

ORIGINAL

Decision No. 50797

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of BAY RAPID TRANSIT COMPANY, a corporation, for a certificate of public convenience and necessity authorizing the operation of an on-call sight-seeing service by bus between Monterey and San Simeon Ranch and Castle.

Application No. 39620

In the Matter of the Application of THE GRAY LINE, INC., a corporation, for a certificate of public convenience and necessity authorizing the operation of a scheduled sight-seeing service, by bus, between San Francisco and Monterey, on the one hand, and Hearst Ranch and Castle (San Simeon, California), on the other hand.

Application No. 39651

McCutchen, Thomas, Matthew, Griffiths & Greene
by Gerald H. Trautman and William W. Schwarzer
for Bay Rapid Transit Company, The Greyhound
Corporation and California Parlor Car Tours,
applicant and protestant.

Messrs. Berol & Silver, by Bertram S. Silver,
for The Gray Line, Inc., applicant and intervenor.

George D. Moe for Department of Public Works,
State of California, interested party.

O P I N I O N

By the above-numbered applications Bay Rapid Transit Company, hereinafter referred to as Bay Rapid, and The Gray Line, Inc., hereinafter referred to as Gray Line, both seek the Commission's authority to operate a sight-seeing bus service between Monterey and the Hearst Ranch and Castle, located near San Simeon. Both applicants plan to transport sight-seeing passengers between these points over State Highway No. 1, a segment of which runs along the coastline from Monterey to San Simeon. In addition, Gray Line also requests

a certificate of public convenience and necessity to perform such service between San Francisco and San Simeon. Bay Rapid is not protesting this latter proposal but only that part of the application requesting Monterey pickup privileges.

Both applications were consolidated and hearings were held at Monterey on March 28, 1958, and in San Francisco on April 4 and 10, 1958, before Examiner James F. Mastoris at which time oral and documentary evidence was presented.

Bay Rapid's Proposal

Bay Rapid is a California corporation with its principal place of business in Monterey; it conducts an urban passenger stage transit operation between the cities of Monterey, Pacific Grove and Carmel and adjacent areas. In addition this applicant operates a bus sight-seeing service in the summer months between various points on the Monterey peninsula.

In its application, filed December 7, 1957, Bay Rapid requests authority to operate this sight-seeing service between the aforementioned points on a seasonal basis between May 15 and October 15. Applicant plans to depart from Monterey at 9:00 A.M. on Tuesday, Thursday and Sunday of each week during the season, make a 15-minute rest stop at Big Sur and arrive at the Hearst Ranch at 12:15 P.M. It plans to leave the castle at approximately 3:00 P.M. upon conclusion of the guided tour, make a 15-minute return rest stop at Big Sur and return to Monterey at approximately 6:15 P.M. A lecture service will be provided as part of the tour. Bay Rapid plans to charge \$11 a round trip, plus federal tax and castle entrance fees, for said service. A local Monterey pickup service other than at the assembly point is contemplated.

Applicant has acquired for use on this operation, if authority is granted, one sight-seeing type 1952 model charter bus with adjustable reclining seats. In addition it is alleged that Bay Rapid's transit equipment, consisting of 12 urban-type motor coaches, as well as a late-model station wagon, is available for the proposed service and may be used, depending on the amount of traffic to be handled. If necessary this applicant also plans to lease Greyhound Corporation buses suitable for sight-seeing operations if its new coach is filled to capacity on any given run.

Bay Rapid alleges that it has the financial ability to render the proposed service in view of its successful operations in the past. It alleges it has successfully served in the Monterey vicinity as an urban bus line, together with a sight-seeing and charter service, for over ten years. As of January 1, 1957, it possessed an earned surplus of \$56,053.92;^{1/} its net income for the year ending December 31, 1957, disclosed a net income of \$7,278.70. It alleged that it expects to operate at a profit on its combined operations and presented a cost survey showing that it expects, based on a minimum of 4 fares at \$11 per fare, to net approximately \$4.78 per run, using its station wagon, to and from San Simeon.^{2/} In view of its experience with its present sight-seeing operations on the Monterey peninsula, which indicates an increase in revenue each year for the past five years,^{3/} applicant states it expects to continue to have the financial resources to meet its obligations under the contemplated service. Bay Rapid is a member of the American Sight-seeing Association, Inc. This applicant requests that it alone be authorized a certificate from Monterey alleging that it is fully able to accommodate all of the demand for the service.

^{1/} Exhibit A of application; Exhibit No. 5. (Bay Rapid) at hearing
^{2/} Exhibit No. 8 (Bay Rapid)
^{3/} Exhibit No. 6 (Bay Rapid)

Gray Line's Proposal

Gray Line is a specialized, well established and nationally recognized sight-seeing bus organization and its proposal, filed December 20, 1957, differs from Bay Rapid in that it is seeking a certificate to transport sight-seeing patrons from San Francisco to the Hearst castle with the privilege of stopping in Monterey overnight, picking up passengers in Monterey the following day, and continuing on to the castle at San Simeon. As previously indicated Bay Rapid is objecting to Gray Line picking up such local passengers.

Gray Line proposes to operate three times per week all year round leaving San Francisco on Tuesday, Thursday and Saturday and thus leaving Monterey for the castle on Wednesday, Friday and Sunday. The applicant expects to leave Monterey at 8:00 A.M., one hour earlier than Bay Rapid. The round trip fare from San Francisco to the castle will be \$20 while this applicant plans to charge passengers embarking at Monterey \$9 for the round trip to and from the castle. Entrance fee at the ranch and castle and federal tax shall be added to the proposed fares.

It is alleged Gray Line possesses adequate late-model glass top sight-seeing tour buses^{4/} suitable for this type of operation and that its financial position is such that it is capable of supporting the proposed service.^{5/}

This applicant states that it has no objection to the awarding of certificates for this operation to both carriers but that if the Commission decides that only one should be authorized to serve it should receive the grant. Gray Line presently conducts a sight-seeing tour encompassing the 17-mile drive in the Monterey peninsula.

^{4/} Exhibit No. 8 (Gray Line).

^{5/} Exhibit B of application: Exhibits Nos. 10, 11 (Gray Line).

Public Demand For The Service

The Hearst Ranch and Castle located in the Santa Lucia mountains some 90 miles from Monterey is the former palace of the late newspaperman, William Randolph Hearst. Over his lifetime Mr. Hearst collected from all over the world various private art objects which he assembled at this castle. The combination of the ranch with its assorted animals, the castle-like palace and art collection make this "stately pleasure dome" a potentially outstanding tourist attraction. Recently the ranch and castle have been dedicated by the Hearst estate to the State of California and the Division of Beaches and Parks has designated said castle as the Hearst San Simeon State Historical Monument. It anticipates opening the castle to the public on or about the middle of May, 1958. The State Park Commission plans to open the monument every day from May 17 to October 15 with admissions on a first-come, first-served basis. There will be no reservations during the first operating season although appointment tours may be arranged in the off-season after October 15. Visitors will be conducted through the monument and grounds in groups no greater than 20 persons.

Both parties allege that because of the widespread national publicity given to said palace that public interest will be great and that there will be considerable demand for sight-seeing service from San Francisco and Monterey. At present there is no public transportation available for sight-seeing tours to this area. Public witnesses for both applicants confirmed the above allegations and in view of such evidence we find that there is a public need for such service.

Safety of the Proposed Service

State Highway Route No. 1 between Monterey and San Simeon is situated along a scenic but precipitous coast line with innumerable

grades and curves. A representative of the Division of Highways testified that approximately 65 miles out of the 90-mile segment consists of potentially hazardous terrain and that the operation must be conducted with considerable caution. The pavement has an average width of about 24 feet and many of the curves have a very short turning radius. Slides and falling rocks are a constant hazard, especially in the wintertime. A moderate size sight-seeing bus can operate over this road provided that the drivers are especially careful and prudent on said curves and grades. However, in view of the physical condition of this road during the winter months the order that follows this decision will authorize operations only from April 1 to December 1. When the road is improved for safe all-year-round driving the Commission will re-examine this portion of the order.

Castle Access Limitation

Both applicants seek authority to operate over the 6-mile unnumbered highway leading from the entrance gate to the castle proper. If the Commission does not have legal authority to authorize private carriers to operate over this road both applicants seek authorization to operate to the entrance gate at San Simeon.

The Division of Beaches and Parks indicated that for at least the first season of operation, during the summer of 1958, it is its intention to exclude any private vehicles or public carriers from said highway, the transportation of the public between the gate and the castle to be taken care of by a skuttle-bus system operated by consent and supervision of the State Park Commission.

In view of this limitation the certificates granted will authorize service only to the entrance gate of the monument at San Simeon. It is our opinion that legislative and judicial pronouncements indicate that this Commission would have no jurisdiction to authorize public transportation over a road which is, at this time,

not a public highway. Accordingly, the State Park Commission can properly exclude common carriers holding certificates from this Commission.^{6/} However, the evidence shows that public convenience and necessity require service to the castle itself and that the Commission will, by supplemental order, amend the authority granted if, as, and when, it is advised that this highway has been dedicated to the public use.

Comparison of Applicants

The following data sets forth the comparison between the applicants' proposals:

	<u>Bay Rapid</u>	<u>Gray Line</u>
Equipment	One adjustable reclining seat sight-seeing bus, station wagon, and 11 transit coaches	One adjustable reclining seat sight-seeing bus, 70 standard sight-seeing coaches (many with glass tops) ^{7/}
Fares	\$11 Round trip	\$9 Round trip
Service	Seasonal	All year round
Minimum Fare Limitation	4 or more passengers	None planned but tariff authorizes cancellation for less than 4 fares ^{8/}
Schedules	Tuesday, Thursday and Sunday	Wednesday, Friday and Sunday from Monterey

^{6/} Sections 5003, 5003.5, 5012, Public Resources Code; Calif. Administrative Code, Title 14, Chapter 5, Article 4, Section 1326. Vol. 9, Opinion of Attorney General 173, Section 1031 Public Utilities Code.

City of Oakland v. Burns, 46 Cal. (2) 401 (1956)

Kuhn v. Ferry and Hensler, 91 Cal. App. (2) 805, 809.

^{7/} Exhibit No. 8 (Gray Line)

^{8/} Exhibit No. 19 (Bay Rapid)

We find from the evidence of record that each of the applicants is financially responsible and also has the personnel to conduct the proposed operations. Bay Rapid's cost-study evidence as to the profitableness of this tour was predicated on the use of its station wagon and not on its new coach; however, Gray Line offered no evidence of a cost study. Therefore, we must base our conclusions as to whether this service can be profitably operated on the evidence that we do have along with the general financial position of each carrier.

The equipment mentioned in the above comparison is found to be adequate for both applicants although we find that Gray Line's plans to accommodate Monterey passengers in case the San Francisco bus is filled to capacity are vague and uncertain.

We find that Bay Rapid's Monterey over-all facilities such as terminal, equipment, maintenance and emergency-road repair plans are, at this time, preferable to those of Gray Line. Bay Rapid has experienced mechanics on call while Gray Line's program for Monterey maintenance and repairs is not concrete at this time. Although these advantages of Bay Rapid are largely based upon prior local transit service and geographical location and may be minimized sometime in the future if Gray Line established similar facilities, they are evident at this time.

In view of our opinion previously expressed as to the limitation on this service during the winter months, Gray Line's proposal to serve all-year-round is not a significant factor.

Bay Rapid contends that where rival applicants indicate they both could perform the operation sought and where a certificate to both would probably result in diluted traffic that the applicant who was first in the region and was first to seek authorization of

the new service should be favored.^{9/} Bay Rapid has been in Monterey many years and was first to file for this service.

Public Support For Applicants

Public support preferring one applicant over the other was split with local municipal bodies, such as the Cities of Monterey, Carmel and Pacific Grove, business and motel associations favoring Bay Rapid^{10/} while other local hotel, motel and business organizations endorsed Gray Line's application.^{11/} Bay Rapid's support appears to be based largely upon favorable transit experience in the past and loyalty to a local concern while Gray Line's endorsement appeared to arise from previous business affiliations with the applicant. The Monterey Peninsula Chamber of Commerce recommended that both applications be approved.

Conclusion

Although the potential demand for this service is large there is no doubt that the present limitations on access to the castle may dampen tourist enthusiasm because of the possible extended delays at the entrance, especially during the middle portion of the day when the traffic is expected to be the heaviest. The 50-minute tour of the ranch and castle may not justify the time, the long ride and possible inconvenience involved. Moreover, the public demand originating out of Monterey at this time does not justify two competing carriers operating from Monterey to San Simeon. Accordingly, we must limit the authority to one applicant alone.

Other than the disparity in size and resources both organizations appear to be equally capable of satisfactorily performing the proposed service. However, upon a closer analysis of the differences between the two companies it is our opinion that the evidence discloses that Bay Rapid is the logical carrier to operate out of

^{9/} Asbury Rapid Transit, 47 Cal P.U.C. 317 (1947) Gibson 26 C.R.C. 893, 897 (1925).

^{10/} Exhibits Nos. 2, 9, 10, 11, 12, 13, 14, 15, 16 and 17 (Bay Rapid).

^{11/} Exhibits Nos. 15, 16, 17, 18, 19, 20, 21, and 22 (Gray Line).

Monterey. It is a Monterey organization with adequate equipment, convenient terminal facilities and sound transportation experience. It is familiar with the sight-seeing demands of this region and has had favorable sight-seeing experience on the 17-mile drive section of the Monterey peninsula. Because of its geographical location it is in a stronger position to meet the problems surrounding bus maintenance, repairs and emergency road breakdowns. This applicant's financial picture is such that we are satisfied that it can be expected to meet the obligations demanded by this certificate if it is the only carrier operating from the peninsula area. The fact that it is operating on a close financial margin is not controlling where the service is satisfactory and it is solvent.^{12/} We have little, if any, evidence on whether or not this venture would be economically feasible for Gray Line.

There is no doubt that Gray Line with its large financial revenues could promote and publicize this monument on a national scale while a local organization would not possibly have the funds to do a comparable job. However, these promotional benefits will affect public demand operating out of the San Francisco area to a greater extent than in Monterey. The tourists attracted by the nationwide publicity will more than likely converge in San Francisco, another well-known tourist attraction, and start their tour from that city. Gray Line will provide the necessary transportation from this market. Whether precipitated by Gray Line's publicity or not, it is our opinion that the largest public demand in northern California will originate from the San Francisco Bay area and Gray Line's loss of Monterey pickup revenue will not be disabling.

Because the greatest revenues are expected to grow out of Gray Line's San Francisco tour, its plans for picking up passengers

^{12/} Worthington, 47 Cal. P.U.C. 539 (1947)

en route in Monterey are not satisfactory at this time. It's proposal favors San Francisco passengers over Monterey patrons, especially if many Monterey tourists sign up for the tour within 24 hours before the San Francisco departure, which sign up is not an uncommon occurrence. San Francisco passengers will have choice seats in perhaps a newer and more comfortable coach; there is no assurance sight-seeing coaches would be provided for the Monterey overflow. This en route pickup service is relatively new and untried by Gray Line and the arrangements for accommodating the local traffic are not clear. Bay Rapid's plans for a Monterey overflow are preferable at this time. Gray Line's proposal to abandon its 4-passenger minimum fare limitation is unusual in light of the fact that it retains such limitation in its other well established northern California tours where tourist traffic is constant and reasonably predictable. It may be that with the combined San Francisco and Monterey traffic a minimum fare limitation would have small practical effect. The advantages of the glass top coach provided by Gray Line are problematical because few of the coastline attractions en route to the ranch would appear to call for overhead windows.

Once the demand for this service is crystallized the uncertainties of Gray Line's proposals may very well be cured but at this time and in the immediate future under the outlined circumstances Bay Rapid's Monterey plans show a greater concern for Monterey traffic. It is an established doctrine of this Commission that an application shall be judged upon the conditions existing at the time the application is filed.^{13/}

The fact that Gray Line's fares are \$2 lower than Bay Rapid's is not controlling in light of the nature of the service proposed. Sight-seeing operations basically are a luxury type of

^{13/} Worthington, 47 Cal. P.U.C. 539 (1947).
United Parcel Service, 32 C.R.C. 82, 101

service and do not necessarily embrace the elements of necessity found in indispensable public transportation; although highly important low rates are not given the same weight. Public convenience and necessity does not always mean that the carrier with the lowest rates must prevail; the over-all picture must be balanced with the ostensible advantages of lower rates. If the rule were otherwise then any well established national concern offering the economies of organization and vast funds could quickly pre-empt the field of local sight-seeing in small and medium-size cities because local concerns could not successfully match the rate structure.^{14/} The promotion and support of small, efficient public carriers who have pioneered a given area must be considered a vital factor in the Commission's over-all evaluation of public convenience and necessity in this State. If the local concern cannot perform the service adequately then of course the public convenience may be served by allowing competition to come in.^{15/} If it subsequently develops that Gray Line cannot profitably operate the San Francisco-San Simeon run without Monterey pickup privileges or if Bay Rapid cannot profitably operate the local run or if Bay Rapid cannot satisfactorily perform this service the Commission will make a further determination on this matter.

Accordingly, we find that public convenience and necessity require that Bay Rapid Transit Company be awarded a certificate to operate its proposed sight-seeing service from Monterey to San Simeon. Gray Line's application to operate from San Francisco to San Simeon will be granted except that the applicant will not be authorized to pick up or discharge passengers at Monterey. Both applicants are authorized to operate this service from April 1, to December 1.

^{14/} Mountain Stage Line, 50 Cal. P.U.C. 529, 533 (1951)

^{15/} United Parcel Service, supra, pg. 101.

The Greyhound Corporation and the California Parlor Car Tours requested a restriction on Gray Line's certificate prohibiting Gray Line from connecting its certificate with the certificate of any other carrier so as to provide a through service to or from points south of San Simeon. However, such a restriction does not appear to be necessary at this time.

Although Gray Line has not requested in its application a redescription of its operative rights the Commission feels that it would be appropriate at this time to restate all of the applicant's operative rights by this decision. This restatement of the operative rights, with all the additions, amendments, changes, and modifications thereto, will consist of a new certificate and an appendix in loose-leaf form and shall constitute the entire and exclusive evidence of Gray Line's operative authority. Based upon a finding and order of the Commission, amendments to the certificate can be accomplished by the issuance of substitute sheets to Appendix A.

In consonance with the foregoing, a certificate will be granted to Gray Line in the order of this decision attached to which will be Appendix A, a loose-leaf form, categorically setting forth all the points and routes of operations together with all of the rights, restrictions, limitations and privileges, if any, applicable thereto. All presently existing certificates of public convenience and necessity or other passenger stage operative rights held by the Gray Line will be revoked and annulled.

O R D E R

Public hearings having been held in the above-entitled applications, the Commission being fully informed therein, and having found that public convenience and necessity so require,

IT IS ORDERED:

(1) That a certificate of public convenience and necessity is hereby granted to Bay Rapid Transit Company authorizing the establishment and operation of service as a passenger stage corporation, as that term is defined in Section 226 of the Public Utilities Code, for the transportation of passengers between the points and over the route set forth in Appendix A, Original Page 2, attached hereto and made a part hereof.

(2) That a certificate of public convenience and necessity is hereby granted to The Gray Line, Inc., authorizing the establishment and operation of service as a passenger stage corporation, as that term is defined in Section 226 of the Public Utilities Code, for the transportation of passengers between the points and over the routes set forth in Appendix A attached hereto and made a part hereof, but subject to the conditions and restrictions of said Appendix A. That all presently existing passenger stage operative rights held by Gray Line are hereby revoked and annulled contemporaneously with the acceptance of the above certificate and the filing of tariffs by Gray Line.

(3) That that portion of Gray Line's application requesting a certificate to operate a sight-seeing service between Monterey and San Simeon is hereby denied.

(4) That Bay Rapid Transit Company and The Gray Line, Inc., are hereby authorized to increase the frequency on their San Simeon operations from three days a week to daily service without further approval of the Commission.

(5) That in providing service pursuant to the authority granted Bay Rapid Transit Company and The Gray Line, Inc., shall comply with

and observe the following service regulations:

- (a) Within thirty days after the effective date hereof Bay Rapid Transit Company and The Gray Line, Inc., shall file a written acceptance of the certificates herein granted.
- (b) Within sixty days after the date hereof and on not less than three days' notice to the Commission and to the public, Bay Rapid Transit Company and The Gray Line, Inc., shall establish the service herein granted and file in triplicate, and concurrently make effective, amendments to its tariffs and time schedules satisfactory to the Commission to reflect the authority herein granted.
- (c) Within thirty days after the effective date hereof, Bay Rapid Transit Company and The Gray Line, Inc., shall file with the Commission appropriate map or maps consistent with the authority granted by this order.

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

Dated at San Francisco, California, this 4th day of June, 1958.

[Signature]
President

[Signature]

[Signature]

[Signature]
Commissioners

Monterey - San Simeon Sight-seeing Service

Beginning at the Bay Rapid Transit Company's depot in Monterey, thence over California Highway 1 to San Simeon, returning via said California Highway 1 to Monterey.

Restrictions:

- (1) The above service shall be operated only between April 1 and December 1.
- (2) Bus equipment which exceeds 96 inches in width or 35 feet in length shall not be operated on this route.

Issued by California Public Utilities Commission
Decision No. 50797, Application No. 39620.

Tour No. 1-A

Route Description

Seeing San Francisco Tour (Start at San Francisco)
Leave Gray Line Depot, San Francisco; to Civic Center; to Mission Dolores, Twin Peaks, through St. Francis Wood to Golden Gate Park; Cliff House; Warren Harding Blvd.; through Lincoln Park; Lincoln Highway; Sea Cliff Terrace; through the Presidio; Marina; Van Ness Ave.; and back to Gray Line Depot, San Francisco.

Issued by California Public Utilities Commission.

Decision No. 58787, Application No. 39651.

Tour No. 1-B

Route Description

Seeing San Francisco Tour (Start at Daly City)

Leave Daly City; to San Francisco; to Civic Center; to Mission Dolores; Twin Peaks; through St. Francis Wood; to Golden Gate Park; Cliff House; Warren Harding Blvd., through Lincoln Park; Lincoln Highway; Sea Cliff Terrace; through the Presidio; Marina; Van Ness Avenue and return to Daly City.

Issued by California Public Utilities Commission.

Decision No. 50797, Application No. 39651.

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Appendix A

THE GRAY LINE, INC.

Original Page 3

Tour No. 2

Route Description

Golden Gate Park - Presidio Tour

Leave Gray Line Depot, San Francisco; to Civic Center; through Golden Gate Park; Cliff House; through the Presidio to Van Ness Avenue and back to depot.

Issued by California Public Utilities Commission;

Decision No. 58124-07, Application No. 39651.

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Appendix A

THE GRAY LINE, INC.

Original Page 4

Tour No. 3-A

Route Description

Chinatown Tour (Start at San Francisco)

Leave Gray Line Depot, San Francisco; over Grant Ave.; to Stockton and Washington Sts.; walk through Chinatown; Kearny & Washington Sts.; Financial District, Telegraph Hill, Fisherman's Wharf, return to Daly City.

Issued by California Public Utilities Commission.

Decision No. 58797, Application No. 39651.

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Appendix A

THE GRAY LINE, INC.

Original Page 5

Tour No. 3-B

Route Description

Chinatown Tour (Start at Daly City)

Leave Daly City, San Francisco; over Grant Avenue to Stockton and Washington Sts.; walk through Chinatown; Kearny and Washington Sts.; Financial District, Telegraph Hill, Fisherman's Wharf, return to Daly City.

Issued by California Public Utilities Commission.

Decision No. 56797, Application No. 39651.

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Appendix A

THE GRAY LINE, INC.

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Tour No. 3-D

Route Description

Chinatown Tour (With Dinner)

Leave Gray Line Depot, San Francisco; over Grant Ave.; stop at Chinese Restaurant for dinner; walk through Chinatown; Kearny and Washington Sts.; Financial District; Telegraph Hill, Fisherman's Wharf, return to Depot.

Issued by California Public Utilities Commission.

Decision No. 56797, Application No. 39651.

Tour No. 4Route DescriptionLa Honda-Stanford University

Leave Gray Line Depot, San Francisco; via Bayshore Freeway; Millbrae Ave.; U.S. Hwy. 101 to Floribunda Ave.; (Hillsborough); Skyline Blvd.; Half Moon Bay Highway; Half Moon Bay; State Highway #1 to San Gregorio; State Highway 5; Skyline Blvd.; to La Honda; Woodside Road to Portola Drive to Stanford University; tour of University Campus; University Ave. to Palo Alto; to Middlefield Road; Atherton Ave.; U.S. Hwy. 101 to Junipero Serra Blvd.; to Daly City, thence to Depot, San Francisco.

Issued by California Public Utilities Commission.

Decision No. 5627487, Application No. 39651.

Tour No. 5Route DescriptionOakland-Berkeley-University of California Tour

Leave Gray Line Depot, San Francisco; thence over San Francisco-Oakland Bay Bridge; to Oakland via Eastshore Freeway to 14th St.; thence to Gray Line Depot - 19th and Franklin St.; around Lake Merritt; through Lakeside Park; Lakeshore Blvd. to Piedmont via Longridge Rd.; Sea View Ave.; Estates Drive; La Salle Ave.; Mountain Blvd.; Tunnel Road to Berkeley, around University of California Campus; University Ave.; Eastshore Freeway; return to San Francisco Depot via San Francisco-Oakland Bay Bridge.

Issued by California Public Utilities Commission.

Decision No. 56797, Application No. 39651.

Tour No. 6Route DescriptionSanta Rosa - Petrified Forest Tour

Leave Gray Line Depot, San Francisco; over San Francisco-Oakland Bay Bridge to Eastshore Freeway; U.S. Hwy. 40 to Vallejo; Sears Point Road (Hwy. 48) to Junction Hwy. 37. Hwy. 37 to Sonoma, then to Shellville; to Hwy. 29; St. Helena Hwy. to Calistoga; Petrified Forest Road to U.S. Hwy. 101 to Santa Rosa; Petaluma; San Rafael; Sausalito; return to San Francisco Depot via Golden Gate Bridge via Marina Blvd. and Van Ness Avenue.

Issued by California Public Utilities Commission.

Decision No. 58287, Application No. 39651.

Tour No. 7Route DescriptionMt. Tamalpais-Muir Woods Tour

Leave Gray Line Depot, San Francisco; over Golden Gate Bridge via U.S. Hwy. 101 to Manzanita; Mill Valley Road to Dolan's Corner; Shoreline Hwy. to Panoramic Hwy; Sequoia Valley Drive (Muir Woods Road); to Muir Woods, Sequoia Valley Dr. to Panoramic Hwy., Stinson Beach Rd.; Ridgecrest Blvd., to summit Mt. Tamalpais, Ridgecrest Blvd.; Fairfax, Bolinas Rd. to Fairfax, Sir Francis Drake Blvd.; San Anselmo; Ross; Kentfield; Greenbrae; U.S. Hwy. 101 to Sausalito; Golden Gate Bridge to San Francisco Depot.

Issued by California Public Utilities Commission.

Decision No. 50797, Application No. 39651.

Tour No. 8Route DescriptionSanta Cruz - Del Monte Tour

Leave Gray Line Depot, San Francisco; via Bayshore Freeway to Sunnyvale via Hwy. #9; Saratoga Hwy. to Saratoga; thence to Los Gatos, Hwy. 17; Santa Cruz Hwy. to Junction with Highway to Felton; via Mt. Hermon to Hwy. #9. Stop at Big Trees Park, Felton; thence to Santa Cruz; State Hwy. #1 Watsonville to Castroville; Hwy. 156 to Monterey; 17 Mile Drive via Pacific Grove to Carmel; return to Monterey; Hwy. 156 to Jct. U. S. Hwy. 101; Gilroy, San Jose; Palo Alto; to San Francisco Depot.

Issued by California Public Utilities Commission.

Decision No. 50797, Application No. 39651

Tour No. 9Route DescriptionStanford University - Suburban Residences Tour

Leave Gray Line Depot, San Francisco, via Bayshore Freeway to Millbrae Ave.; U.S. Hwy. 101 to Floribunda Ave. (Hillsborough) Skyline Blvd.; Ralston Ave. (Belmont); U.S. Hwy. 101 to Menlo Park; Palo Alto; through Stanford University Campus; Embarcadero Road; Middlefield Road to Bayshore Freeway and return to San Francisco via San Francisco Airport and Bayshore Freeway.

Issued by California Public Utilities Commission.

Decision No. 567897, Application No. 39651.

Tour No. 10

Route Description

Oakland-Berkeley-University of California Tour

Leave Gray Line Depot, Oakland; via Lake Merritt; through Lakeside Park; Lakeshore Blvd.; to Piedmont via Longridge Road; Seaview Ave.; Estates Drive; LaSalle Ave.; Mountain Blvd.; Tunnel Road to Berkeley around University of California Campus; University Avenue; Eastshore Freeway; return to Oakland Depot.

Issued by California Public Utilities Commission.

Decision No. 50797, Application No. 39651.

Tour No. 11Route DescriptionAround San Francisco Bay Tour

Leave Gray Line Depot, San Francisco; via Bayshore Freeway to San Francisco Airport; Burlingame; Hillsborough; U. S. Hwy. 101 to Redwood City; Woodside Road to Woodside; Searsville Lake; Portola Valley; Palo Alto; tour through Stanford University; Palo Alto to Middlefield Road; to Redwood City; U. S. Hwy. 101 to San Mateo; San Francisco Bay Toll Bridge; Mount Eden; Hayward; to Foothill Blvd., Oakland; around Lake Merritt; Piedmont via Longridge Road; Seaview Ave.; Estates Drive; LaSalle Ave.; Mountain Blvd.; to Lookout Point, Berkeley via Tunnel Road; around University of California Grounds; University Avenue; return to Gray Line Depot San Francisco, via San Francisco-Oakland Bay Bridge.

Issued by California Public Utilities Commission.

Decision No. 507377, Application No. 39651.

Tour No. 12Route DescriptionMuir Woods - Marin County Tour

Leave Gray Line Depot, San Francisco; over Golden Gate Bridge, U. S. Hwy. 101 to Manzanita; Mill Valley Road, Dolan's Corner, Shoreline Hwy., Panoramic Hwy.; Sequoia Valley Drive (Muir Woods Road) Muir Woods; Sequoia Valley Drive; Edgewood Ave.; Incline Ave.; Montford Ave.; Miller Ave.; Almonte Blvd., U.S. Hwy. 101 to Sausalito; Golden Gate Bridge, return to San Francisco Depot.

Issued by California Public Utilities Commission.

Decision No. 507897, Application No. 39651.

Tour No. 14Route DescriptionSanta Cruz - Big Trees Tour

Leave Gray Line Depot, San Francisco; via Bayshore Freeway to Sunnyvale; via Hwy. #9; Saratoga Hwy. to Saratoga; thence to Los Gatos, Hwy. #17; Santa Cruz Hwy. to Jct. with Highway to Felton; via Mt. Hermon to Hwy. #9; Big Trees Park, Felton; Ben Lomond; Brookdale; Boulder Creek; Skyline Blvd. to Saratoga; Cupertino; Los Altos; Palo Alto; through Stanford University Campus; U. S. Hwy. 101 to Junipero Serra Blvd.; to Gray Line Depot, San Francisco.

Issued by California Public Utilities Commission.

Decision No. 50797, Application No. 39651.

Tour No. 15Route DescriptionYosemite Triangle Tour

Leave Gray Line Depot, San Francisco, (via The Gray Line, Inc.) thence to and over San Francisco-Oakland Bay Bridge to Oakland; thence to Hayward; to U. S. Hwy. 99 through Tracy; Manteca; Merced; thence (via Yosemite Transportation System) to Yosemite National Park and return to Merced; thence resume (via The Gray Line, Inc.) to Los Banos; Pacheco Pass to Hollister; to San Juan; Salinas; Del Monte; Monterey; Carmel; Seventeen Mile Drive; State Hwy. 1 to Watsonville; Santa Cruz; State Hwy. 5 to Felton; to Big Trees; Brookdale; Boulder Creek; Saratoga Road Junction; Saratoga; Sunnyvale; U. S. Hwy. 101 to Palo Alto; to Junipero Serra Blvd. to Depot, San Francisco.

Issued by California Public Utilities Commission.

Decision No. 58207, Application No. 39651.

Tour No. 15Route DescriptionOakland-Berkeley-Muir Woods Tour

Leave Gray Line Depot, San Francisco; thence over San Francisco-Oakland Bay Bridge; to Oakland via Eastshore Freeway to 14th St.; thence to Gray Line depot - 19th and Franklin St.; around Lake Merritt; through Lakeside Park; Lakeshore Blvd. to Piedmont via Longridge Rd.; Sea View Ave.; Estates Drive; LaSalle Ave.; Mountain Blvd.; Tunnel Road to Berkeley; around University of California Campus; University Avenue; Eastshore Freeway; U.S. Hwy. 40 to McDonald Ave. (Richmond); Richmond-San Rafael Bridge to point San Quentin; past San Quentin prison to Alto; Mill Valley, to Muir Woods; return via Bolinas Road to Dolan's Corner; U. S. Hwy. 101; to Sausalito; thence to Hwy. 101 and Golden Gate Bridge to San Francisco Depot.

Issued by California Public Utilities Commission.

Decision No. 565797, Application No. 39651.

Tour No. 17Route DescriptionSan Francisco-Oakland Bay Bridge-Lake Merritt Tour

Leave Gray Line Depot, San Francisco; over San Francisco-Oakland Bay Bridge; to and around Lake Merritt; Lakeshore Park; Grand Avenue; Broadway; MacArthur Blvd.; San Francisco-Oakland Bay Bridge to San Francisco Depot.

Issued by California Public Utilities Commission.

Decision No. 56797, Application No. 39651.

Tour No. 18Route DescriptionOakland, Bay Bridge-San Francisco De Luxe Tour

Leave Oakland Gray Line Depot; thence to and over San Francisco-Oakland Bay Bridge to San Francisco; to the Civic Center; Mission Dolores; Twin Peaks; thence through St. Francis Wood to Golden Gate Park; Cliff House, Warren Harding Blvd.; through Lincoln Park; Lincoln Hwy.; Sea Cliff Terrace; the Presidio; Marina; Van Ness Ave. and returning via San Francisco-Oakland Bay Bridge to Gray Line Depot - Oakland.

Issued by California Public Utilities Commission.

Decision No. 50797, Application No. 39651.

Tour No. 19Route Description

Oakland, Bay Bridge-San Francisco-Golden Gate Park-
Presidio Tour

Leave Gray Line Depot, Oakland; thence via San Francisco-Bay Bridge to San Francisco; Civic Center; Cliff House, through the Presidio to Van Ness Avenue; returning via San Francisco-Oakland Bay Bridge to Gray Line Depot, Oakland.

Issued by California Public Utilities Commission.

Decision No. 58797, Application No. 39651.

Tour No. 20Route Description

Oakland, Bay Bridge-San Francisco-Telegraph Hill Tour
Leave Gray Line Depot, Oakland; thence via San Francisco-Oakland Bay Bridge to San Francisco; thence through San Francisco's Chinatown; to Coit Tower on Telegraph Hill; returning via San Francisco-Oakland Bay Bridge to Gray Line Depot, Oakland.

Issued by California Public Utilities Commission.

Decision No. 5887997, Application No. 39651.

Tour No. 21

Route Description

San Francisco-Golden Gate Bridge Scenic Tour

Leave Gray Line Depot, San Francisco, to Golden Gate Bridge U.S. Hwy. 101, returning via Sausalito and Golden Gate Bridge to San Francisco Depot.

Issued by California Public Utilities Commission.

Decision No. 56797, Application No. 39651.

Tour No. 22Route DescriptionOakland-Bay Bridge-Golden Gate Bridge Scenic Tour

Leave Gray Line Depot, Oakland; thence via San Francisco-Oakland Bay Bridge to San Francisco; thence to Golden Gate Bridge and via the Highway and tunnel to Waldo Point; thence along Richardson Bay via U.S. Hwy. 101 to Sausalito; returning to San Francisco via the Golden Gate Bridge; thence from San Francisco via San Francisco-Oakland Bay Bridge to Gray Line Depot, Oakland.

Issued by California Public Utilities Commission.

Decision No. 50797, Application No. 39651.

Tour No. 23Route Description

Oakland-Bay Bridge-San Francisco-Chinatown Tour
Leave Gray Line Depot, Oakland; thence via
San Francisco-Oakland Bay Bridge to San Francisco;
thence to San Francisco's Chinatown; walk through
Chinatown in charge of Chinatown Guide visiting
all principal points of interest; rejoin car;
thence to Coit Tower on Telegraph Hill; to
Fisherman's Wharf; returning to Gray Line Depot,
Oakland, via San Francisco-Oakland Bay Bridge.

Issued by California Public Utilities Commission.

Decision No. 507897, Application No. 39651.

Tour No. 24Route DescriptionOakland-Berkeley-Muir Woods-San Francisco Bridge Tour

Leave Gray Line Depot, Oakland, around Lake Merritt, through Lakeside Park, Lakeshore Blvd. to Piedmont via Longridge Rd.; Seaview Ave; Estates Drive; La Salle Ave.; Mountain Blvd.; around University of California Campus; University Ave.; Eastshore Freeway; U.S. Hwy. 40 to McDonald Ave. (Richmond); Richmond-San Rafael Bridge to Pt. San Quentin; past San Quentin prison to Alto; Mill Valley to Muir Woods; return via Bolinas Rd. to Dolan's Corner; U.S. Hwy. 101; to Sausalito; thence Hwy. 101 and Golden Gate Bridge to San Francisco Depot and return to Oakland Depot via San Francisco Bay Bridge.

Issued by California Public Utilities Commission.

Decision No. 50797, Application No. 39651.

Tour No. 25Route DescriptionCircle Tour of San Francisco Bay and University of California Tour

Leave Gray Line Depot, San Francisco; San Francisco-Oakland Bay Bridge; Bridge to Eastshore Freeway to University Avenue (Berkeley); around University of California Campus; University Avenue; Eastshore Freeway (U.S. Hwy. 40) to McDonald Ave. (Richmond); over Richmond-San Rafael Bridge to Point San Quentin (Richmond); over Richmond-San Rafael Bridge to Point San Quentin past San Quentin Prison to U.S. Hwy. 101 to Alto; Sausalito; thence to Hwy. 101, Golden Gate Bridge to San Francisco Depot.

Issued by California Public Utilities Commission.

Decision No. 56787, Application No. 39651.

Tour No. 26Route DescriptionMt. Tamalpais & Muir Woods Tour

Leave Gray Line Depot, San Francisco, over Golden Gate Bridge U.S. Hwy. 101 to Manzanita; Mill Valley Road; Dolan's Corner; Shoreline Highway; Panoramic Hwy.; Sequoia Valley Drive (Muir Woods Road); Muir Woods; Sequoia Valley Drive; Panoramic Hwy.; Stinson Beach Rd.; Ridgecrest Dr. to summit Mt. Tamalpais; Ridgecrest Drive; Stinson Beach Rd.; Panoramic Hwy.; Sequoia Valley Drive; Edgewood Ave.; Montford Ave.; Miller Ave.; Almonte Blvd.; U.S. Hwy. 101; Sausalito, Golden Gate Bridge; return to San Francisco Depot.

Issued by California Public Utilities Commission.

Decision No. 50797, Application No. 39651.

Tour No. 27Route DescriptionSan Francisco 49 Mile Drive Tour

Gray Line Depot, San Francisco to Grant Ave.; through Chinatown; Broadway, Montgomery; California St.; Sansome St.; Pacific St.; Columbus Ave.; Lombard St.; Telegraph Hill; to Fisherman's Wharf; to Aquatic Park; to Marina Blvd.; to Yacht Harbor; to Palace of Fine Arts; to and through the Presidio; to Lincoln Park; to the Palace of the Legion of Honor; to Cliff House; to Great Hwy. to and touring Golden Gate Park returning to Great Hwy.; to Fleischacker Pool; to and around Lake Merced; to Junipero Serra Blvd.; to and through St. Francis Wood; thence over Twin Peaks; to Mission Dolores; to and through Civic Center; to Shopping District; to Gray Line Depot, San Francisco.

Issued by California Public Utilities Commission.

Decision No. 50797, Application No. 39651.

Tour No. 28Route DescriptionMother Lode Tour

Leave Gray Line Depot, San Francisco; via San Francisco-Oakland Bay Bridge to Oakland; thence via U.S. Hwy. 40 through Vallejo to Sacramento; thence Perkins; Slough House; Michigan Bar; Sutter Creek; Angels Camp; Sonora; Knights Ferry; Oakdale; Manteca; Stockton and return to San Francisco via Walnut Creek and Oakland. Also optional side trips from Sutter Creek to Jackson via Volcano; Angels Camp to Calaveras Big Trees via Murphys and Moaning Caves; Sonora to Jamestown via Sawmill Flat; Columbia and Shaw's Flat.

Issued by California Public Utilities Commission.

Decision No. 50797, Application No. 39651.

Tour No. 29Route DescriptionOperations Cross Road

Leave Gray Line Depot, San Francisco; to San Francisco Navy Yard at Hunters Point via The Embarcadero, Third Street and Evans Street; thence to San Francisco International Airport via U. S. Hwy. 101 - By-pass; returning to Gray Line Depot, San Francisco via U.S. 101, Daly City, Alemany Blvd. and Potrero Avenue.

Issued by California Public Utilities Commission.

Decision No. 50797, Application No. 39651.

Tour No. 30Route DescriptionSan Francisco-Hearst Ranch and Castle

Leave Gray Line Depot, San Francisco; San Francisco via U.S. Hwy. 101 to Sunnyvale; thence over California Hwy. 9 to Los Gatos; thence over California Hwy. 17 to Santa Cruz; thence over California Hwy. 1 to Monterey; remain overnight at Monterey; thence over California Hwy. 1 to San Simeon; thence return the same day via California Hwy. 1 to Castroville; thence over California Hwy. 156 to junction U.S. Hwy. 101; thence over U.S. Hwy. 101 to San Francisco.

Restriction:

- (1) The above service shall be operated only between April 1 and December 1.
- (2) Bus equipment which exceeds 96 inches in width or 35 feet in length shall not be operated on this route.

Issued by California Public Utilities Commission.

Decision No. 50797, Application No. 39651.