

ORIGINAL

Decision No. 78650

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of )  
Mammoth Stage Lines, Inc., for a )  
Class "B" certificate to operate as a )  
charter-party carrier of passengers. )

Application No. 52471  
(Filed February 22, 1971)

Richard L. Cain, for Mammoth Stage Lines, Inc.,  
applicant.  
Don N. Sharp, Jr., for Mammoth Mountain Chairlifts  
and Mammoth Lakes Chamber of Commerce; H. R.  
Gelvin, for Mammoth Motel Association; and  
Greg Ziebarth, for Ski Lift Shuttle Bus;  
interested parties.  
Tack S. Joe, for the Commission staff.

O P I N I O N

Applicant has applied to operate as a Class "B" charter-party carrier out of Bishop, California, serving parts of Inyo and Mono Counties. A public hearing was held in Mammoth Lakes, California, on March 18, 1971, before Examiner Fraser. There was no protest and the matter was submitted on the date it was heard.

Applicant is certificated as a passenger stage corporation and provides service between June Lake, Mammoth Lakes, Mammoth Mountain, Mammoth Airport, Bishop and the Bishop Airport. R. L. Cain, who represented the applicant, testified that he receives many requests for charter service from residents of the area he serves as a passenger stage. The Bishop Senior Citizens have requested service along with several motels and school groups. Letters supporting the application from the Bishop Chamber of Commerce, the Bishop Senior Citizens and Boulder Lodge, June Lake, California, were placed in evidence. Cain testified that there are no charter operators in Inyo or Mono Counties and it is too expensive for most groups to hire buses from outside of the area,

which charge for the mileage involved in moving the bus from its origin to where the charter is picked up and for returning it after the charter is over. Cain testified further that many large charter groups come into the Mammoth area from Los Angeles and after arriving find it difficult to obtain local transportation to go fishing, sightseeing or visiting. If the applicant receives a Class "B" certificate, these people can be accommodated. He testified the applicant is operating with four 11-passenger vans; two are used in the passenger stage operation and two are standby vehicles; the two standby vehicles are available for charter. If business warrants, additional vehicles can be leased or purchased. He stated applicant's terminal is in Bishop. A Class "B" charter-party certificate authorizes the holder to pick up charters within a radius of 40 air miles from the carrier's terminal. This authority will permit the applicant to pick up in June Lake and Mammoth Lakes as a northern boundary on Highway 395 and just south of Independence as the southern boundary.

A witness representing the Mammoth Mountain Chairlifts and the Mammoth Mountain Chamber of Commerce testified that the Mammoth Mountain ski season does not end until late June or mid July and the gondola lift to the top of the mountain operates to the weekend after Labor Day; a good charter service will help to introduce the public to these facilities which are available in the summer. Local schools, athletic teams, and clubs would use a local charter operator and motels would welcome the service. A motel manager representing the Mammoth Lakes Motel Association testified that motels can frequently use a charter operator. He advised he had a group of T.V. contestants at his motel who were guests of Mammoth Mountain and not permitted to drive cars; he had to drive the contestants staying at his motel

everywhere they were required to go; other motel managers had the same problem; a charter operator will be very useful to the motels in the area.

Findings and Conclusions

1. Residents of the Mammoth Lakes - Bishop - Independence area have no local charter bus operators.

2. The charges for bringing buses from out of the area to the point where the charter begins and ends have raised the charter fees so high that most local organizations cannot afford them.

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

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

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

6. Applicant should be authorized to pick up passengers within a radius of 40 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 40 air miles from applicant's terminal in Bishop, California.

O R D E R

IT IS ORDERED that:

1. A certificate of public convenience and necessity is granted to Mammoth Stage Lines, Inc., authorizing it to operate as a Class "B" charter-party carrier of passengers, as defined in Section 5383

of the Public Utilities Code, from a service area encompassing a radius of 40 miles from applicant's terminal at Bishop, 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 4th day of MAY, 1971.

[Signature]  
Chairman  
[Signature]  
[Signature]  
Yernon L. Sturgeon  
[Signature]  
Commissioners