

Decision No. 37089

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

ORIGINAL

In the Matter of the Application of)
FRANK J. KNAPP and JOHN P. DEMETER,)
co-partners, doing business as PALO)
ALTO CITY LINES, for certificate of)
public convenience and necessity to)
operate passenger stage service)
between Palo Alto, North Palo Alto,)
East Palo Alto and South Palo Alto.)

Application No. 25563
1st Supplemental

LORENZ COSTELLO for applicants.

DOUGLAS BROOKMAN and R. A. THOMAS, by Douglas
Brookman for Pacific Greyhound Lines,
interested party.

J. RICHARD TOWNSEND and H. A. ENCELL by J.
Richard Townsend, for R. F. Martin,
interested party.

W. C. BLACK, for the town of Atherton, interested
party.

PAUL A. McCARTHY, for the city of Redwood City,
interested party.

CLARK, Commissioner:

FIRST SUPPLEMENTAL OPINION

Frank J. Knapp and John P. Demeter, partners doing
business as Palo Alto City Lines, are providing a passenger stage
service between Palo Alto, North Palo Alto and other points in the
vicinity of Palo Alto. This service is chiefly urban in character
and is provided over a number of routes in the territory served.
Service to and from the United States Veterans' Hospital, situated
in the suburban area commonly known as North Palo Alto, is provided
over a loop route. In the above-entitled first supplemental appli-
cation these applicants request authority to make a change in this
route in order to serve the United States Military Hospital, known

as Dibble General Hospital, situated along the westerly side of Middlefield Road, a short distance north of Palo Alto.

A public hearing in this matter was had on April 26 and May 1, 1944, at the conclusion of which it was submitted and is now ready for decision. No one opposed the granting of the application.

In the vicinity of the United States Veterans' Hospital applicants presently operate, in part, over Bay Road, Berkeley Avenue, Coleman Avenue and Willow Road to the intersection of Middlefield Road. This route would be changed so that operation would continue along Bay Road to the intersection of Berkeley Avenue, to Menlo Avenue, thence along Menlo Avenue to Middlefield Road, and along Middlefield Road to the intersection of Willow Road there connecting with the present route. This change would enable applicants to serve the main gate of Dibble General Hospital, situated on Middlefield Road. It would also enable them to provide service in the Ringwood District, situated westerly of Menlo Avenue and easterly of Middlefield Road, which, according to the record, is a well developed residential section requiring a more convenient transportation service. Passengers who have used the service on Berkeley Avenue, Coleman Avenue and Willow Road would still be within reasonable walking distance of the proposed rerouting. Similarly, those passengers who have formerly used the service operating along Laurel Avenue and West Donohoe Street would be within a reasonable walking distance of the proposed routing along Central Avenue, Oak Street and easterly along Willow Road.

It was further shown that operations to and from Dibble General Hospital would enable these applicants to provide a service

for the employees at the Hospital who are residing in different areas of Palo Alto served by this carrier. The present one-way fare of ten cents would apply to all points on the new route, including Dibble General Hospital, with free transfer privileges between the various routes operated by applicants.

In my opinion this record conclusively shows that there is a public need for the proposed rerouting of these applicants and the authority should be granted by modifying the route of operation involved, as defined in the service regulations of the order of Decision No. 36299, rendered April 20, 1943.

O R D E R

An application therefor having been filed, a public hearing had, the Commission now being fully informed therein, and it being hereby found that public convenience and necessity so require,

IT IS ORDERED as follows:

(1) That the following route, as described in the service regulations at sheet 3 of Decision No. 36299:

"Beginning at the intersection of University Avenue and U. S. Highway No. 101, thence along University Avenue to Chaucer Street, thence along Chaucer Street and Pope Street to Laurel Avenue, thence to West Donohoe Street to the United States Veterans' Hospital No. 24 on Willow Road, thence along Willow Road to Bay Road to Berkeley Avenue to Coleman Avenue to Willow Road, thence along Willow Road to Middlefield Road, thence along Middlefield Road to University Avenue."

is hereby amended to read as follows:

"Beginning at the intersection of University Avenue and U. S. Highway No. 101, thence along University Avenue, Chaucer Street, Pope Street, Central Avenue, Oak Street, Willow Road, Bay Road, Menlo Avenue, Arlington Way, Ringwood Road and Middlefield Road to its intersection with University Avenue."

(2) That applicant shall comply with the rules of the Commission's General Order No. 79 and Part IV of General Order No. 93-A by filing, in triplicate, and concurrently making effective, appropriate tariffs and time tables within 60 days from the effective date hereof, and on not less than 1 day's notice to the Commission and the public.

(3) That said Decision No. 36299 shall, in all other respects, remain in full force and effect.

The effective date of this order shall be 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 Los Angeles, California, this 31st
day of May, 1944.

Richard L. Baker
Justin F. Casner
William W. Brown

COMMISSIONERS