

ORIGINAL

55047

Decision No. _____

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 BARRETT TRANSPORTATION, INC., a)
 California Corporation, for a)
 Certificate of Public Convenience)
 and Necessity, authorizing it to)
 extend its operations serving the)
 San Francisco International Airport,)
 so as to transport airline passengers)
 and their baggage from said Airport)
 to and from the City of San Jose,)
 California, and intermediate points)
 between Palo Alto and San Jose.)

Application No. 38872

- Sullivan, Roche, Johnson & Farragher and Gerald O'Connor, for applicant.
- Norman W. Holmes, for Mayfair Bus Lines, protestant.
- James M. Nisson, for the City of San Jose, protestant.
- Frank J. Needles, for the City of San Francisco, interested party.
- Charles W. Overhouse, for the Commission staff.

O P I N I O N

Barrett Transportation, Inc., the successor to Barrett Garages, Inc., presently operates between the San Francisco International Airport and San Francisco and to Peninsula points as far south as Palo Alto. By this application authority is sought to extend service beyond Palo Alto as far as San Jose. Five round trips to and from San Jose are initially proposed. Two of these trips are to be operated as extensions of service to Palo Alto and will be along El Camino Real. Three trips are proposed leaving San Jose over and along Bayshore Freeway (U. S. Highway 101 Alternate).

It is proposed to charge \$3.00 for adults for a one-way trip, including federal tax. The applicant's present equipment will be used on the El Camino Real route. Should authority be granted, it is proposed to acquire three new 1957 Chrysler 12-passenger limousines at a cost of \$7,000 each.

Public hearing was held in San Francisco on April 18, 1957, before Examiner Rowe at which time oral and documentary evidence was adduced and the matter submitted.

The sales manager of United Airlines for San Jose testified that a substantial volume of airline tickets were sold in that city. He stated that in his opinion ground transportation to and from the airport was needed. Similar testimony was given by the Regional Manager of Pacific Southwest Airlines. The regional sales manager for Western Airlines testified that there is a public need for the proposed service. He stated that three direct trips and two by way of Palo Alto was better than no service. Several representatives of manufacturers on the Peninsula testified to the need for service, especially service to Holliday Inn which is located in Mountain View.

Applicant's manager of ground transportation service testified as to the service proposed. He stated that although the Palo Alto branch had proved very costly he felt that the proposed service should be instituted. He submitted a study by the University of California, Institute of Transportation and Traffic Engineering, which indicated a need for the proposed service.

This witness offered into evidence letters from four travel agencies in San Jose which indicated there is a public need for ground transportation to and from the San Francisco International

Airport. These letters were, however, all written prior to the time that protestant Mayfair Bus Lines had commenced its service pursuant to Commission authority. One of these letters, the one from Dale Johnson Travel Service, contained the following statement:

"Whenever possible, we recommend the passenger originate their travel in San Jose by local airline. However, due to the tremendous frequency in all directions from San Francisco, naturally only a few local people can connect conveniently by using the feeder service."

In opposition to the application of Barrett Transportation, Inc., the Manager of the San Jose Airport testified that he had been instructed by the City Counsel to appear and protest. He stated that Southwest Airways Company, which had filed a written protest to this application, offered six flights daily to and from the San Francisco International Airport.

The owner of Mayfair Bus Lines testified that on April 17, 1957, that certificated carrier first instituted service consisting of five round trips between San Jose and the airport. These trips were made directly to the airport over U. S. 101 Alternate. A 1947 Packard limousine which is in good mechanical condition and neat in appearance has been acquired for the purpose. This witness recalled the inconsistent testimony of the manager of applicant when a little over one year ago he testified in protest to the application of Mayfair Bus Lines. This protestant has now received a permit from the City of San Francisco permitting the use of approach roads in the airport.

The Commission finds that public convenience and necessity require that applicant's operations be extended along El Camino Real to Santa Clara. The Commission further finds that there is insufficient public demand for airport ground transportation between San Francisco International Airport and San Jose to justify authorizing another such passenger stage corporation between said points. The territory, involved between said latter points, is already served by a certificate holder and there is insufficient evidence of record to justify a finding that the existing carrier will not provide the offered service to the satisfaction of the Commission.

O R D E R

Application having been filed, public hearing having been held and basing its decision upon the findings in the above opinion,

IT IS ORDERED:

(1) That ordering paragraph number (1) of Decision No. 50229 is amended by inserting after the words "Palo Alto" the words "Mountain View, Sunnyvale and Santa Clara."

(2) That subparagraph 1(c) of ordering paragraph number (2) of said Decision No. 50229 is amended by inserting after the words "Palo Alto" the words "Mountain View, Sunnyvale and Santa Clara."

(3) That in providing service pursuant to the certificate of public convenience and necessity issued by said Decision No. 50229 as amended by ordering paragraphs (1) and (2) hereof, applicant shall comply with and observe the following service regulations:

(a) Applicant shall file a written acceptance of the certificate as herein amended within a period of not to exceed thirty days after the effective date hereof.

(b) That, within sixty days after the effective date hereof and upon not less than five days' notice to the Commission and the public, applicant shall establish the service as herein authorized to be extended and file in triplicate and concurrently make effective amendments or supplements to its tariffs and timetables satisfactory to the Commission.

(4) In all other respects not herein above granted, Application No. 38872 is denied.

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

Dated at Los Angeles, California, this 27th day of May, 1957.

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

Commissioners

Commissioner Matthew J. Dealey, being necessarily absent, did not participate in the disposition of this proceeding.