

ORIGINALDecision No. 56812

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 PEERLESS STAGES, INC., requesting)
 authority to decrease service) Application No. 39784
 presently in effect between Palo Alto)
 and Centerville, California.)

John F. Balaam, for applicant.

Charles B. Snow, for the City of Newark; Dale
Isenberg, for the Fremont Chamber of Commerce;
Harry W. Weber, for the Fremont Business Associa-
 tion; Gordon B. Cotton, for the Newark Chamber
 of Commerce, protestants.

Charles Overhouse, for the Commission's staff.

O P I N I O N

Peerless Stages requests authority to decrease its service by eliminating a round-trip schedule between Palo Alto and Centerville via the Dumbarton Bridge and the City of Newark.

A public hearing was held before Examiner Thomas E. Daly on April 2, 1958, at San Jose.

Applicant presently operates four round-trip schedules daily between Palo Alto and Centerville via Newark. It proposes to eliminate Schedule No. 200 which leaves Palo Alto at 7:30 a.m., Newark at 7:45 a.m., arriving at Centerville at 7:50 a.m., and Schedule No. 201, which leaves Centerville at 8:30 a.m., Newark at 8:09 a.m., arriving at Palo Alto at 8:36 a.m.

The record indicates that the round-trip amounts to 28 miles. According to Exhibit No. 1, applicant's system-wide cost per mile is \$0.4911, while the revenue per mile from Schedules Nos. 200 and 201 is \$0.1091. During February and the first 25 days of 1958, each of said schedules averaged 4 passengers per day. Applicant asserts that the proposed reduction in service would help to offset a

loss of \$20,369.26 suffered on all of its Palo Alto schedules for the period January 1, 1957, through November 30, 1957.

A resident of the City of Newark, who for many years has ridden Schedule No. 200 to Centerville, where it connects with an Oakland schedule, protested on the ground that the elimination of said schedule would force him to impose on friends or use taxi service to reach Centerville, a distance of three miles.

The Mayor and the City Manager of Newark, as well as representatives of the Newark and Fremont Chambers of Commerce and the Fremont Business Association, were of the opinion that, because of its tremendous growth and development in the past few years, Newark and Fremont should be guaranteed a minimum amount of service. They were of the further opinion that applicant should be looking towards increasing service in view of the area's anticipated growth. It was suggested that better public relations and a program advertising applicant's service and facilities would greatly help applicant to induce new business.

Perhaps future conditions may warrant additional service, but it is apparent that Schedules Nos. 200 and 201 are used very little at the present time. After consideration the Commission is of the opinion and so finds that public convenience and necessity no longer require a continuation of applicant's Schedules Nos. 200 and 201. The application will be granted.

O R D E R

Application having been filed and the Commission being informed in the premises,

IT IS ORDERED:

(1) That, on not less than ten days' notice to the Commission and to the public, applicant may discontinue Schedules Nos. 200 and

201 between Palo Alto and Centerville.

(2) That applicant shall amend its timetables presently on file with this Commission to reflect the authority herein granted.

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

Dated at San Francisco, California, this 29th day of April, 1958.

[Signature]
President

[Signature]

[Signature]

[Signature]
Commissioners

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