

ORIGINALDecision No. 56926

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

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| In the Matter of the Application of) | |
| RAY WITHERS and ANDREW BYRD, a co-) | |
| partnership doing business under the) | |
| firm name and style of SAN MATEO) | |
| TRANSIT, for an order for authority) | Application No. 40167 |
| to suspend service for one year) | As Amended |
| between the City of San Mateo and) | |
| the City of Hayward, California, via) | |
| San Mateo-Hayward Bridge.) | |

C P I N I O N

Applicants are presently engaged in operations as a passenger stage corporation within and between the cities of San Mateo, Burlingame, Hillsborough and Belmont pursuant to Commission authority.¹ Pursuant to Decision No. 56321, dated March 3, 1958, in Application No. 39702, applicants, on April 1, 1958, instituted service five days per week between San Mateo and Hayward using the San Mateo-Hayward Bridge. During the short time this line has been operated substantial operating losses have been experienced.

By this application filed June 10, 1958, authority is requested to suspend operations for one year. However, no definite period is stated in the prayer. As justification, it is alleged that applicants estimate they will suffer an out-of-pocket loss of \$30.13 per operating day based on the present number of passengers carried.

The application further states:

"That applicant filed the original application in the belief and knowledge that it could induce a percentage of the College of San Mateo students

Decision No. 54898, dated April 22, 1957, in Application No. 38900.

commuting between the East Bay and San Mateo to utilize the service if inaugurated. That such patronage did not materialize and applicant assumes that due to starting the service at the end of the school year, students were unable or unwilling to change their means of travel.

"That applicant is presently transporting only 'casual' riders who for any number of reasons utilize the service and that at this time it is not transporting any patrons on a commute basis.

"That applicant intends to make a comprehensive survey of the industrial plants on both sides of the Bay between now and the opening of school in the Fall, and that it will thoroughly canvas students registering in the Fall who reside in the East Bay with the end in mind that the results of the survey would warrant the re-establishment of Trans-Bay bus Service."

From a careful study of the verified application as amended, it appears and the Commission finds that at present and until the Commencement of the Fall term at the College of San Mateo there is no public convenience and necessity requiring the continuance of this passenger stage service between San Mateo and Hayward. With the opening of school in September, 1958 this service should be needed and should become remunerative, at least during the school year. The Commission feels that after the summer vacation period another attempt should be made to re-establish this service. We see no need for a public hearing at this time.

ORDER

An application therefor having been filed, the Commission being fully informed and good cause appearing,

IT IS ORDERED:

1. That Ray Withers and Andrew Byrd are hereby authorized to suspend passenger stage operations between San Mateo and Hayward until the opening of the Fall term at the College of San Mateo in 1958.

2. That applicants shall post an appropriate notice of suspension of operations, as herein authorized at their terminals and on all their equipment for a minimum of five days commencing at or prior to suspension of this service.

3. That on not less than two days' notice to the public applicants shall file appropriate tariffs or supplements to their tariffs and timetables in triplicate reflecting the authority herein granted which tariffs or amendments and timetables shall be satisfactory to the Commission.

The effective date of this order shall be one day after the date hereof.

Dated at San Francisco, California, this 1st day of July, 1958.

E. J. Fox
President
W. E. Miller
Paul W. Turner
W. J. Dasher
Theodore Jenner
Commissioners