

Mjc *

ORIGINAL

Decision No. 76654

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of AMERICAN TRANSIT, INC.,)
a corporation, doing business as)
AMERICAN SIGHTSEEING TOURS, to sell,)
and of KNICKERBOCKER TOURS, INC., a)
corporation, to buy, a passenger stage)
corporation certificate of public)
convenience and necessity; and of)
KNICKERBOCKER TOURS, INC. to issue)
capital stock.)

Application No. 51045
(Filed April 28, 1969;
Amended June 11, 1969)

Knapp, Gill, Hibbert & Stevens by Karl K. Roos, for Knickerbocker Tours, Inc. and American Transit, Inc., applicants.
Berol, Loughran & Geernaert by Bruce R. Geernaert, Marshall G. Berol and Frank Loughran, for Gray Line Tours Company, protestant.
R. W. Russell, by K. D. Walpert, for City of Los Angeles, interested party.
E. C. Crawford and Lloyd C. Young, for the Commission staff.

O P I N I O N

This is an application by American Transit, Inc., (hereinafter referred to as American) and Knickerbocker Tours, Inc., (hereinafter referred to as Knickerbocker) wherein: 1. American seeks authority to transfer and sell to Knickerbocker its certificate of public convenience and necessity to operate as a passenger stage corporation, and 2. Knickerbocker seeks authority to issue two promissory notes and capital stock.

A duly noticed public hearing was held in this matter before Examiner Jarvis in Los Angeles on June 3, 18 and October 1, 2, 1969. The matter was submitted on October 15, 1969.

At the hearing a representative of the Commission's Transportation Division indicated that the division favored the proposed transfer and that it believed it to be in the public interest. A representative of the Commission's Finance and Accounts Division stated that the division was of the opinion that Knickerbocker, the proposed transferee, had the financial ability to operate under the proposed certificate. He indicated that, insofar as financial capacity was involved, the Finance and Accounts Division recommended that the transfer be authorized. The City of Los Angeles appeared as an interested party but took no position on the merits. The only opposition to the application comes from protestant Gray Line Tours Company (hereinafter referred to as Gray Line). Gray Line opposes the requested transfer because it would like to have eliminated what it considers to be marginal or peripheral competition.

Much of Gray Line's effort in this proceeding was directed to an attempt to show that the transfer should not be authorized because there was no need for these rights. The Examiner correctly refused to receive evidence on this point because it would constitute a collateral attack on the Commission decision which authorized the rights and found that public convenience and necessity required that they be issued. (Public Utilities Code §1709.)

"The primary question to be determined in a transfer proceeding is whether the proposed transfer would be adverse to the public interest. Questions relating to public convenience and necessity usually are not relevant to the transfer proceeding because they were determined in the proceeding in which the certificate was granted. (Frank Nolan Drayage Co., 61 Cal. P.U.C. 160; C. J. Morrissey, 61 Cal. P.U.C. 567.)" (M. Lee, 65 Cal. P.U.C. 635, 637.)

The record indicates that American has operated at a loss since 1964. Knickerbocker's income statement for eight months ending August 31, 1969 shows that it had gross revenues of \$134,949 and net income of \$7,664. Knickerbocker's president has extensive experience in sightseeing operations. Knickerbocker presently employs three full-time and five part-time drivers. It operates 3 buses which it is purchasing and has made arrangements to purchase two additional buses if the application is granted. Knickerbocker is the Los Angeles member of the American Sightseeing Association, which publishes a tariff that is distributed to approximately 8,000 travel agents.

Gray Line contends that the transfer should not be approved because of the amount to be paid for the operating rights. There is no merit in this contention. The record discloses that Knickerbocker has agreed to pay \$35,000 for the operating rights here under consideration and goodwill. The amount was agreed upon in arm's-length negotiations. The parties made no allocation of the amount between the operating rights and goodwill. The law prohibits, for regulatory purposes, the capitalization of operating rights in excess of the amount actually paid to the State or a political subdivision thereof for the rights. (Public Utilities Code §820.) Since the purchase price of operating rights cannot be capitalized in excess of the amount actually paid to the State, the Commission does not usually concern itself with the price paid therefor unless it would weaken the ability of the purchaser to render adequate service to the public. (A.T.L., Inc., 56 Cal. P.U.C. 269; Clark & Ramsey, 21 C.R.C. 505, 507.) No such situation is here present.

Some of the operating rights here under consideration have been in existence since 1947.^{1/} American acquired the rights in 1964.

^{1/} American's operating rights were first acquired by its predecessor in interest in Decision No. 40536 in Application No. 28380 dated July 22, 1947. Other decisions expanding, restating or transferring the rights are as follows: Decision No. 52783 in Application No. 37526, Decision No. 56645 in Application No. 39751, Decision No. 60095 in Application No. 41760, Decision No. 68573 in Application No. 46619 and Decision No. 72720 in Application No. 49187.

In spite of financial losses it has continued to operate its tours. We are not dealing with bare, unused operating rights. Furthermore, it is reasonable to assume that over the period of years American succeeded to and developed some goodwill. It is also clear that the rights have commercial value in excess of the amount paid to the State therefor. In addition to the usual expenses of pursuing an application for a certificate of public convenience and necessity a new application for similar rights would be faced with overcoming the burden established in that portion of Section 1032 of the Public Utilities Code which provides that: "The commission may, after hearing, issue a certificate to operate in a territory already served by a certificate holder under this part only when the existing passenger stage corporation or corporations serving such territory will not provide such service to the satisfaction of the commission." Furthermore, American purchased the rights, goodwill and some operation equipment in 1964 for \$20,000.

The record also indicates that Gray Line is interested in purchasing the operating rights here involved.^{2/} Gray Line and Knickerbocker appear to be the only prospective purchasers presently interested in acquiring the rights. In similar circumstances the Commission has held that:

"It appears that at the moment the only two entities interested in acquiring Radio Paging are Tel-Page and ITT. If this application is denied Marian Lee, in all probability, will have only one prospective purchaser, ITT. Obviously, this limits the bargaining power of the seller. There are, of course, instances where a sale which yields the highest net amount to the seller is not in the public

2/ Gray Line desires to purchase the rights to eliminate competition. Because of the result hereinafter reached it is not necessary to enlarge upon this point.

interest. In these circumstances, the public interest must prevail and another purchaser, who might pay less, found. However, where, in practice, disapproval of a prospective transfer will compel the seller to deal with only one buyer the evidence indicating that the public interest requires such disapproval should be clear and convincing. (Cf., Re Boston Maine Transp. Co., 87 P.U.R. N.S. 465, 489; Hearst Radio, Inc. v. Public Service Radio Corp., 6 Pike & Fischer R.R. 994; United States v. General Outdoor Advertising Co., Inc. (D.C. Ill.) 1955 Trade Cases 70,814, 70,816; United States v. National Lead Co., 332 U.S. 319, 352, 53; United States v. Alliance Amusement Co. (D.C. Ind.) 1955 Trade Cases 70,704, 70,707.)" (M. Lee, supra, 65 Cal. P.U.C. at p. 641.)

The Commission has considered the record and is of the opinion that Knickerbocker is an experienced sightseeing operator, financially responsible and adequately equipped to continue the passenger stage sightseeing business it seeks to acquire. No other points require discussion. The Commission makes the following findings and conclusions.

Findings of Fact

1. American's operating rights are derived from the following Commission decisions: Decision No. 40536 in Application No. 28380, Decision No. 52783 in Application No. 37526, Decision No. 56645 in Application No. 39751, Decision No. 60095 in Application No. 41760, Decision No. 68573 in Application No. 46619 and Decision No. 72720 in Application No. 49187. The earliest of said rights was granted to American's predecessor in interest in July of 1947. American acquired the rights in 1964.

2. In each year since 1964 American has conducted operations under said operating rights at a loss. In spite of said losses American has continued to conduct operations under said operating rights.

A. 51045 Mjo*

3. The president of Knickerbocker has been, except for service in the Army during World War II, continuously engaged in the passenger sightseeing business since 1937.

4. For the eight months ending August 31, 1969, Knickerbocker had gross revenues of \$134,949 and a reported net income of \$7,664.

5. Knickerbocker presently employs three full-time and five part-time drivers.

6. Knickerbocker presently operates one 23-passenger Flexette and two 45-passenger GMC 4104 buses. It is purchasing these vehicles under installment contracts. If the application is granted, Knickerbocker has made arrangements to purchase two 41-passenger GMC 4106 buses, which will be converted to 45-passenger vehicles.

7. Knickerbocker is the local Los Angeles member of the American Sightseeing Association which publishes an association tariff that is distributed to approximately 8,000 travel agents. If this application is granted the tours conducted by Knickerbocker under the operating rights here involved would be listed in the American Sightseeing Association Tariff.

8. Knickerbocker has the ability, including financial ability to conduct operations under the operating rights here involved.

9. The transfer of American's certificate of public convenience and necessity to operate as a passenger stage corporation to Knickerbocker would not be adverse to the public interest.

10. Knickerbocker was incorporated under the laws of the State of California on January 16, 1967 and commenced operations on January 1, 1969. It is the successor in interest of a partnership known as Knickerbocker Transportation whose partners are the corporation's incorporators, officers and directors. Knickerbocker acquired all

the assets and liabilities of the partnership including a Class "A" certificate to operate as a charter-party carrier of passengers and certain franchises issued by the City of Los Angeles to conduct sightseeing operations in that City.

11. Knickerbocker is presently indebted to its officers in the sum of \$20,892.47. Its current assets as of August 31, 1969 included \$26,591.85 in cash on hand and in banks. Knickerbocker seeks authority to issue 10,000 shares of its \$2 par value common stock to its incorporators for cancellation of the aforesaid indebtedness, with the sum of \$392.47 to be recorded as paid in surplus. The issuance of said securities, hereinafter authorized, is reasonably necessary for the purposes specified herein and such purposes are not, in whole or in part, reasonably chargeable to operating expenses or income.

12. Knickerbocker seeks authority to issue two long-term notes to American in the principal amounts of \$15,000 and \$10,000 each bearing simple interest at the rate of 7 percent per annum. Copies of the proposed notes are attached to the application as Appendices B and C of Appendix A. The money is to be used to pay the balance of the purchase price for the acquisition of the operating rights here involved. The money, property or labor to be procured or paid for by the issue of the stock and notes herein authorized is reasonably required for the purposes specified herein and such purposes are not, in whole or in part, reasonably chargeable to operating expenses or income. ✓

Conclusions of Law

1. American should be authorized to sell and transfer and Knickerbocker should be authorized to purchase and acquire American's certificate of public convenience and necessity granted by Decision No. 72720.

A. 51945 Mjo*

2. Knickerbocker should be authorized to issue 10,000 shares of its \$2 par value common stock for the cancellation of an indebtedness of \$20,892.47 which it owes its officers, with the sum of \$892.47 to be recorded as paid in surplus.

3. Knickerbocker should be authorized to issue to American two promissory notes in the principal amounts of \$15,000 and \$10,000 as more particularly set forth in Appendices B and C of Appendix A attached to the application.

4. The Commission shall have no power to authorize the capitalization of the right to be a corporation, or the capitalization of any franchise or permit, or the right to own, operate, or enjoy any such franchise or permit, in excess of the amount (exclusive of any tax or annual charge) actually paid to the State or to a political subdivision thereof as the consideration for the grant of such franchise, permit, or right. No contract for consolidation or lease shall be capitalized, nor shall any public utility issue any bonds, notes, or other evidences of indebtedness against or as a lien upon any contract for consolidation or merger.

5. The authorization herein granted shall not be construed as a finding of the value of the rights and properties herein authorized to be transferred.

O R D E R

IT IS ORDERED that:

1. On or before December 30, 1970, American Transit, Inc., may sell and transfer, and Knickerbocker Tours, Inc., may purchase and acquire, the operative rights referred to in the application and the certificate of public convenience and necessity granted by this order,

as set forth in Appendix A attached, shall supersede the certificate of public convenience and necessity described in Decision No. 72720, which certificate is revoked effective concurrently with the effective date of the tariff filings required by paragraph 3 hereof. ✓

2. Within thirty days after the consummation of the transfer herein authorized, purchaser shall notify the Commission, in writing, of that fact and within said period shall file with the Commission a true copy of any bill of sale or other instrument of transfer which may be executed to effect said transfer.

3. Purchaser shall amend or reissue the tariffs and timetables on file with the Commission, naming rates and rules governing the common carrier operations herein to show that it has adopted or established, as its own, said rates and rules. The tariff and timetable filings shall be made effective not earlier than ten days after the effective date of this order on not less than ten days' notice to the Commission and the public, and the effective date of the tariff and timetable filings shall be concurrent with the consummation of the transfer herein authorized. The tariff and timetable filings made pursuant to this order shall comply in all respects with the regulations governing the construction and filing of tariffs and timetables set forth in the Commission's General Orders Nos. 79 and 98-A. Failure to comply with and observe the provisions of General Orders Nos. 79 and 98-A may result in a cancellation of the operating authority granted by this decision.

4. On or before the end of the third month after the consummation of the transfer as herein authorized, purchaser shall cause to be filed with the Commission, in such form as the Commission may

A. 51045 Mjo

prescribe, an annual report, or reports, related to the operations of the seller for the period commencing with the first day of the current year to and including the effective date of the transfer.

5. Within thirty days after the transfer herein authorized is consummated, purchaser shall file a written acceptance of the certificate. Purchaser is placed on notice that, if it accepts such certificate, it 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. 101-C.

6. Purchaser shall maintain its accounting records on a calendar year basis in conformance with the applicable Uniform System of Accounts or Chart of Accounts as prescribed or adopted by this Commission and shall file with the Commission, on or before March 31 of each year, an annual report of its operations in such form, content, and number of copies as the Commission, from time to time, shall prescribe.

7. If the sale and transfer authorized in Paragraph 1 of this order is consummated, then, in such event Knickerbocker Tours, Inc., is authorized to issue to its officers 10,000 shares of its \$2 par value common stock for the cancellation of an indebtedness of \$20,892.47 which it owes its officers with the sum of \$892.47 to be recorded on its books as paid in surplus. The authority granted in this paragraph shall terminate if it is not exercised prior to December 30, 1970.

8. If the sale and transfer authorized in paragraph 1 of this order is consummated, then, in such event, Knickerbocker Tours, Inc. is authorized to issue to American Transit, Inc. two promissory notes

A. 51045 Mjo *

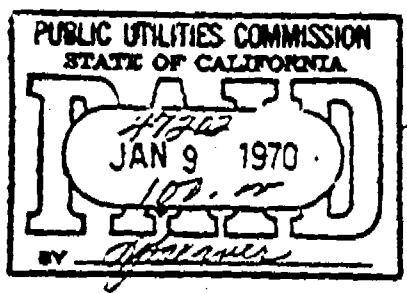
in the principal amounts of \$15,000 and \$10,000 in the form more particularly set forth in Appendices B and C of Appendix A attached to the application. The authority granted in this paragraph shall terminate if it is not exercised prior to December 30, 1970.

9. Knickerbocker Tours, Inc. shall file with the Commission a report, or reports, as required by General Order No. 24-B, which order, insofar as applicable, is hereby made a part of this order.

The authority herein granted to issue notes and stock will become effective when applicant purchaser has paid the fees prescribed by Section 1904(b) and 1904.1 of the Public Utilities Code, which fees are \$100. In other respects the effective date of this order shall be five days after the date hereof.

Dated at San Francisco, California, this 12 day of JANUARY, 1970.

William J. ...
President
August ...
...
...
Vernon L. Sturgeon
Commissioners



MJO

Appendix A

KNICKERBOCKER TOURS, INC.

Original Page 1

CERTIFICATE
of
PUBLIC CONVENIENCE AND NECESSITY

Showing passenger stage operative rights, restrictions, limitations, exceptions, and privileges applicable thereto

All changes and amendments as authorized by the Public Utilities Commission of the State of California will be made as revised pages or added original pages.

Issued under authority of Decision No. 76654
dated January 6, 1970, of the Public Utilities
Commission of the State of California, on Application No. 51045.

INDEX

	<u>Page No.</u>
SECTION 1. GENERAL AUTHORIZATIONS, RESTRICTIONS, LIMITATIONS, AND SPECIFICATIONS	3
SECTION 2. SERVICE AREAS	4
SECTION 3. ROUTE DESCRIPTIONS	
Metro-Goldwyn-Mayer Studio Tours	
Tour No. 1	5
Tour No. 1-A	5
Tour No. 1-B	5
Hollywood-Farmers Market-Television	
City Tours	
Tour No. 2	6
Tour No. 2-A	6
Tour No. 2-B	7
Tour No. 2-C	7
Disneyland-Knott's Berry Farm Tours	
Tour No. 3	8
Tour No. 3-A	8
Tour No. 3-B	8
Tour No. 3-C	9
Tour No. 3-D	9
Los Angeles-Olvera Street-Chinatown Tours	
Tour No. 4	10
Tour No. 4-A	10
Tour No. 4-B	10
Night Club Tours	
Tour No. 5	11
Tour No. 5-A	11
Tour No. 5-B	11

Issued by California Public Utilities Commission.

Decision No. 76654, Application No. 51045.

SECTION 1. GENERAL AUTHORIZATIONS, RESTRICTIONS,
LIMITATIONS, AND SPECIFICATIONS.

The certificate hereinafter noted supersedes all operative authority heretofore granted to American Transit, Inc., a corporation, doing business as American Sightseeing & Tours or its predecessors.

Knickerbocker Tours, Inc. by the certificate of public convenience and necessity granted by the decision noted in the margin, is authorized to conduct a sightseeing service for the transportation of passengers between certain service areas as hereinafter set forth, on the one hand, and points of interest in Los Angeles and Orange Counties, on the other hand, over and along the routes hereinafter described, subject to the following conditions and restrictions:

- (a) Motor vehicles may be turned at termini and intermediate points, in either direction, at intersections of streets or by operating around a block contiguous to such intersections in accordance with local traffic regulations.
- (b) When route descriptions are given in one direction, they apply to operation in either direction unless otherwise indicated.
- (c) All service herein authorized shall be limited to the transportation of round-trip passengers only.
- (d) Applicant shall not pick up or discharge passengers except within the limits of the specified service areas as hereinafter set forth. This restriction shall not prevent stopovers for the purpose of permitting sightseeing passengers to visit various points of interest along the route.
- (e) Applicant shall not be obligated to perform said sightseeing service for fewer than five adult passengers.

Issued by California Public Utilities Commission.

Decision No. 76654, Application No. 51045.

SECTION 2. SERVICE AREAS.

Passengers may be picked up and discharged at any point within the following service areas, subject to local traffic regulations.

(1) Inglewood Area

Within the corporate limits of the City of Inglewood.

(2) El Segundo Area

Within the corporate limits of the City of El Segundo.

(3) Los Angeles County-Lennox Area

Within the area bounded on the north by Century Boulevard, Yukon Avenue, and Lennox Boulevard; on the east by Van Ness Avenue, on the south by Imperial Highway, Inglewood Avenue, and El Segundo Boulevard, and on the west by Aviation Boulevard.

(4) Santa Monica Area

Within the corporate limits of the City of Santa Monica.

(5) Culver City Area

Within the corporate limits of the City of Culver City.

(6) Los Angeles County-Hollywood Area

Within the unincorporated area of Los Angeles County bounded on the north by the Santa Monica Mountains, on the east by Sycamore Street, on the south by Beverly Boulevard, and on the west by Doheny Drive.

Issued by California Public Utilities Commission.

Decision No. 76654, Application No. 51045.

Mjo

Appendix A

KNICKERBOCKER TOURS, INC.

Original Page 5

SECTION 3. ROUTE DESCRIPTIONS.

Metro-Goldwyn-Mayer Studio Tours
(Half Day Tours)

Tour No. 1

Commencing at any point in the Santa Monica Area, thence along Lincoln Boulevard or Centinela Avenue and Washington Boulevard to any point in the Culver City Area, with stopover for tour within studio, thence along Washington Boulevard and Centinela Avenue or Lincoln Boulevard to any point in the Santa Monica Area.

Tour No. 1-A

Commencing at any point in Inglewood, El Segundo or Los Angeles County-Lennox Areas, thence along Manchester Boulevard, Century Boulevard, El Segundo Boulevard or Imperial Highway, Sepulveda Boulevard and Washington Boulevard to any point in the Culver City Area, with stopover for tour within studio, thence along Washington Boulevard, Culver Boulevard, Overland Avenue, Jefferson Boulevard and Sepulveda Boulevard to any point in the Inglewood, El Segundo or Los Angeles County-Lennox Areas.

Tour No. 1-B

Commencing at any point in the Los Angeles County-Hollywood Area, thence along Sunset Boulevard, Fairfax Avenue or La Brea Avenue, Fountain Avenue or Santa Monica Boulevard, La Cienega Boulevard and Washington Boulevard to any point in the Culver City Area, with stopover for tour within studio, thence along Washington Boulevard, La Cienega Boulevard and Santa Monica Boulevard or Sunset Boulevard to any point in the Los Angeles County-Hollywood Area.

Issued by California Public Utilities Commission.

Decision No. 76654, Application No. 51045.

Mjo

Appendix A

KNICKERBOCKER TOURS, INC.

Original Page 6

SECTION 3 (Continued)

Hollywood-Farmers Market-Television City Tours
(Half Day Tours)

Tour No. 2

Commencing at any point within the Santa Monica Area, thence along Santa Monica Boulevard or Wilshire Boulevard, Rodeo Drive, Brighton Way, Camden Drive, Santa Monica Boulevard, Beverly Drive, Cannon Drive, Sunset Boulevard, Roxbury Drive, Lexington Drive, Benedict Canyon Road, Sunset Boulevard, Highland Avenue, Hollywood Boulevard, Orange Drive, Franklin Avenue, Highland Avenue, Hollywood Bowl (optional), Hollywood Freeway, Vine Street, Sunset Boulevard, Van Ness Avenue, Marathon Street, Windsor Avenue, Melrose Avenue, Vine Street, Beverly Boulevard, Fairfax Avenue, Farmer's Market, thence along Fairfax Avenue and Wilshire Boulevard direct or Wilshire Boulevard and Santa Monica Boulevard to any point in the Santa Monica Area.

Tour No. 2-A

Commencing at any point within the Inglewood, El Segundo or Los Angeles County-Lennox Area, thence along the most direct or appropriate route to the Santa Monica Area, thence the same as Tour No. 2 to the intersection of Wilshire and La Cienega Boulevards, thence along La Cienega Boulevard to the Inglewood, El Segundo or Los Angeles County-Lennox Areas, thence along the most direct or appropriate route to any point in the Santa Monica Area.

Issued by California Public Utilities Commission.

Decision No. 76654, Application No. 51045.

Mjo

Appendix A

KNICKERBOCKER TOURS, INC.

Original Page 7

SECTION 3 (Continued)

Hollywood-Farmers Market-Television City Tours
(Half Day Tours)

Tour No. 2-B

Commencing at any point within the Los Angeles County-Hollywood Area, thence along Sunset Boulevard, Highland Avenue, Hollywood Boulevard, Orange Drive, Franklin Avenue, Highland Avenue, Hollywood Bowl (optional), Hollywood Freeway, Vine Street, Sunset Boulevard, Van Ness Avenue, Marathon Street, Windsor Avenue, Melrose Avenue, Vine Street, Beverly Boulevard, Fairfax Avenue, Farmer's Market, thence along Fairfax Avenue, Wilshire Boulevard, Rodeo Drive, Brighton Way, Camden Drive, Santa Monica Boulevard, Roxbury Drive, Benedict Canyon Road and Sunset Boulevard to any point in the Los Angeles County-Hollywood Area.

Tour No. 2-C

Commencing at any point in the Santa Monica Area or the Culver City Area, thence along Robertson Boulevard to any point in the Los Angeles County-Hollywood Area, thence the same as Tour No. 2-B. Return to the Culver City and Santa Monica Areas via the most direct or appropriate route.

Issued by California Public Utilities Commission.

Decision No. 76654, Application No. 51045.

SECTION 3 (Continued)

Disneyland-Knott's Berry Farm Tours
(6 or 8 Hour Tours)

Tour No. 3

Commencing at any point in the Santa Monica Area or Culver City Area, and thence via the most direct and appropriate route to any point in the Los Angeles County-Hollywood Area, thence along Melrose Avenue, Santa Monica or Sunset Boulevards, Hollywood Freeway, Santa Ana Freeway, and Harbor Boulevard to Disneyland, thence along West Street, Ball Road and State Highway 39 to Knott's Berry Farm. Return via the reverse of the going route to any point in the Los Angeles County-Hollywood, Culver City or Santa Monica Areas.

Tour No. 3-A

Commencing at any point in the Santa Monica, Culver City, Inglewood, El Segundo or Los Angeles County-Lennox Areas, thence along Manchester Boulevard, Century Boulevard, Imperial Highway or El Segundo Boulevard, Harbor Freeway, Artesia Avenue, Woodruff Avenue, Orangethorpe Avenue, Knott Avenue, and La Palma Avenue to Knott's Berry Farm, thence along State Highway 39, Ball Road and Harbor Boulevard to Disneyland. Return via West Street, Ball Road, Santa Ana Freeway and Manchester Boulevard to any point in the Inglewood, El Segundo or Los Angeles County-Lennox Areas, thence to the Culver City and Santa Monica Areas via the most direct and appropriate route.

Tour No. 3-B

Commencing at any point in the Santa Monica Area or Culver City Area, thence along the Santa Monica Freeway, Santa Ana Freeway, and Harbor Boulevard to Disneyland, thence along West Street, Ball Road, State Highway 39, La Palma Avenue and Knott Avenue to Knott's Berry Farm.

Alternate Return Route

Along Highway 39 or Harbor Boulevard, Garden Grove Freeway and San Diego Freeway to the Culver City Area, thence via the most direct or appropriate route to the Santa Monica Area.

Issued by California Public Utilities Commission.

Decision No. 76654, Application No. 51045.

SECTION 3 (Continued)

Tour No. 3-C

Commencing at any point in the Los Angeles County-Hollywood Area, thence the same as Tour No. 3 to Disneyland, Knott's Berry Farm, and return.

Tour No. 3-D

Commencing at any point in the El Segundo, Inglewood or Los Angeles County-Lennox Areas, thence along Manchester Boulevard, Century Boulevard, El Segundo Boulevard or Imperial Highway via the most direct or appropriate route to any point in the Culver City Area, thence the same as Tour No. 3-B to Disneyland, Knott's Berry Farm. Return via Highway 39 or Harbor Boulevard, Garden Grove Freeway and San Diego Freeway to any point in the El Segundo, Inglewood or Los Angeles County-Lennox Areas, thence to the Culver City Area via the most direct or appropriate route.

NOTE: Disneyland and Knott's Berry Service may be conducted as a 6-hour tour to Disneyland only or an 8-hour tour to Disneyland and Knott's Berry Farm.

Issued by California Public Utilities Commission.

Decision No. 76654, Application No. 51045.

SECTION 3 (Continued)

Los Angeles-Olvera Street-Chinatown Tours
(Half Day Tours)

Tour No. 4

Commencing at any point in the Los Angeles County-Hollywood Area, thence along La Brea Avenue to Sunset or Hollywood Boulevards, Vermont Avenue to the Planetarium (optional). Hillhurst Avenue, Sunset Boulevard to Olvera Street, thence along Sunset Boulevard, North Broadway to Chinatown, North Broadway (Civic Center), Temple Street, Grand Avenue (Music Center), First Street, Hill Street, Fifth Street (Pershing Square), Grand Avenue, Wilshire Boulevard, La Cienega Boulevard or La Brea Avenue to any point in the Los Angeles County-Hollywood Area.

Tour No. 4-A

Commencing at any point in the Inglewood, El Segundo, Los Angeles County-Lennox Areas or the Culver City Area, thence via the most direct or appropriate route to any point in the Los Angeles County-Hollywood Area, thence the same as Tour No. 4. Return to the Culver City, Inglewood, El Segundo or Los Angeles County-Lennox Area via the most direct or appropriate route.

Tour No. 4-B

Commencing at any point in the Santa Monica or the Culver City Area, thence via the most direct or appropriate route to any point in the Los Angeles County-Hollywood Area, thence the same as Tour No. 4. Return to the Culver City or Santa Monica Area via the most direct or appropriate route.

Issued by California Public Utilities Commission.

Decision No. 76654, Application No. 51045.

SECTION 3 (Continued)

Night Club Tours
(Half Day Tours)

Tour No. 5

Commencing at any point in the Los Angeles County-Hollywood Area, thence along La Brea Avenue, Hollywood Boulevard, Vine Street, Sunset Boulevard, Beverly Drive, Santa Monica Boulevard, Avenue of the Stars, Pico Boulevard, Beverwil Drive, Beverly Drive and Sunset Boulevard to any point in the Los Angeles County-Hollywood Area.

Tour No. 5-A

Commencing at any point in the El Segundo, Inglewood, Los Angeles County-Lennox, or Culver City Areas, thence along Washington Boulevard, Robertson Boulevard, Santa Monica Boulevard, Beverly Drive, Sunset Boulevard, Vine Street, Santa Monica Boulevard and Avenue of the Stars to Pico Boulevard. Return via the most direct and appropriate route to any point in the Culver City, El Segundo, Inglewood or Los Angeles County-Lennox Areas.

Tour No. 5-B

Commencing at any point in the Santa Monica or the Culver City Area, thence along Santa Monica Boulevard to Beverly Drive, thence the same as Tour No. 5. Return to the Culver City or Santa Monica Area via the most direct or appropriate route.

Issued by California Public Utilities Commission.

Decision No. 76654, Application No. 51045.