

Decision No. 39984**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of NORMAN H. ROBOTHAM, doing business as "Shasta Lake Tours", for certificate of public convenience and necessity to operate a common carrier service for the transportation of passengers, baggage and express, for compensation, between Boat Landing near east end of Shasta Dam, and Dekkas Creek, on the McCloud River, and all intermediate points, via Shasta Lake, in Shasta County, California, via Sacramento River and Shasta Lake.)

Application
No. 27744

WARE AND WARE, by ALLESON WARE, for applicant.
GEORGE L. COLLINS, National Park Service, Shasta -
Millerton Lakes Recreational Areas.

O P I N I O N

This is an amended application of Norman H. Robotham, doing business as Shasta Lake Tours, for a certificate of public convenience and necessity to conduct a common carrier vessel operation within the meaning of Sections 2 (y) and 50 (d) of the Public Utilities Act, between Boat Landing near the east end of Shasta Dam and Dekkas Creek, on the McCloud River, and intermediate points, via Shasta Lake, Sacramento River, Fitt River and McCloud River, a distance of approximately 20 miles.

A public hearing was held by Examiner Gannon at San Francisco on January 9, 1947, and the matter was submitted.

Pursuant to Decision No. 38467, dated December 10, 1945, in Application No. 26753, the Commission issued a certificate to Norman H. Robotham to conduct a common carrier vessel operation between Lakeshore, Shasta County, and a point near the east end of Shasta Dam, and intermediate points, via Sacramento River and Shasta Lake, for the transportation of passengers, baggage and express.

There is no essential difference between the type of service proposed herein and that authorized by said Decision No. 38467. The Shasta Lake area is formed by the confluence of the Sacramento, Pitt and McCloud Rivers. The lake was formed as a result of the construction of Shasta Dam and the subsequent impounding of the waters of the Sacramento River and its tributaries.

It is alleged in the application that there does not now exist any public or private means of reaching the land area surrounding the lake except by water; that a resort for tourists is being developed at Dekkas Creek, the eastern terminus of the proposed route, and that there is no road affording access to that point; that the lake shore is developing and public transportation is necessary to continue and encourage such development.

It is proposed to consolidate the existing and proposed operations by combining the Lakeshore and Dekkas Creek tours, to be operated as a single day's trip. The shore line follows around the lake for a distance of 300 miles or more, and a large part of the land bordering on the lake is privately owned. Under the proposed plan of operation tourists will detrain at Redding in the morning and be transported to Shasta Dam by bus on a coordinated schedule with the Robotham operation. This bus operation is to be co-ordinated with Southern Pacific Company trains and Pacific Greyhound stages. Round-trip tickets are to be sold by the bus company. Under the present operation the trip to Lakeshore and return consumes one-half day, and applicant alleges that he has received repeated requests for a full day's tour on the lake which has impelled filing of the present application for a proposed extension to Dekkas Creek and return.

The applicant testified that he had recently made a trip

cast to confer with travel bureaus and had found a very pronounced demand for the proposed extended tour on the lake. It is alleged that over three hundred representatives of travel bureaus in major eastern states had been interviewed, all of whom favored a tour which would afford more time on the lake and at the same time make a break in the rail trip between San Francisco and Portland. It was estimated by applicant that approximately 1500 to 1800 passengers were transported during 1946, beginning June 1st.

The proposed round-trip fare between Shasta Dam and Dekkas Creek is \$3.50, one way \$2.00. The application, as amended, provides for a reduction in round-trip fares between Shasta Dam and Lakeshore from \$5.00 to \$3.75, and one-way tickets from \$2.50 to \$2.00. The proposed express rate is 1 cent per pound, with a minimum charge per shipment of 50 cents. Newspapers are to be transported at 1/2 cent per pound, with a minimum of 25 cents per shipment.

Applicant's Exhibit No. 7 shows the total operating expense for 1946 to be \$9,279.28, which covers only 93 hours of actual operation at a cost of \$99.77 per hour. Due to circumstances connected with the initiation of the operation, and consequent preliminary expenses, advertising and equipment, the first year's business showed an operating loss. Applicant's estimates show the 1947 cost of operation to be \$10,194.92 with a resulting cost per hour of \$11.11, which it is believed will produce a substantial operating profit.

The proposed schedule calls for departure from the dam at 9:30 a.m., arriving at Lakeshore at 10:55 a.m., returning to the Dam at 12:30, where lunch will be served. On the afternoon trip, the boat leaves Shasta Dam at 2:00 p.m. for Dekkas Creek and returns to the Dam at 5:15 p.m. This combination trip will consume a full day on the lake instead of 3 hours as at present.

Applicant proposes to use the same vessel for the proposed service which he now operates on the Lakeshore - Shasta Dam operation. The cruiser is described as being steel hull, 55 feet, 9 inches in length, two watertight compartments, equipped with 165 horsepower Diesel motor, air-conditioned cabin, and having a capacity of 68 passengers.

Several witnesses were called in support of the granting of the application. One of these was George L. Collins, Recreation Supervisor of the Shasta Lake Area, in the employ of the National Park Service. This witness had filed a letter with the Commission, the purport of which was to clarify the policy of the National Park Service with respect to the present and proposed operations of applicant. The Park Service is willing to grant applicant the exclusive privilege of scheduled common carrier service between Lakeshore and Shasta Dam provided he operates harmoniously with other concessionaires on the lake who render small boat water-taxi services. This witness stated that the National Park Service desires to work in closest harmony with applicant to the end that the service offered will meet the demands of the touring public.

Representatives of six tourist bureaus, interested in tourist transportation and sight-seeing, testified in favor of the granting of the application. The proposed service is endorsed by The Southern Pacific Company and Pacific Greyhound Lines, and by various travel services, including The Gray Line Association with 75 members representing all the major tourist centers in the United States. These agencies urged a full day's operation at the lake in place of the present three hour tour.

No opposition developed to the granting of the application.

From the record herein we are of the opinion, and so find, that public convenience and necessity require that the application be granted, and it will be so ordered.

O R D E R

A public hearing having been held in the above-entitled proceeding evidence having been received, the matter having been duly submitted and the Commission being fully advised,

IT IS ORDERED:

(1) That a certificate of public convenience and necessity is hereby granted to Norman H. Robotham authorizing common carrier vessel operating within the meaning of Sections 2 (y) and 50 (d) of the Public Utilities Act between Boat Landing, near the east end of Shasta Dam, and Dekkas Creek, and all intermediate points, via Shasta Lake, Sacramento River, Pitt River and McCloud River, for the transportation of passengers, baggage and express, as an extension and enlargement of, and to be consolidated with, the operative rights acquired by applicant in Decision No. 38467.

(2) That in providing service pursuant to the certificate herein granted, applicant shall comply with and observe the following service regulations:

- a. Applicant shall file a written acceptance of the certificate herein granted within a period of not to exceed 30 days from the effective date hereof.
- b. Within 90 days from the effective date hereof and on not less than 10 days' notice to the Commission and the public, applicant shall establish the service herein authorized and comply with the provisions of Tariff Circular No. 2 and General Order No. 87 by filing, in triplicate and concurrently making effective, appropriate tariffs and time tables.

The effective date of this order shall be 20 days from the date hereof.

Dated at San Francisco, California, this 15th day of February, 1947.

Harold P. Kuhl
Justice J. Cragman
Charles H. Rowell
A. J. [unclear]
Herbert P. [unclear]
COMMISSIONERS