

Decision No. 51878**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of )  
 BURT E. PERKINS, doing business as )  
 WESTMOOR TRANSIT LINES, for certificate )  
 of public convenience and necessity to )  
 operate passenger bus service between )  
 San Mateo County, California and San )  
 Francisco, California, and to establish )  
 fares. )

Application No. 35507  
 (As Amended)

A. R. Linn, for applicant.  
Charles W. Overhouse, for the Commission staff.  
Douglas Brookman, for Pacific Greyhound Lines,  
 protestant.  
Frank J. Needles, for the City and County of  
 San Francisco, protestant.  
Howard I. Stites and Frank Blum, for Daly City,  
 protestant.  
John Putkey, for North Gate Transit, protestant.

O P I N I O N

Burt E. Perkins, by this application filed June 11, 1954,  
 as modified by amendments filed May 18, 1955 and May 23, 1955,  
 requests authority to operate as a passenger stage corporation  
 between Broadmoor Village, an unincorporated area in San Mateo  
 County, on the one hand, and, on the other hand, the intersection  
 of West Portal Avenue and Ulloa Street in the City and County of  
 San Francisco. Four round trips are proposed in the morning between  
 6:30 a.m. and 8:25 a.m. and four in the afternoon between 5:00 p.m.  
 and 6:55 p.m. daily, except Saturdays, Sundays and holidays.

The fares proposed are as follows:

Between all points	\$ .15
Children under 5 accompanied by adult	Free
School tickets - 10-ride ticket (Limited to 6 months)	\$1.00

On the northbound trip no passengers would be picked up north of Lake Merced Golf and Country Club. On the southbound trip no passengers would be discharged northerly of said Club grounds.

As justification for the requested relief it is alleged that this proposed service would afford residents of Broadmoor a much needed and fast transportation service between their homes and downtown San Francisco by connection with the Municipal Railway at West Portal. It is further asserted that the Number 76 line of the Municipal Railway which serves only a small portion of Broadmoor will probably be short-lived due to the heavy losses now resulting from its operation.

Public hearing was held before Examiner Rowe in San Francisco on July 15, 1955, at which time oral and documentary evidence was adduced and the matter submitted for decision.

The testimony of the public witnesses and of applicant indicates a public need for the passenger stage service in this area. Two 1940 Mack 41-passenger buses, one as a standby, are proposed to be used. Applicant who has had many years experience as a bus driver proposes to be his own driver relying on other drivers who would be paid wages only when he could not drive himself.

Protestants Pacific Greyhound Lines and North Gate Transit presented no reasons why the application should be denied. The City of Daly City took the position that applicant if certificated would tend to take traffic and revenue from North Gate Transit, a company authorized recently by that City to operate eight passenger vehicles within the city limits.

According to the testimony of protestant City and County of San Francisco, the Number 76 line has been continued in operation in pursuance of a contract entered into with Henry Doelger, Builder Incorporated. Under this contract the City agrees to continue said 76 line until December 31, 1955, and the Doelger corporation agrees

to reimburse the City for all losses resulting on this line during the balance of the present calendar year.

The Commission finds that it would not be in the public interest to grant the application so long as the Number 76 Municipal line is being operated. The evidence of applicant as to his financial ability to maintain this service is not convincing. His estimates of revenue are considered not supported by proof of definite assurances of substantial and continued patronage by the public. Residents of the Westmoor area would in all probability drive a little farther to avail themselves of the more frequent schedules of the San Francisco Municipal lines' service rather than use applicant's limited schedules. Consequently, the application will be denied.

O R D E R

Application having been filed, a public hearing having been held, and the Commission finding that it is not in the public interest to grant this application,

IT IS ORDERED that Application No. 35507 be, and it hereby is denied.

The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, this 23rd day of August, 1955.

[Signature]  
President  
[Signature]  
[Signature]  
[Signature]  
Commissioners

Commissioner Ray E. Untereiner, being necessarily absent, did not participate in the disposition of this proceeding.