

Decision No. 37490

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, for certificate of )  
public convenience and necessity to )  
operate passenger stage service be- )  
tween Palo Alto, North Palo Alto, )  
East Palo Alto and South Palo Alto. )

ORIGINAL

Application No. 25563  
2nd Supplemental

BY THE COMMISSION:

SECOND SUPPLEMENTAL OPINION

Frank J. Knapp and John P. Demeter, partners doing business as Palo Alto City Lines, are now providing a passenger stage service between Palo Alto and other points in the vicinity thereof over various routes heretofore defined by the Commission. Two of the suburban areas which applicant presently serves are known as East Palo Alto and South Palo Alto, with which we are here concerned.

In the above entitled second supplemental application, applicants request the Commission to authorize the use of new routes in East Palo Alto and South Palo Alto in order more adequately to serve these districts. Applicants' present East Palo Alto route terminates at the intersection of University Avenue and Bayshore Highway. They propose to extend this route of operation from the intersection of University Avenue and Bayshore Highway, thence along Bayshore Highway, Dumbarton Avenue, Bay Road, Cooley Avenue, Donohoe Street and University Avenue to Bayshore Highway, thence along their present route of operation in East Palo Alto and Palo Alto, except that in lieu of the

operation along University Avenue in Palo Alto between Lincoln Avenue and Chaucer Street, service would be conducted along its present route over Lincoln Avenue, Melville Avenue and Middlefield Road.

A modification of applicants' present routes in South Palo Alto involves elimination of the use of Princeton Street for a distance of one block by continuing operations along California Street from Fremont Street to Hanover Street, thence over Hanover Street, there connecting with its present route on College Avenue. This rerouting would also be in lieu of operations over College Avenue, Amherst Street and Lasuen Street between the intersection of College Avenue and Hanover Street and the intersection of Lasuen Street and the boundary of Stanford University campus.

As justification for the proposed extension and reroutings, applicants assert, in substance, that the population of the suburban area of Palo Alto known as East Palo Alto, lying easterly of Bayshore Highway, has increased to such an extent that there is a public need for passenger stage service; that applicants have received many urgent requests from the residents thereof for the extension of service as proposed; and that authorization of the reroutings proposed would enable applicants to establish service on a 20-minute headway on all lines operated in Palo Alto instead of the 30-minute headway presently provided. It is applicants' opinion that authorization of the extension and reroutings sought would enable them to provide a better service in those portions of Palo Alto presently served, as well as the more densely populated suburban areas proposed to be served. The present one-way fare of 10 cents would apply to all points on the new routes including the extension in East Palo Alto.

The proposed extension and reroutings would not affect any other common carrier serving the area involved. This is not a matter requiring a public hearing. The application will be granted.

SECOND SUPPLEMENTAL ORDER

IT IS ORDERED as follows:

(1) That the route described in service regulation 3 of the order of Decision No. 36299 reading as follows:

"Beginning at the intersection of University Avenue and Chaucer Street, thence along University Avenue to Bayshore Highway By-Pass No. 101, thence along Bayshore Highway By-Pass No. 101 to Manhattan Avenue, thence along Manhattan Avenue to O'Connor Street, to University Avenue."

is hereby amended to read as follows:

"Beginning at the intersection of University Avenue and Lincoln Avenue, thence along University Avenue to Bayshore Highway By-Pass No. 101, Dumbarton Avenue, Bay Road, Cooley Avenue, Donohoe Street, University Avenue to its intersection with Bayshore Highway By-Pass No. 101."

(2) That the routes described in service regulation 3 of the order of Decision No. 36299 reading as follows:

"Beginning at the intersection of California Avenue and Bryant Street, thence along California Avenue to Princeton Street to College Avenue to Yale Street to California Avenue.

"Beginning at the intersection of Princeton Street and College Avenue, thence along College Avenue to Amherst Street to Stanford Avenue, thence along Lasuen Street to the intersection of Lasuen Street and Lomita Drive, said intersection being the beginning of private roads of Stanford University."

are hereby amended to read as follows:

"Beginning at the intersection of California Avenue and Bryant Street, thence along California Avenue, Hanover Street, College Avenue, Yale Street, to its intersection with California Avenue."

(3) That 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 concurrently making effective, appropriate tariffs and time schedules within 90 days from the effective date hereof and on not less than 5 days' notice to the Commission and the public.

(4) 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.

Dated at San Francisco, California, this 21<sup>st</sup> day of November 1944.

Justus F. Coe  
Francis D. Haven  
Samuel D. Coe

COMMISSIONERS