I recommend that the application be granted as provided for in the following order.

O R D E R

Public hearing having been had in the above-entitled proceeding, the Commission now being fully informed therein, and it being found that public convenience and necessity so require,

IT IS ORDERED that a certificate of public convenience and necessity is hereby granted to Frank J. Knapp and John P. Demeter for the establishment and operation of a passenger stage service, as defined in Section 2 $\frac{1}{2}$ of the Public Utilities Act, for the transportation of passengers between points within the city of Palo Alto, as an extension and enlargement of the operative right acquired by Decision No. 33962, dated March 4, 1941, provided that said applicants, their successors or assigns, may never claim before this Commission or any court or other public body a value for the authority hereby granted in excess of the actual cost thereof.

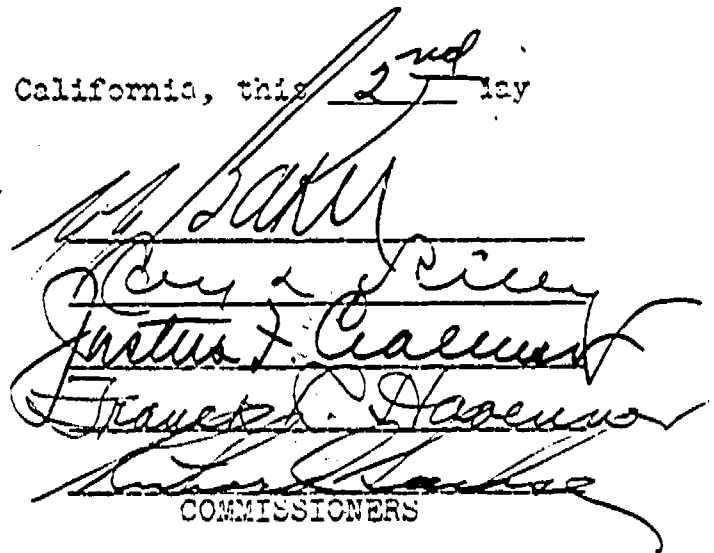
IT IS FURTHER ORDERED that, in the operation of passenger stage service pursuant to the foregoing certificate, the following service regulations shall be observed subject to the authority of the Commission to change or modify them by further order:

1. Applicants shall file a written acceptance of the certificate herein granted within a period of not to exceed thirty (30) days from the effective date hereof.
2. Applicants shall comply with the provisions of General Order No. 79 and Part IV of General Order No. 93-A by filing, in triplicate, and making effective concurrently, tariffs and time schedules satisfactory to the Commission within sixty (60) days from the effective date of this order and upon not less than five (5) days' notice to the Commission and the public.
3. Applicants shall operate over and along the following routes:
 - (a) Beginning at the intersection of California Avenue and Bryant Street, thence southeasterly along Bryant Street to Oregon Avenue, thence northeasterly to Cowper Street, thence southeasterly to Colorado Avenue, thence northeasterly to Middlefield Road, thence northwesterly to California Avenue, thence southwesterly to the intersection of Waverly Street and California Avenue.
 - (b) Beginning at the intersection of California Avenue and Williams Street, thence southwesterly along California Street to Princeton Street, thence northwesterly along Princeton Street to College Avenue, thence northeasterly along College Avenue to its intersection with Williams Street, in lieu of operations over Williams Street.

The effective date of this order shall be twenty (20) days from the date hereof.

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 2nd day of December, 1941.


COMMISSIONERS