

ORIGINAL

Decision No. 56438

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
BAY AREA TRANSPORTATION CO. INC. for)
certificate of public convenience to)
operate passenger express and baggage)
service between the Southern Pacific)
Train Station in Burlingame, California,)
and the City of Hillsborough, California.)
_____)

Application No. 39659

Roy W. Seagraves, for applicant.
Berol & Silver by Bertram S. Silver, for
San Mateo-Burlingame Transit, protestant.
C. W. Overhouse, for the Commission staff.

O P I N I O N

This application was filed on December 21, 1957. Public hearing was held on March 3, 1958 before Examiner John Power in San Francisco. At the conclusion of the hearing the matter was submitted and is now ready for decision.

It appears that certain new subdivisions were opened up in, or adjacent to, the western portion of the town of Hillsborough about six years ago. Some of the home owners desired transportation of three kinds. The first was a movement of the home owners themselves to and from the rail and bus stations in Burlingame, the second was of school children to and from schools and the third of domestics, employed in the subdivisions, to and from their places of work.

For six years these transport needs were met by a contract operator who used a station wagon. The service provided was, as near as possible, door-to-door. On or about November 30, 1957 this operator discontinued service. The present applicant then undertook to serve the area. He used two nine-passenger Volkswagen microbus type vehicles and one carryall. A carryall was described as a station wagon mounted on a truck body.

The service was not quite as much of a door-to-door operation as its predecessor but it was more of a personalized service than a regular transit operation would provide. This service continued from December 1, 1957 to January 31, 1958. Riders had to sign monthly contracts at \$12.50 per month. If a rider asked for one trip service he was carried without charge and informed of the necessity of signing a contract. It appears that the station wagon operator resumed service when applicant withdrew at the end of January.

The applicant had thirty-seven riders in December. In January ten of these quit or went on part time. Applicant lost money on the service. The present proposal calls for a thirty-seven passenger transit type bus. Fares would be forty cents per ride and thirty-five cents per ride on a forty-ride commute ticket, i.e., fourteen dollars per ticket.

The evidence, thus briefly stated, compels the conclusion that public convenience and necessity do not require the proposed

service. The overwhelming majority of the inhabitants of the affected area obviously do not want or need any commercial transportation at all. Of the handful who do, some at least will buy nothing but a taxicab or modified taxicab service. The application will be denied.

O R D E R

Public hearing having been held and the Commission basing its order on the findings and conclusions set forth in the foregoing opinion, therefore,

IT IS ORDERED that Application No. 39659 be, and it is, denied.

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

Dated at San Francisco, California, this 15 day of April, 1958.

[Signature]
President

[Signature]

[Signature]

[Signature]

Commissioners