

Decision No. 35315

ORIGINAL

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,)
Calif., 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
(Supplemental)

BY THE COMMISSION:

FIRST SUPPLEMENTAL OPINION

By Decision No. 34802 in the original application herein, applicants Frank J. Knapp and John P. Demeter, doing business as Palo Alto City Lines, were granted a certificate authorizing an extension of their passenger stage service in the Palo Alto territory, in the district commonly referred to as South Palo Alto which is about midway between the main business area of Palo Alto and the Mayfield section of the city. The service authorized is operated over and along the following route:

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 southwest-erly to the intersection of Waverly Street and California Avenue.

The applicants sought that extension for a temporary trial period. However, it was pointed out in the opinion of Decision No. 34802

that a permanent certificate would be granted upon the basis that if the proposed extension proved to be unjustified by the patronage offered, applicants could then apply to the Commission for relief.

Applicants now seek authority to abandon a portion of the South Palo Alto loop as follows:

Beginning at the intersection of Oregon Avenue and Cowper Street, thence southeasterly along Cowper Street to Colorado Avenue, thence northeasterly along Colorado Avenue to Middlefield Road, thence northwesterly along Middlefield Road to Oregon Avenue.

The remainder of the present loop route would then be closed by continuing operations along Oregon Avenue between Cowper Street and Middlefield Road.

As justification for the abandonment of a portion of that route, applicants allege that 56 days of operation show receipts amounting to \$104.76 or a daily average of \$1.87, while the cost of providing the service for the same period of time was \$166.66 or a daily average of \$2.97, resulting in an operating loss of \$61.90 or a daily average loss of \$1.10.

Applicants further assert that they have interviewed a number of the more regular users of the service in the territory affected, each of whom stated that in view of the fact that the proposal was to abandon only a portion of the loop route they would offer no objection. It appears that in view of the fact that this operation has been conducted on an experimental basis, and the results have demonstrated the lack of public support which throws an unjustified burden on the remainder of the system, that the authority sought should be granted by ex parte order amending applicants' present route of operation in the territory affected.

FIRST SUPPLEMENTAL ORDER

IT IS ORDERED that subparagraph (a) of service regulation numbered 3 appearing at sheet 6 of Decision No. 34802, dated December 2, 1941, is hereby amended to read as follows:

"(a) Beginning at the intersection of California Avenue and Bryant Street, thence southeasterly along Bryant Street to Oregon Avenue, thence along Oregon Avenue to Middlefield Road, thence along Middlefield Road to California Avenue and along California Avenue to its intersection with Waverly Street."

IT IS FURTHER ORDERED that Decision No. 34802 shall in all other respects remain in full force and effect.

IT IS FURTHER ORDERED that, as a service regulation, applicants shall amend their tariffs and time tables to give effect to the rerouting herein authorized.

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

Dated at San Francisco, California, this 5th day of

May, 1942.

Justin F. Gammes
Ray A. Riney
H. B. B. B.
Francis D. Hayward
Richard L. Jackson
COMMISSIONERS