

**ORIGINAL**Decision No. 76241

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of )  
 DRAHOS TRANSPORTATION, INC., a cor- )  
 poration, of Adelanto, for a class )  
 "B" certificate to operate as a )  
 charter-party carrier of passengers )  
 (File No. TCP-13-B). )

Application No. 51112  
 (Filed May 20, 1969)

Anthony J. Piazza, for Drahos Transportation,  
 Inc., applicant.  
Anthony J. Cajewski, for Continental Trail-  
 ways, Inc. and American Bus Lines, Inc.;  
 and E. C. Montrose, for Greyhound Lines -  
 West, protestants.  
W. R. Kendall, for the Commission staff.

O P I N I O N

Applicant has applied for a Class "B" certificate to operate as a charter-party carrier of passengers. Protests were filed by Western Greyhound Lines and Continental Trailways, Inc. A public hearing was held in Apple Valley, on July 1, 1969, before Examiner Fraser. The matter was submitted on the date it was heard.

Applicant presently owns and operates a car rental agency in Adelanto with more than 100 automobiles and about 30 trucks. It has operated for nine years and provides everything from sports cars to large moving vans. The president of applicant testified that he purchased two buses for a local church in 1967 and obtained and trained the necessary drivers. He also dispatches the buses and provides the necessary management and maintenance. He testified that local people thought he was in the bus business and he was asked by the Boy Scouts, Little League and Senior Citizens if he could provide a charter service. He

testified that the public interest in bus rental prompted him to make a survey. He testified he was advised by everyone he asked that the service available could not be used because of prohibitive cost; also that the buses used in local charters came from Los Angeles, San Bernardino or Riverside and a surcharge was imposed - at so much a mile - based on double the mileage from the origin of the bus to the point where the charter group met - and left - the bus. He further testified that he was advised it was sometimes difficult to obtain information or quotes on rates from the existing services, which were required to have charters approved by their Los Angeles installations. He testified that he telephoned the local representative of each protestant. He was advised by Continental Trailways that he would have to come to the local office and completely fill out a form which would be sent to Los Angeles for analysis before any charter rates could be quoted; the Greyhound agent told him it would take a day or two to get a rate on any charter, from their Los Angeles office.

The witness testified that he decided to apply for a bus certificate after he realized the need for a local bus operator. He stated he can use the two 73 passenger buses he obtained for the church, which can be leased when needed; he also has a Crown 42 passenger bus owned by the applicant and has obtained the specifications on a new 41 passenger air-conditioned Crown bus which will be purchased if the applicant is authorized to operate. He testified that applicant owns eight acres with a large parking lot, office, and a complete garage and shop staffed by mechanics, including one who is a specialist on Crown buses. A log book is

kept on each truck and bus owned by the applicant; the log notes everything from oil change and lubrication to repairs made and parts replaced. Drivers are required to make entries in the log for each trip and to note any unusual noise or defective parts. Charter buses would be operated by the applicant under the same system and would have regular California Highway Patrol safety inspections. The witness testified that he can manage and dispatch the buses and he has already had many requests for service. Ten witnesses testified for the applicant. All reside within a 25 mile radius of applicant's terminal. The Apple Valley Chamber of Commerce, City Director of Parks and Recreation, a local semi-pro baseball team, the Penn Military Academy from Hesperia, Lucerne Valley Chamber of Commerce and Teenage Club, Kiwanis, Little League, Senior Citizens, an artists' group and the High Desert Activity Clubs were all represented. Twelve additional witnesses were present but did not testify other than agreeing that their testimony would be to the same effect as the testimony already received. These people represented several women's clubs, Hesperia Chamber of Commerce, Saint Mary's Desert Hospital, Victorville Chamber of Commerce, the Four-H Clubs and the United States Air Force at George Air Force Base, California. Those who testified provided the following information: All were involved on one or more chartered trips by bus out of the desert area. Western Greyhound Lines and Continental Trailways are available and each has an agent in the Victorville area; but their charter service is too expensive and it takes several days to get a charter rate from either agent since the agent must contact the Los Angeles office and wait for a reply. All favor the applicant's proposal; they observed that a local carrier would not

charge deadhead mileage to bring a bus from a distant city and the local operator should be able to give an estimate of cost on any charter without delay. They agreed that it is now so expensive most organizations are not able to charter a bus. Private cars are used at times, and if not available, the project is abandoned. It was emphasized also that 50,000 people live in the Apple Valley-Victorville-Lucerne area.

Protestants introduced exhibits which listed their agencies within forty miles of Apple Valley; the number of buses available; their operating authorities, copies of forms used in their charter operations, brochures and a Summary of Intrastate Charters originating within forty air miles of Adelanto (by Greyhound) for a twelve-month period from May 1, 1968 to April 30, 1969. The last exhibit showed only one charter of 28 people on one bus out of Victorville, for the twelve-month period, none out of Apple Valley, Hesperia or Adelanto.

#### Findings and Conclusions

1. Residents of the Adelanto-Apple Valley-Victorville area have no local charter bus operators.
2. The charter buses available are provided by Western Greyhound Lines, Inc., or Continental Trailways, Inc. These buses are brought in from points such as Los Angeles or Riverside and the additional mileage from the origin of the bus to and from the point where the charter party is picked up and deposited is added to the charter mileage - thus greatly increasing the charge for each vehicle.
3. The charge for getting the buses to and from the charter party has raised the charter fees so high that most local organizations cannot afford them.

4. Applicant has applied to provide a charter service with local buses. It will be able to provide much less expensive transportation for local residents.

5. The charter party carrier service offered in the Adelanto area is not satisfactory to the Commission and is not adequate for the public.

6. Public convenience and necessity require that the proposed service be authorized.

7. Applicant possesses the experience, equipment and financial resources to initiate and conduct the proposed transportation service.

8. Applicant should be authorized to pick up passengers within a radius of 25 miles from its terminal.

The Commission concludes that applicant should be granted a Class "B" passenger charter-party carrier certificate with a service area encompassing the territory within a radius of 25 air miles from applicant's terminal in Adelanto, California.

#### O R D E R

IT IS ORDERED that:

1. A certificate of public convenience and necessity is granted to Drahos Transportation, Inc., authorizing it to operate as a Class "B" charter-party carrier of passengers, as defined in Section 3583 of the Public Utilities Code, from a service area encompassing a radius of 25 miles from applicant's terminal at Adelanto, California.

2. In providing service pursuant to the certificate herein granted, applicant shall comply with and observe the following service regulations. Failure so to do may result in a cancellation of the operating authority granted by this decision.

Applicant will be required, among other things, to comply with and observe the safety rules of the California Highway Patrol, the

rules and other regulations of the Commission's General Order No. 98-A and insurance requirements of the Commission's General Order No. 115-A.

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

Dated at San Francisco, California, this 30th day of SEPTEMBER, 1969.

William S. Quinn  
President

Richard J. [unclear]

[unclear]

Yvonne L. Stinson  
Commissioners

Commissioner A. W. Gatov, being necessarily absent, did not participate in the disposition of this proceeding.