

ORIGINAL

Decision No. 81036

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application)
 of THE GRAY LINE TOURS COMPANY,)
 a corporation, for a certificate)
 of public convenience and neces-)
 sity as a passenger stage corpor-)
 ation, in consolidation of and in)
 lieu of its existing authority.)

Application No. 49177
 (Filed February 28, 1967;
 Amended August 31, 1967)

In the Matter of the Application)
 of THE GRAY LINE TOURS COMPANY,)
 for a certificate of public con-)
 venience and necessity to operate)
 as a passenger stage corporation.)

Application No. 49980
 (Filed January 30, 1968;
 Amended March 18, 1968)

In the Matter of the Application)
 of THE GRAY LINE TOURS COMPANY,)
 for a certificate of public con-)
 venience and necessity to operate)
 as a passenger stage corporation,)
 in extension of its existing)
 authority to operate in sightsee-)
 ing service from Disneyland ter-)
 ritory and Knott's Berry Farm)
 territory with specified tours.)

Application No. 50434
 (Filed July 26, 1968)

Berol, Loughran & Geernaert, by Bruce R. Geernaert and Marshall G. Berol, Attorneys at Law, for The Gray Line Tours Company, applicant.

James H. Lyons, Attorney at Law, for Airport Coach Service, Airport Service, Inc., M & M Charter Lines, Orange Coast Sightseeing Co., Jack A. Roesch, dba Western Trail Stages and California Sightseeing Tours; Knapp, Gill, Hibbert & Stevens, by Warren N. Grossman and Karl K. Roos, Attorneys at Law, for Alfred L. Riddle, dba Riddle Scenic

Tours, Knickerbocker Tours, Inc., and American Transit, Inc.; Leonard Swenson, for American Transit, Inc., dba American Sightseeing and Tours; Milton McKay and Howard Beardsley, Attorneys at Law, C. J. Holzer and Boyd Emrick, for Southern California Rapid Transit District; Bernard A. Johnsen, for Knickerbocker Tours, Inc., protestants. Bertram S. Silver, Attorney at Law and James E. Denning, for MCA Inc., and Universal City Studio Inc., McCutchen, Doyle, Brown & Enersen, by Craig McAtee, Attorney at Law, for Greyhound Lines, Inc., California Parlor Car Tours Co., The Gray Line, Inc., and Southern California Sightseeing, Inc.; Russell & Schureman, by Carl H. Fritze, Attorney at Law, and Robert W. Hancock, for American Bus Lines, Inc., and Transcontinental Bus Service, Inc.; Henry E. Jordan, Chief Engineer-Secretary, for Bureau of Franchises and Public Utilities, City of Long Beach; Morris M. Ratner, Commissioner, Board of Public Utilities and Transportation and R. W. Russell, Chief Engineer and General Manager, by K. D. Walpert, Public Utilities Engineer, Department of Public Utilities and Transportation, for City of Los Angeles; Edward T. Butler, City Attorney, and John W. Witt, Chief Deputy City Attorney, for City of San Diego; Arthur L. Melni, for A & A Tours, Inc., and Anthony Marquette, for "See Santa Barbara" Tours, interested parties. Fred G. Ballenger and William R. Kendall, for the Commission staff.

O P I N I O N

The three applications herein considered were filed by The Gray Line Tours Company (hereinafter referred to as Gray Line). Application No. 49177 seeks a restatement of Gray Line's existing sightseeing operating authority in an in lieu certificate of public convenience and necessity and additional sightseeing operating

authority of considerable magnitude. Application No. 49980 is one in which Gray Line seeks authority to serve an arena in Inglewood known as The Forum with express bus service from various areas in Southern California. Application No. 50434 is one in which Gray Line seeks an extension of its sightseeing operating authority more limited than that sought in Application No. 49177. Applications Nos. 49980 and 50434 were filed after the commencement of the hearings in Application No. 49177. They were consolidated for hearing with Application No. 49177 because of interrelated subject matter.

The Proposed Report of Examiner Donald E. Jarvis was filed in this matter on December 10, 1971. A copy of the Proposed Report is attached hereto as Attachment A. The Commission is of the opinion and finds that the facts, chronology, and material issues set forth in the Proposed Report are correct and need not be repeated.

Exceptions to the Proposed Report were filed on or before April 14, 1972, by the following parties: Gray Line. The Commission staff (hereinafter referred to as the staff exceptions). Joint exceptions were filed by Airport Coach Service, Airport Service, Inc., Orange Coast Sightseeing Company, Jack A. Roesch, doing business as Western Trail Stages (hereinafter referred to as the Airport Service - Orange Coast exceptions), Greyhound Lines, Inc., California Parlor Car Tours Co., and the Gray Line, Inc. (hereinafter referred to as the Greyhound exceptions). Replies to the exceptions were filed by various parties on May 15, 1972.

The Commission takes official notice that subsequent to the filing of the Proposed Report, protestant Knickerbocker Tours, Inc., was authorized to cancel and abandon all of its passenger stage operating authority in Decision No. 80211 in Application No. 53411, and that Knickerbocker's Application No. 51056, which sought operating authority similar to that sought by Gray Line in the Redondo Beach, Hermosa Beach, Manhattan Beach, and Playa Del Rey areas, was dismissed in Decision No. 80269. The portions of the Proposed Report which deal with Knickerbocker are now moot.

The three applications under consideration herein seek an in lieu certificate of public convenience and necessity and additional passenger stage operating authority. To the extent the applications seek additional operating rights, it was necessary and proper for the Presiding Examiner to construe and apply Section 1032 of the Public Utilities Code to the facts herein presented. The exceptions which challenge the need to discuss and apply Section 1032 have no merit.

The Gray Line, Airport Service - Orange Coast, and Greyhound exceptions, contend that portions of the Examiner's discussion, findings, and conclusions dealing with Section 1032 are inconsistent with the Commission's decision in the order denying rehearing in William E. Lee, dba Franciscan Lines, Decision No. 79812 in Application No. 50537, review denied.

In construing Section 1032 both Franciscan and the Proposed Report analyze In Re Fialer's, 38 CRC 880, review denied, and Tanner Motor Tours, Inc., 66 CPUC 299, review denied. However, these inquiries into the past Commission decisions concerned evaluations of different issues. To understand the impact of Franciscan upon the instant matters, a brief review of Fialer's, Tanner and Franciscan is necessary.

Fialer's involved an application to provide service in a territory of an existing carrier. Although not enunciated clearly the application sought authority to provide "competitive" service. In deciding to grant the sought certificate, the Commission concluded that Section 50-1/4, the predecessor of Section 1032, did not apply to the facts at hand; that is, the restrictive features of the legislative enactment applied only to applications for new and different service in an existing carrier's territory. Seen in this light, Fialer's was not a Section 1032 case.

From this analysis, the Commission, in Fialer's, disposed of the application on a straight public convenience and necessity basis. It was in this context that Fialer's found that the Commission may judge the ability of an existing carrier to serve as of the day the newcomer knocks on the door. Thus, it is seen that the test used in Fialer's did not arise from Section 1032 at all. Rather, the question of the ability of the existing carrier to serve satisfactorily was decided as a public convenience and necessity issue.

Thirty-three years later the Commission issued its decision in Tanner. The relevant facts in this case were the

same as those in Fialer's - an application was made for authority to operate in a territory of an existing carrier and to provide service competitive with that already authorized to the existing carrier. In ultimately denying the new applicant's request, the Commission found that Section 1032 precludes the granting of a certificate unless the existing carrier will not perform to the Commission's satisfaction (67 Cal PUC 125) notwithstanding that, absent Section 1032, public convenience and necessity would require the granting of the sought certificate (66 Cal PUC 299). Additionally, it must be noted that there is language in Tanner which suggests that the Commission, in applying Section 1032, must give notice of its dissatisfaction to an existing carrier and allow the existing carrier an opportunity to correct service deficiencies before a new applicant will be permitted to operate in the territory.

Franciscan involved an application which requested authority to operate in the territory of an existing operator. After denying the requested operating authority in Decision No. 79625, the Commission was faced with applicant's assertion, in a petition for rehearing, that Section 1032 does not in any way limit the Commission's power to allow competition. In advancing its argument applicant relied heavily upon and quoted extensively from Fialer's.

Thus, the Commission, in Franciscan, was faced with the issue of whether Section 1032 is a limitation on the Commission's powers to issue a competitive certificate (Tanner) or whether the Commission is free and unencumbered by Section 1032 to allow competition when the tests of public convenience and necessity are met (Fialer's). Stated another way, we had to decide whether Section 1032 applies to applications for competitive services (Tanner), or whether Section 1032 does not apply to such a situation (Fialer's). This is the basis upon which Franciscan found that Fialer's and Tanner were irreconcilable and that the latter impliedly overruled the former to the extent that they were inconsistent.

Franciscan was not directly concerned with the assertion in Tanner that the Commission must give the existing carrier notice of its dissatisfaction.^{1/} The basic question presented by applicant in its petition for rehearing in Franciscan was whether Section 1032 applied (Tanner) or not (Failer's). Decision No. 79812, in denying rehearing, concluded that Section 1032 does apply to applications for competitive service. Following this rationale we concluded that minor service deficiencies on the part of the existing carrier do not automatically open the door to competition under Section 1032 particularly when the proposed service by applicant would be competitive not only with some unsatisfactory existing service but with other existing service being satisfactorily rendered as well.

The Proposed Report concludes that the Commission has discretion in determining that point in time at which an existing carrier's service will be judged. While we adopt this conclusion as a correct interpretation of Section 1032 for the reasons hereinafter set forth, we do not adopt that language in the Proposed Report which interprets Failer's as precedent for this proposition. As we have seen, supra, Failer's analysis of competitive services was made without applying Section 1032.

Looking at Section 1032 it seems inescapable that the Legislature was concerned with the future service of an existing carrier. The language "... will not provide such service to the satisfaction of the commission" clearly contemplates acts or action which have not yet occurred. (Emphasis added.)

Proceeding from this basis, the difficulties in applying Section 1032 become clear. The Commission is required to make

^{1/} Decision No. 79625 did indicate that the Commission "... under Section 1032, has the discretion to allow an existing carrier to cure a service deficiency before deciding whether to apply the radical remedy of competition ..." (Emphasis added.)

findings on future conduct of an existing operator in order to determine whether a new applicant may enter the territory of that existing carrier under Section 1032.

The Commission is not blessed with a crystal ball. It cannot with certainty know what the future holds. It can, however, in the exercise of its powers, reach reasonable findings regarding probable future conduct. This analysis can be based on knowledge of past experience, i.e., the existing carrier has performed satisfactory service in the past and is doing so now. It can also be based upon assertions, promises, and other factors, i.e., evidence that the existing carrier has procured additional vehicles or spent considerable money upgrading its existing facilities. Thus, it is seen that whether an existing carrier will or will not provide satisfactory service can only be determined after a full evaluation of many factors.

Accepting the above analysis, it is perfectly reasonable to conclude that the Commission has discretion in its determination of whether future conduct will be satisfactory. The Commission may be content with relying on past history or it may desire further evidence. Since it is the Commission that must exercise its judgment, it must also have the discretion to judge when that determination will be made. There is no language in Section 1032 which precludes this conclusion.

Tanner contains some language which indicates that notice of the Commission's dissatisfaction must be given to an existing carrier (Tanner Motor Tours, supra, 66 CPUC 301). It is not believed that this conclusion results from a reasonable analysis of Section 1032. An existing carrier may or may not have reason to know whether the service it is providing is unsatisfactory to the Commission. In the instance where it does not know, then, perhaps, the Commission may deem it reasonable to give notice of its dissatisfaction and afford the existing carrier an opportunity to show it can provide satisfactory service. On the other hand, service may be so poor that any

reasonable person would conclude that it is being rendered in an unsatisfactory manner. In this instance, there should be no need to afford the existing carrier notice of the Commission's dissatisfaction.

Regardless, it must be recognized that the ultimate question to be resolved is whether the existing carrier will perform to the Commission's satisfaction in the future. It is in the resolution of this question that the Commission must have discretion. Depending on the facts involved the Commission may feel that it is able to make the determination "as of the day the newcomer knocks on the door" or it may feel that it can only make the necessary judgment after an existing operator has been given an opportunity to correct service deficiencies.

In the light of the above discussion, we hold that the Proposed Report properly concludes that the Commission has discretion to determine, in view of the facts at bar, the time at which it will judge whether an existing carrier will serve to its satisfaction.

Gray Line, Airport Service - Orange Coast, and Greyhound take exception to conclusion of Law No. 3 of the Proposed Report which states that:

"The word 'territory' in Section 1032 refers to the tour conducted by a sightseeing operator and not to a pickup area. The Commission may, if the public interest so requires, grant non-exclusive pickup areas without being inhibited by Section 1032."

The staff supports the conclusion but suggests a modification of its wording.

The Proposed Report (pp. 13-14) gives extensive consideration to this point. Greyhound's contention that Conclusion No. 3 is contrary to Orange Coast Sightseeing Co., 70 Cal PUC 479, is incorrect. Orange Coast was considered by the Presiding Examiner in the Proposed Report (pp. 13, 37). In Orange Coast the Commission found that Gray Line had abandoned a tour because it did not operate the tour over the route authorized by the Commission, and because of such abandonment the route was no longer "territory" of an existing carrier within the purview of Section 1032. The staff's suggested modification of Conclusion No. 3 goes beyond the requisites of a conclusion of law and deals with technical matters which belong in the order. (See Proposed Report, Appendix A, Item No. 15.) The Commission holds that Conclusion No. 3 is correct. The question of whether or not a carrier should be protected in a pickup area, which is not part of a tour itinerary, is one element the Commission must consider in determining public convenience and necessity when another carrier seeks pickup authority in that area.

Airport Service - Orange Coast excepts to Finding No. 17 which states:

"There is not sufficient evidence in the record to sustain a finding that Gray Line has abandoned its operating rights to Lake Arrowhead."

It is argued that the record indicates that Gray Line has only operated the tour on a charter rather than per-capita basis and that it no longer includes the tour in its advertising literature.

In the Proposed Report the Presiding Examiner correctly held as follows:

"I ruled that the question of abandonment of operating rights could be properly raised in an in-lieu certificate proceeding. (Golconda Utilities Co., supra, 68 Cal. P.U.C. 296, 302; M. Lee, 65 Cal. P.U.C. 635) I further ruled that the burden of proof of whether Gray Line had abandoned any route was on the party so asserting. (Evidence Code §§500, 550; Shivill v. Hurd, supra; Ellenberger v. City of Oakland, supra.) Furthermore, where abandonment is

established 'there is no mandatory requirement that the operating rights involved be revoked.' (Western Consolidated Express, 45 C.R.C. 219, 220; Furniture Mfrs. Assn. of Cal. v. Loyd B. Turner, 58 Cal. P.U.C. 691.) M. Lee, supra, at p. 640.)"

The fact that there were no recent operations by Gray Line to Lake Arrowhead under its passenger stage certificate is one factor to be considered in determining whether an abandonment has taken place. The record is silent as to the present magnitude of public demand for such service. If Gray Line has promoted the service and not recently operated it because of the lack of public demand a finding of abandonment would not be proper. The burden of proof on this issue was upon the party asserting abandonment. The Commission approves Finding No. 17. For the same reason, failure to sustain the burden of proof on the issue, the Commission rejects Airport Service - Orange Coast's exception to Finding No. 23.

Gray Line takes exception to the discussion, findings, and conclusions of the Proposed Report which reject its request for service territory operating authority. (Proposed Report, pp. 16-30; Findings Nos. 5-16; Conclusions Nos. 4-6.) Gray Line particularly attacks Finding No. 5, which states:

"Gray Line requests the service territories hereinafter set forth together with authority to revise itineraries among and within these service territories by tariff filings and authority to conduct special tours among and therein: Los Angeles Area Territory, Palm Springs Territory, Riverside Territory, San Diego Area Territory, Santa Barbara Territory and Death Valley Area Territory. The grant of such authority would establish Gray Line as the existing carrier, within the meaning of Section 1032, in a vast area of Southern California, with a minimal commitment to render service. It would tend to stifle competition and the development of tourism in these areas."

Gray Line argues that "The fact that a new sightseeing service may 'stifle competition and the development of tourism' is not a reason

for finding that its institution is not required by the public convenience and necessity." (Gray Line Exceptions, p. 19.)

In Northern California Power Agency v. Public Util. Comm., 5 Cal 3d 370, the Supreme Court held at page 377:

"It is no longer open to serious question that in reaching a decision to grant or deny a certificate of public convenience and necessity, the Commission should consider the antitrust implications of the matter before it. The Commission itself has stated: 'There can be no doubt that competition is a relevant factor in weighing the public interest,' and that '[a]ntitrust considerations are also relevant to the issues of * * * public convenience and necessity.' (M. Lee (Radio Paging Co.) (1966) 65 Cal. P.U.C. 635, 640 and fn. 1.)

"The principle that regulatory commissions should take antitrust considerations into account in determining whether a contemplated project will advance the public interest has been reiterated on numerous occasions by the federal courts. (Denver & R.G.W.R. Co. v. United States (1967) 387 U.S. 485, 492-493, 87 S.Ct. 1754, 18 L. Ed.2d 905; California v. Fed. Power Comm'n. (1962) 369 U.S. 482, 484-485, 82 S.Ct. 901, 8 L.Ed 2d 54; F.C.C. v. R.C.A. Communications, Inc. (1953) 346 U.S. 86, 73 S.Ct. 998, 97 L.Ed. 1470; McLean Trucking Co. v. United States (1944) 321 U.S. 67, 64 S.Ct. 370, 88 L.Ed. 544; Nat. Broadcasting Co. v. United States (1943) 319 U.S. 190, 223-224, 63 S.Ct. 997, 87 L.Ed. 1344; United States v. Borden Co. (1939) 308 U.S. 183, 198-199, 60 S.Ct. 182, 84 L.Ed. 181.)"

Finding No. 5 is consonant with the Northern California Power Agency case and is abundantly supported by the record. The Presiding Examiner properly considered the antitrust aspects in determining whether or not public convenience and necessity require the granting of the service territory operating authority. The finding that such authority would tend to stifle competition along with the findings that Gray Line would have a minimal commitment to serve a vast area of Southern California (Finding No. 5); that granting

service territory authority would place an unfair burden on other sightseeing operators (Finding No. 7); that Gray Line, as a matter of company policy, will not utilize its charter party carrier authority to do some of the things requested because more revenues are generated if these operations are conducted under passenger stage authority (Findings Nos. 8, 9); that such granting authority could result in rate increases (Finding No. 13); that Gray Line does not have the requisite fitness to hold such authority (Findings Nos. 14-16); and that the Commission cannot make the requisite finding under Section 1032 (Finding No. 6) fully support Conclusion No. 4 which provides that: "Gray Line should not be granted service territory authority with the ability to change itineraries of regular tours by tariff filing."

Gray Line takes exception to discussion findings and conclusions of the Proposed Report which decline to grant it authority for special tours. Gray Line sought authority for what it designated special tours. Such authority would authorize Gray Line on at least 24 hours' notice and the minimum sale of 25 tickets to conduct a tour, in and between the various service territories, to meet the special interests of a group. The tour would have a minimum duration of four hours with a minimum per hour individual fare.

The request for special tour authority is based upon Gray Line's proposal seeking service territory authority. The Commission has already indicated that it is in agreement with the findings and conclusions which deny the requested service territory authority. Furthermore, the Presiding Examiner made additional specific findings which indicate why the requested special tour authority should not be granted (Findings Nos. 8-12). Conclusion No. 5 states that: "The request of Gray Line for authority to conduct special tours should not be granted." The Commission adopts these findings and conclusions. There is nothing in Gray Line's exceptions which would cause us to reach a contrary result.

Gray Line takes exceptions to Finding No. 15 and Conclusion No. 8 which provide as follows:

Finding No. 15 "Over the years, Gray Line has attempted to arrogate to itself the authority to change or modify routes or rates without approval by the Commission. Rule 9 of its tariff provides that:

'ROUTES: This Company reserves the right to alter, amend or vary its routes within municipalities, without notice, in such manner as will, in its opinion, provide most efficient, economical and satisfactory service.'"

Conclusion No. 8: "Rule 9, as presently stated, should be removed from Gray Line's tariff."

Gray Line relies on Tanner Motor Livery, 35 CRC 22, in support of these exceptions. The reliance is misplaced.

In Tanner Motor Livery the applicant's attorney "pointed out that in operations within the limits of cities covered by the certificate the exact route should not be laid down, thus making it possible for a sight-seeing bus operator to transport passengers to points within such cities that may be of interest to travelers and which could not be visited should a definite, fixed route be prescribed." (35 CRC at p.23.) The Commission in that decision stated that "We are inclined to take this view of the matter as being reasonable and within the provisions of law." (35 CRC at p.23.) Thus, some of the tours authorized in the ensuing certificate of public convenience and necessity were between points, without specifying a route, and some contained area authority within cities (35 CRC at pp.24-29).

The Proposed Report correctly states that the Commission has jurisdiction to issue, as it did in Tanner Motor Livery, an area or service territory type of certificate:

"The contention that the Commission has no jurisdiction to grant a service territory type of certificate is not well taken. (Clarence Crary, supra, at p. 554; M & M Transfer Co., 67 Cal.F.U.C. 238.) The question to be determined herein is one of desirability not jurisdiction." (Proposed Report, p. 12.)

The Proposed Report correctly further holds that where the Commission has established a specific route or specific points in a certificate of public convenience and necessity, Gray Line cannot use its Tariff Rule 9 to change or modify the specific grant made by the Commission.

"The dicta in Tanner and tariff publishings by Gray Line cannot supersede specific orders of the Commission. (Blair v. Coast Truck Lines, Inc., 21 C.R.C. 530, affirmed, Coast Truck Lines v. Railroad Commission, 191 Cal. 257; Interlines Motor Express, 55 Cal. P.U.C. 57; Sierra Water Co., 57 Cal. P.U.C. 126.)"

(Proposed Report, p. 27.)

Furthermore, as the Proposed Report also indicates, Gray Line's contention was previously rejected by the Commission in Orange Coast Sightseeing Co., supra, 70 Cal. P.U.C. 479 at p. 486. The Commission approves Finding No. 15 and Conclusion No. 8.

Gray Line takes exception to Finding No. 6 which states that:

"It would be adverse to the public interest to grant Gray Line the broad authority it seeks herein because it does not have the requisite fitness to hold such authority."

Before examining this contention, it should be noted that the Presiding Examiner found that Gray Line did not have the requisite fitness for the broad authority sought herein. He did not find that it was unfit for the grant of any new authority. In fact, the Proposed Report does provide for the granting of additional operating authority to Gray Line.

The Proposed Report sets forth three reasons for the finding of unfitness which are as follows: 1. The cavalier way in which Gray Line applied its Tariff Rule 9 to extend its operating authority (Proposed Report, pp. 27-29); 2. The way in which Gray Line dealt with additives to the detriment of the public (Proposed Report, pp. 25-27); 3. The rate impact of its conduct under the first two points (Proposed Report, pp. 24, 26, 29).

We have previously rejected Gray Line's contentions with respect to the finding and conclusion on its Tariff Rule 9.

Gray Line contends that questions dealing with its practices relating to additives should not have been decided in this matter. It cites The Gray Line Tours Co., 69 Cal PUC 445, in support of this contention. There is no merit in this position. In The Gray Line Tours Co. the Commission declined to determine the advertising issue presented therein (69 Cal PUC at p.466). This was because "the taking of evidence on the advertising issue was deferred and therefore any findings and conclusions concerning that issue should also be deferred until the record is complete." (69 Cal.PUC at p.447.) In the proceeding at bench extensive evidence was properly received with respect to Gray Line's practices in connection with additives (Proposed Report, pp. 25-28). The Presiding Examiner not only considered this evidence on the question of fitness, but also concluded that corrective action should be taken with respect to these practices (Conclusions Nos. 24-26). We agree with the discussion, findings, and conclusions which consider Gray Line's practices relating to additives. The Commission would be remiss in performing its public duty if it did not act upon the practices in which the record herein discloses Gray Line had been engaged.

Gray Line and Airport Service - Orange Coast have filed various exceptions to specific tours or certificate provisions. In considering these exceptions, we agree with the statement of the Presiding Examiner that: "The matter has been made unduly complex because Gray Line has combined both requests [for restatement of existing operating rights and additional operating authority] in the proposed description of requested territories without properly delineating between the area which it claims to have authority to serve and that which it seeks authority to serve." (Proposed Report, p. 16.)

Gray Line contends that some of the alleged deficiencies would be obviated if the Presiding Examiner had received in evidence and utilized Exhibit 173, which it offered but was not admitted in evidence. On the thirty-third day of hearing, which was the last day set aside for Gray Line to present its direct case, Gray Line offered Exhibit 173, to which objection was made. The record discloses the following:

"Mr. Geernaert [Attorney for Gray Line]: I believe that is all I have. I offer in evidence Exhibit No. 173."

"Mr. Lyons [Attorney for Airport Service - Orange Coast]: I am going to object. It's a very thick document, and I have not had an opportunity to review it. I have not had an opportunity to check these routes against the authorities, that they are spelled out in the various certificates. There is no way to properly cross-examine on this."

"Mr. Geernaert: Mr. Examiner, these purport to be operating routes. This witness has not been presented as an expert on the operating authority, and there is no need to check operating authority in order to cross-examine what testimony this witness has given or to cross-examine this exhibit."

"Mr. Lyons: May I inquire of counsel in reply to that?"

"Examiner Jarvis: Yes."

"Mr. Lyons: Are the descriptions attended to these various maps taken from the operating authorities?"

"Examiner Jarvis: No."

"Mr. Geernaert: The evidence is that these are the routes that are utilized. Now, as you know, the company holds many authorities, and there has been no evidence that these routes correspond to any particular operating authority. I think that as a matter of argument -- "

* * *

"Examiner Jarvis: He has the right, it is sort of basic due process, when a witness is produced the opposition has the right to cross-examine. This is something learned in the first year of law school. I am not disputing the merits of what is said may be true. My concern is to give Mr. Lyons an opportunity to examine his way, not the way you would like him to examine. This is why we have opposing counsel. I wouldn't require you to examine the way Mr. Lyons wants you to examine.

"I think his objection in terms of his not having the opportunity to compare this exhibit to the operating authorities on his point of view is valid. He just hasn't had the time to analyze his questions from his point of view. Now he may be wrong on his point of view, but I don't know that he is. I have to give him that opportunity."

"Mr. Geernaert: I have no objection. I think that there would be cross on this exhibit now and there could be cross."

"Examiner Jarvis: No."

"Mr. Geernaert: I have no objection to him cross-examining whenever he wants to after he has reviewed it."

"Examiner Jarvis: But I have in mind my ruling that the applicant's case is going to be concluded this afternoon, and I am not going to tolerate in any way, shape or form any extension of the applicant's 35 days, and I made that plain last time.

"It appears to me that the protestants and interested parties will be put to undue advantage [sic] to have to cross-examine on this exhibit immediately; and for that reason I am going to sustain the objection to its submission, and it will be marked Exhibit No. 173 for identification." (Reporter's Transcript, pp. 4358-4362.)

The Commission finds that the Presiding Examiner did not abuse his discretion in refusing to admit Exhibit 173 in evidence. The discretion was properly exercised in the light of his previous rulings limiting the production of evidence (Rules Nos. 58 and 63) in order

to bring the proceeding to an end within a reasonable period of time. We reject the suggestion by Gray Line that further hearings be held on this matter. Likewise, we reject a similar suggestion by the staff that further hearings be held to receive evidence on whether Gray Line had abandoned other operating authority. If, after the modifications hereinafter made, additional relief is deemed necessary it may be secured by an appropriate application, complaint, or order instituting investigation setting forth the particular issue or factual situation involved in the light of the determinations made herein.

Airport Service - Orange Coast takes exception to Item 500, Tour 42 in the proposed certificate. It is argued that this item extends the authority granted Gray Line in Decision No. 77732, particularly with respect to direct service from the Anaheim - Buena Park Area, without any support in the record. This exception is well taken. While these consolidated proceedings were pending, Gray Line filed Application No. 51941, which requested authority to serve Lion Country Safari. The Application requested authority to serve from specified areas. After hearing, the application was granted in Decision No. 77732. That decision provided it was subject to modification herein. However, since no evidence was presented herein with respect to Lion Country Safari, Gray Line should not be authorized direct authority from the Anaheim - Buena Park Area. Finding No. 30 and Certificate Item No. 15 will be modified accordingly.

Gray Line takes exception to Item 330, Tour 6 of the proposed certificate. It is contended that under Item 330, the Los Angeles - San Diego - Tijuana Tour would be unnecessarily long and that the description does not give recognition to the authority granted in Decision No. 55475 in Application No. 39120. There is merit in this contention. Proposed Item 330 specified the use of the Coast Highway from Los Angeles to San Diego. Decision No. 55475 authorized Gray Line to operate various tours from

Disneyland and Knott's Berry Farm (Anaheim - Buena Park Area). One of these tours was to San Diego - Tijuana. In the Proposed Report it was found that Gray Line's operations in the Los Angeles Area generally originated from its Los Angeles terminal. (Findings Nos. 35, 46.) The proposed certificate was designed to reflect such operations. However, Anaheim - Buena Park is on one route from Los Angeles to San Diego. In the circumstances, the Commission finds that Item 330 should be modified to provide that Gray Line be authorized to operate over the most convenient and expeditious route from Los Angeles to San Diego with authority to pick up passengers enroute at Anaheim - Buena Park.

Airport Service - Orange Coast takes exception to Item 100 which establishes a Newport Beach - Balboa Territory. It is argued that there is no evidence to support this item. We agree. Decision No. 60660 in Application No. 42112 authorized a Newport Beach - Balboa Territory as a destination tour point for tours originating from Riverside. The record herein indicates that Gray Line is presently not originating tours in Riverside. The Presiding Examiner found that Gray Line should be authorized to continue its Riverside authority in connection with a Palm Springs - Riverside pickup which would link up with tours from Gray Line's Los Angeles terminal (Proposed Report, p. 40, fn. 16; Finding No. 47). There is, however, no justification in the record for granting a Newport Beach - Balboa Territory as a nonexclusive pickup territory and it should be deleted from the proposed certificate.

Gray Line and Airport Service - Orange Coast take exception to various tour routes in the proposed certificate. In considering these exceptions we first observe that Item 300 of the

proposed certificate provides that:

SECTION III, Tours authorized from Los Angeles Area.

Item 300 The specific tour authorizations, as designated herein, shall be operated from The Gray Line Tours Company Los Angeles Terminal for passengers picked up in the Nonexclusive Pickup Territories as set forth in Section II of this certificate.

It is perfectly clear that when a tour description in Section III says "Leaving Los Angeles" it is governed by Item 300 and it means leaving Gray Line's Los Angeles Terminal. We have modified Items 305 and 420 to remove any ambiguities which may have existed therein.

The parties also indicate that certain tour descriptions, which are restated from old decisions, do not accurately reflect the present route followed by Gray Line. Where there is evidence in the record to reflect the new route and the tour content has not been substantially changed and where the variance has come about because of the construction of new freeways or the change in street traffic pattern, these tour descriptions will be revised.

Gray Line, as part of its exceptions, contends that Items 15b and 505 in conjunction with a portion of Finding No. 30 improperly precludes it from giving direct service from the Anaheim - Buena Park Area to Marineland, which it was granted in Decision No. 72357 (67 Cal PUC 129). In Decision No. 72357, the Commission authorized both Gray Line and Orange Coast to provide direct service from the Anaheim - Buena Park Area at Marineland. Unlike the situation with respect to service from Anaheim - Buena Park to Universal City Studios, where the Commission found that Gray Line had abandoned its direct route (Orange Coast Sightseeing Co., supra, 70 Cal PUC 479), no such finding is made in the Proposed Report or other decision of the Commission. The direct service authority from Anaheim - Buena Park to Marineland will be restored in the certificate.

Gray Line contends that the proposed certificate should include authority to reverse tours in some instances (start at the last point and proceed over the route to the first point). It argues that this would permit it operating flexibility to avoid congestion at its terminals or various scenic attractions. The point is well taken and the certificate will be modified accordingly.

It would unduly enlarge this decision to discuss the other exceptions made by the parties. The Commission has considered each of these exceptions and finds that they have no merit. The Proposed Report correctly determined the matters raised by these exceptions. No other points require discussion.

The Commission adopts as its own all of the findings, conclusions and order of the Presiding Examiner in the Proposed Report except for Findings Nos. 28, 30, 37, Conclusion No. 16, Items Nos. 10, 15, 100, 135 (deleted), 305, 315, 330, 420, 430, 445, 450, 465, 505, and 510.

Finding of Fact No. 30, Conclusion of Law 16, and Item No. 510 are hereby modified to provide for a period of one year (rather than 5 years) as the time in which Gray Line shall have to institute service on Sunset Boulevard to prevent the lapse of such authority.

Finding of Fact No. 30 is hereby modified as follows:

30. In Orange Coast Sightseeing Co., Decision No. 76527 in Application No. 49730, the Commission found that Gray Line was not operating, and therefore had abandoned, a tour which authorized service from Anaheim - Buena Park to Universal City Studios and the NBC Studios in Burbank. The Commission held that Gray Line was not an existing carrier within the meaning of Section 1032 and authorized Orange Coast to provide direct tour. If Gray Line is given pickup authority in the Anaheim - Buena Park Area, this, coupled with the direct movement authorization provided for in the case of a sufficient number of patrons, would in effect give Gray Line authority to serve directly from Anaheim - Buena Park to Universal and NBC. There is nothing in this record which would justify a finding that Orange Coast is not operating this tour to the satisfaction of the Commission. A Section 1032 problem can be avoided by providing that the direct movement authority will not apply to tours from Anaheim - Buena Park to Universal and NBC.

Decision No. 77732 in Application No. 51941 granted Gray Line temporary authority to serve Lion Country Safari from various points. The Anaheim - Buena Park Area was not one of said points. Orange Coast was authorized to serve Lion Country Safari from the Anaheim - Buena Park Area in Decision No. 79602 in Applications Nos. 52941 and 52942. A Section 1032 problem can be avoided by providing that the direct movement authority will not apply to tours from Anaheim - Buena Park to Lion Country Safari.

Finding of Fact No. 37 is hereby modified as follows:

37. Pursuant to authority granted in Decisions Nos. 76877 and 76691 in Application No. 51591, Airport Coach Service and Airport Service, Inc., merged and the successor corporation now operates under the name of Airport Service, Incorporated.

Airport Service, Incorporated, is authorized to operate as a passenger stage corporation between the following points: Los Angeles International Airport, on the one hand, and Pasadena, Long Beach, Newport Beach, Santa Ana, Orange, Anaheim, Buena Park, and Whittier-Pico Rivera, on the other hand; a described Anaheim Territory, on the one hand, and Long Beach Municipal Airport, on the other hand.

Items Nos. 10, 15, 100, 135, 305, 315, 330, 420, 430, 445, 450, 465 and 505 in the certificate of public convenience and necessity recommended by the Presiding Examiner in the Proposed Report are modified or deleted as more particularly set forth in Attachment B hereto and by this reference made a part hereof.

O R D E R

IT IS ORDERED that:

1. A certificate of public convenience and necessity is granted to The Gray Line Tours Company, a corporation, authorizing it to operate as a passenger stage corporation for sightseeing purposes, as defined in Section 226 of the Public Utilities Code, between the points and over the routes particularly set forth in Appendix A attached hereto in Attachment B and made a part hereof.

2. The certificate of public convenience and necessity granted in paragraph 1 of this order shall supersede the certificates of public convenience and necessity granted by the decisions hereinafter enumerated, and any other decision granting The Gray Line Tours Company sightseeing authority, which decisions are hereby revoked:

<u>Decision Number</u>	<u>Application No.</u>	<u>Date of Decision</u>
22863	16859	9/13/30
23154	17034	12/10/30
23235	17042	12/30/30
23302	17042	1/19/31
23457	17132	3/2/31
23510	17201	3/16/31
23729	17390	5/25/31
24075	17683	9/28/31
24908	18206	6/20/32
25303	18441	10/24/32
25610	18683	2/6/33
26569	19121	11/25/33
26570	19192	11/25/33
27163	19477	6/18/34
27164	19478	6/18/34
31162	21644	8/1/38
31596	22162	12/27/38
31834	21667	3/27/39
32192	21645	7/25/39
32471	21645	10/17/39
33985	23883	3/11/41
40623	28414	8/19/47
40637	28445	8/26/47
41689	29305	6/8/48
42867	30239	5/10/49
43434	30672	10/24/49
43859	30912	2/28/50
44874	31824	10/9/50
46291	32553	10/8/51
51185	35706	3/8/55
53151	37297	3/28/56
54190	38124	12/4/56
55119	38664	6/11/57
55475	39120	8/27/57
55992	39525	12/16/57
56841	39932	6/17/58
60660	42112	8/30/60
71482	47365	10/25/66
77732	51941	9/15/70
79415	52974	11/23/71

3. Within one hundred twenty days after the effective date of this order, The Gray Line Tours Company shall amend or reissue its sightseeing tariff (Cal. P.U.C. No. 22) and timetables to conform to the authority granted herein and other provisions set forth in this order. The revision of said tariff and timetables shall be on not less than ten days' notice to the Commission and the public.

4. In providing service pursuant to the certificate granted in paragraph 1 of this order, The Gray Line Tours Company shall comply with and observe the following service regulations. Failure to do so may result in a cancellation of the operating authority granted by this decision.

- a. The Gray Line Tours Company 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.
- b. The tariff and timetable filings made pursuant to this order shall comply 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.
- c. The Gray Line Tours Company 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.

5. The Gray Line Tours Company shall delete its present Item 9 from its sightseeing tariff (Cal PUC No. 22).

6. When The Gray Line Tours Company is authorized to establish a tour which is permitted to go to a particular type of attraction and it has the alternative authority to go to several specific attractions of that type, it shall, if it utilizes a combination fare which includes admission or other charges which vary at the several specific attractions, publish in its sightseeing tariff individual combination fares to each specific attraction.

7. The Gray Line Tours Company shall maintain in its sightseeing tariff an informational section listing all additives which it utilizes in connection with tours that are advertised and sold with component charges separately stated.

8. A certificate of public convenience and necessity is granted to The Gray Line Tours Company, a corporation, as defined in Section 226 of the Public Utilities Code, between the points and over the routes particularly set forth in Appendix A attached hereto in Attachment C and made a part hereof.

9. Appendix A of Decision No. 61751, as heretofore amended is further amended by incorporating therein Fourth Revised Page 4 and Original Pages 13a, 13b and 13c attached hereto in Appendix A in Attachment C.

10. The certificates of public convenience and necessity issued herein are subject to the following provisions of law:

The Commission shall have no power to authorize the capitalization of the certificates of public convenience and necessity, or the right to own, operate or enjoy such franchise or certificates of public convenience and necessity 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 issuance of such
certificates of public convenience and necessity
or right.

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

Dated at San Francisco, California, this 14th
day of FEBRUARY, 1973.

Herbert L. Steiner
President
William Synovis, Jr.
L. William C.
Franklin
San Diego
Commissioners

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application
of THE GRAY LINE TOURS COMPANY, a
corporation, for a certificate of
public convenience and necessity
as a passenger stage corporation,
in consolidation of and in lieu of
its existing authority.

Application No. 49177
(Filed February 28, 1967;
Amended August 31, 1967)

In the Matter of the Application
of THE GRAY LINE TOURS COMPANY for
a certificate of public convenience
and necessity to operate as a
passenger stage corporation.

Application No. 49920
(Filed January 30, 1968;
Amended March 18, 1968)

In the Matter of the Application of
THE GRAY LINE TOURS COMPANY

for a certificate of public convenience
and necessity to operate as a passenger
stage corporation, in extension of its
existing authority to operate in sight-
seeing service from Disneyland territory
and Knott's Berry Farm territory with
specified tours.

Application No. 50434
(Filed July 26, 1968)

Berol, Loughran & Geernaert, by Bruce R. Geernaert
and Marshall G. Berol, Attorneys at Law, for
The Gray Line Tours Company, applicant.
James H. Lyons, Attorney at Law, for Airport
Coach Service, Airport Service, Inc., M & M
Charter Lines, Orange Coast Sightseeing
Co., Jack A. Roesch, dba Western Trail Stages
and California Sightseeing Tours; Knapp, Gill,
Hibbert & Stevens, by Warren N. Grossman and
Karl K. Roos, Attorneys at Law, for Alfred L.
Riddle, dba Riddle Scenic Tours, Knickerbocker
Tours, Inc. and American Transit, Inc.;

Leonard Swenson, for American Transit, Inc., dba American Sightseeing and Tours;
Milton McKay and Howard Beardsley, Attorneys at Law, C. J. Holzer and Boyd Emrick, for Southern California Rapid Transit District;
Bernard A. Johnsen, for Knickerbocker Tours, Inc., protestants.
Bertram S. Silver, Attorney at Law, and James E. Denning, for MCA Inc. and Universal City Studio Inc.,
McCutchen, Doyle, Brown & Enersen, by Craig McAtee, Attorney at Law, for Greyhound Lines, Inc., California Parlor Car Tours Co., The Gray Line, Inc. and Southern California Sightseeing, Inc.; Russell & Schureman, by Carl H. Fritze, Attorney at Law, and Robert W. Hancock, for American Bus Lines, Inc. and Transcontinental Bus Service, Inc.; Henry E. Jordan, Chief Engineer-Secretary, for Bureau of Franchises and Public Utilities, City of Long Beach; Morris M. Ratner, Commissioner, Board of Public Utilities and Transportation and R. W. Russel, Chief Engineer and General Manager, by K. D. Walpert, Public Utilities Engineer, Department of Public Utilities and Transportation, for City of Los Angeles;
Edward T. Butler, City Attorney, and John W. Witt, Chief Deputy City Attorney, for City of San Diego;
Arthur J. Melni, for A & A Tours, Inc. and Anthony Marquette, for "See Santa Barbara" Tours, interested parties.
Fred G. Ballenger and William R. Kendall, for the Commission staff.

PROPOSED REPORT OF EXAMINER DONALD B. JARVIS

The Gray Line Tours Company (hereinafter referred to as Gray Line) first filed with the Commission Application No. 49177. That application seeks a restatement of Gray Line's existing sightseeing operating authority in an in-lieu certificate of public convenience and necessity and additional sightseeing operating authority of considerable magnitude. Application No. 49980 is one in which Gray Line seeks authority to serve an arena in Inglewood known as The Forum with express bus service from various areas in Southern California. Application No. 50434 is one in which Gray

Line seeks an extension of its sightseeing operating authority more limited than that sought in Application No. 49177. Applications Nos. 49980 and 50434 were filed after the commencement of the hearings in Application No. 49177. They were consolidated for hearing with Application No. 49177 because of interrelated subject matter.

Thirty-seven days of public hearings were held in these consolidated matters. The hearings were held in Los Angeles, San Diego, Santa Barbara and Anaheim. I presided at thirty-six days of hearings. To avoid recalendaring, because I was ill on a day upon which a hearing was scheduled, the parties stipulated that Examiner DeWolf could preside in my stead. I have carefully reviewed the transcript and the exhibits received on the day in which Examiner DeWolf presided.

During the period when the hearings were in progress and while the consolidated matters were under submission the Commission entered two interim orders in Application No. 49980 (Decisions Nos. 75983 and 74421) which granted Gray Line interim authority to serve The Forum. The Commission also entered Decision No. 75889 in Application No. 50434 which denied a motion by Gray Line seeking temporary authority to expand its pickup territory in the vicinity of Disneyland and Knott's Berry Farm. In addition, the Commission entered Decision No. 77732 in Application No. 51941, which was not consolidated for hearing herein. Decision No. 77732 granted Gray Line temporary authority to serve the Lion Country Safari, Orange County, from Beverly Hills, Glendale, Long Beach, Pasadena, Santa Monica and Los Angeles. Decision No. 77732 provided that the temporary authority therein granted "should be subject to revision, change or modification in decisions relating to Applications Nos. 49177, 49980 and 50434."

ATTACHMENT A
Page 4 of 98

The material issues presented in this proceeding are as follows: 1. Has Gray Line abandoned any of its operating authority so that it ought not to be restated in the in-lieu certificate of public convenience and necessity requested in Application No. 49177? 2. To what extent, if any, do public convenience and necessity require that Gray Line be granted additional sightseeing operating authority? 3. Does Gray Line have the requisite ability, including financial ability, to conduct the operations for which additional operating authority is herein sought? 4. Does Gray Line have the requisite fitness required of an applicant who seeks operating authority from this Commission? 5. Does the Commission have jurisdiction over additional charges related to passenger stage sightseeing operations, and, if the Commission has such jurisdiction, to what extent should it be exercised? 6. To what extent, if any, do public convenience and necessity require that Gray Line be granted operating authority to provide express bus service to The Forum from various areas in Southern California?

Gray Line holds numerous certificates of public convenience and necessity authorizing it to provide sightseeing service, primarily in parts of Southern California. Since 1930, the Commission has entered at least 38 orders increasing, modifying or diminishing Gray Line's operating authority. Gray Line also holds authority to provide transportation to race tracks and special events in Southern California.

LEGAL ISSUES PRESENTED HEREIN

Before dealing with the material issues raised in these consolidated proceedings it is necessary to first analyze and consider the impact thereon of various sections of the Public Utilities Code, particularly Sections 1032 and 5402.^{1/}

^{1/} Unless otherwise indicated all references to Code Sections refer to those in the Public Utilities Code.

Section 1032

The Public Utilities Code does not separately treat transportation for the purpose of "sightseeing". Operators of extra-city sightseeing service are passenger stage corporations as defined in Section 226. (See also Section 1031.) Furthermore, the Public Utilities Code does not define the word "sightseeing". The Commission in Clarence Crary, 65 Cal. P.U.C. 545, 554 indicated that:

"Extensive research has failed to disclose a definition of the word by the California courts. There is no indication that the Legislature intended that 'sightseeing' should be construed other than in its ordinary use. The adjective sightseeing is defined as follows:

'sightseeing: engaged in, devoted to, or used for seeing sights (trip) (buses).'
(Webster's Third New International Dictionary, p. 2115.)"

Section 1031 requires a passenger stage corporation to hold a certificate of public convenience and necessity issued by this Commission. Section 1032 in part 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."

The placing together in one set of regulatory statutes of intercity transportation and sightseeing operations has caused the Commission difficulties over the years. Intercity transportation (which includes transportation to and from cities and airports) has different characteristics than sightseeing, which is essentially recreational.

Intercity transportation involves the movement of persons on a regular schedule between points without narration and without regard to the purpose of travel. These trips are required to be

operated regardless of the number of passengers involved. Generally, no pickup service is provided. A passenger need not return to the point of origin. Intercity transportation is used by persons going to and from work, for going shopping, for going to school, for going to a place where medical treatment may be had, for business purposes, etc. Some users of intercity transportation use it for recreational purposes; such as going from a city to an airport to begin a vacation trip or going from one city to another for vacation purposes. There may be a very small number of passengers who take a trip on an intercity carrier solely for the purpose of observing the surroundings along the route. There are others who may select intercity passenger stage transportation over a different mode of transportation because they desire to observe the surroundings along the route.

Sightseeing transportation usually consists of departing from a point and returning to that point, generally on the same vehicle. Many sightseeing tours are scheduled, although the operator's authority usually provides that he need not operate a tour unless a specified minimum number of persons purchase tickets for the tour. Other sightseeing tours may be on an on-call basis. The operator is required to run the tour if a specified minimum number of persons request and purchase tickets therefor prior to a specified time interval. Most sightseeing tour operators include as part of their service the pickup and return of patrons from various hotels, motels, terminals, etc. to the point at which the tour begins.

Many sightseeing operators hold authority for and conduct more than one tour. The customers who utilize the pickup service may desire to take different tours. The customers who are collected in the pickup service are taken to a terminal or staging area where they are placed on the vehicle which takes them on the tour for which they have purchased a ticket. If there are a sufficient number of customers at one or more pickup points to economically justify a direct operation, the tour operator may, on occasion, begin a tour at the pickup point rather than take the customers to its terminal or other staging area. Narration is provided on the sightseeing tour but not during the pickup service.

Various operations are conducted under passenger stage authority for sightseeing. The classical example of a sightseeing trip is one where a vehicle begins the trip from a given point and follows a specified route observing one or more natural phenomena or man made structures along the route which are regarded as worth seeing by the passengers. Narration explaining that which is observed is provided. On occasion, the vehicle may be stopped and the passengers permitted to embark and pass through or obtain a closer view of the attraction. The trip ends at the point of origin.^{2/} As indicated many sightseeing operators have over the years, added the element of pickup service to this type of sightseeing.

Another type of operation conducted by sightseeing operators is one in which persons are taken to a point of interest, left there for a period of time and then returned to their point of origin. There are several variations of this type of operation. Persons may be transported to an amusement park, music festival, theater, movie studio, baseball game, etc. The route taken may or may not have any scenic attractions thereon.^{3/} Where there are no scenic attractions along the route the sightseeing operator may provide narration relating to the area generally. Upon arriving at the point of interest the sightseeing operator may or may not provide narration or escort service.

^{2/} Section 1031, which, in part, establishes grandfather rights for passenger stage corporations refers to "sight-seeing buses on a continuous sight-seeing trip with one terminus only."

^{3/} In Clarence Crary, 65 Cal. P.U.C. 545 at p. 554 the Commission held that "In the context of Section 5402, a 'sightseeing trip' is one which is devoted to the observation of something along the route which is regarded as worth seeing by the passengers involved. Thus, a trip to a theater performance or a baseball game is not, absent special circumstances, a sightseeing trip within the purview of Section 5402." This point is hereinafter considered.

ATTACHMENT A
Page 8 of 98

For example, one sightseeing tour to a movie studio might unload the patrons at the entrance to the studio where they are transferred to vehicles owned and operated by the studio for sightseeing therein, with narration provided by studio personnel. Another tour might provide for in-studio sightseeing and narration on the sightseeing operator's vehicle. Pickup service is generally combined with this type of operation.

Yet another type of operation conducted by sightseeing operators is one in which several points of interest in different areas are visited over a period of more than one day. Meals and overnight accommodations are provided. Tours generally return to the point of origin but some are one way only (e.g., a tour from San Francisco to Los Angeles, or vice versa, stopping in Monterey and Santa Barbara). Pickup service is usually combined with this type of operation.

The sentence in Section 1032 which has troubled the Commission over the years 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."

The portion of Section 1032 here under consideration has proved to be vexatious in three respects: 1. Determining what constitutes, for the purposes of the statute, an "existing" passenger stage corporation. 2. Determining what constitutes the "territory" of an existing passenger stage corporation. 3. Ascertaining at what point in time the Commission should make the determination that the existing carrier is not serving to its satisfaction. In my opinion the public interest and that of passenger stage corporations would be best served if the sentence here under consideration were removed by the Legislature from Section 1032. Then, the Commission could,

ATTACHMENT A
Page 9 of 98

as it is permitted to do in the case of highway common carriers, deal directly with the primary issue of public convenience and necessity in the light of the facts of the matter before it. Of course, one element in determining the existence of public convenience and necessity is the impact of a request for new operating authority on existing carriers. However, until such time as the Legislature sees fit to repeal the troublesome sentence it must be applied.

The provision in question was originally enacted in 1931. (Stats. 1931, c. 1220, p. 2598.) In Fialer's, Inc., 38 C.R.C. 880, the Commission construed the recently enacted provision. Fialer's, Inc. filed an application to operate a "sight-seeing limousine service" covering three tours in the vicinity of San Francisco. The application was protested by Gray Line, Inc. The Commission in its original decision granted the application on the grounds that the proposed service was new and different from any then available to the public and that public convenience and necessity required the granting of the application. A rehearing was granted. At the rehearing, Gray Line, Inc. first raised the question of the Commission's jurisdiction to issue a certificate to Fialer's in the light of the proviso here under consideration. On rehearing, the Commission held that "the proviso was intended to relate to applications for a new and different service from that presently rendered or which the existing operator or operators are entitled to render. The words employed clearly indicate that reference was intended to a new service not now certificated." (38 C.R.C. 880 at p. 884.) The Commission also held that "when called upon to determine the ability of the existing utility to satisfactorily serve the public in the future, [the Commission] may judge it as of the day the newcomer knocks at the door." (38 C.R.C. 880 at p. 884.)

A. 49177 et al. KB
(Prop. Rept.)

These principles were applied in Fialer:

"Applying these conclusions to the facts presented in the instant case, it becomes apparent that the proviso now contained in section 50-1/4 [now Section 1032] may not be invoked by the Gray Line, Inc., to defeat the granting of the application of Fialer's, Inc. The Gray Line, Inc., correctly contends that it possesses and has at all times possessed an operative right permitting the use of motor vehicles other than buses. Its offer now to operate standard type limousines as well can not, then, be taken as a counter application for a right to render the same service as that proposed by Fialer's, Inc." (38 C.R.C. 830 at p. 885.)

The Supreme Court denied a petition for a writ of review in Fialer (October 23, 1933) and it was followed from 1933 until 1966. (Santa Fe Transportation Co., 41 C.R.C. 239, 289-94; San Mateo-Burlingame Transit Co., 62 Cal. P.U.C. 721, 729; Martinez Bus Lines, 50 C.R.C. 220, 223; Walter R. McCoy, 51 C.R.C. 113; see also Joseph Miller, 45 C.R.C. 299, 303; Golden Gate Tours, 48 C.R.C. 753, 757.) During these years the determination of whether the applicant "would" or "could" not serve to the satisfaction of the Commission was determined in the proceeding for which authority was sought and a final order entered. (E.g., Martinez Bus Lines, *supra*, at p. 224.) However, in 1966 the Commission divided 3-2 in issuing an Interim Order which adopted portions of a Proposed Report by Examiner Gravelle. (Tanner Motor Tours, Ltd., 66 Cal. P.U.C. 299.) The Proposed Report stated that:

"Tanner has anticipated an argument in opposition to its position on Section 1032 based upon the Commission's decision in Re Fialer's, Inc. 38 C.R.C. 880 which was the first case in which the specific section under consideration was construed by the Commission. The discussion in Fialer's is directly contra to the argument of Tanner and is apparently contra to the plain language of the statute and the later Commission decision as well as the Arizona cases. While the statute as interpreted by Tanner is highly restrictive upon the Commission,

A. 49177 et al. KB
(Prop. Rept.)

even in the face of a finding that public convenience and necessity require the granting of an application, the argument is sound. The precise language in question is found in no other certification sections of the Public Utilities Code. If it is bad law, it should not be construed away but rather it should be legislated away. The sentence creates a restriction upon competition between passenger stage corporations absent the finding of unwillingness to perform by the existing carrier. Tanner has displayed in this record a willingness to perform any of the services proposed by Southern upon request of the Commission."
(66 Cal. P.U.C. at p. 312.)

Examiner Gravelle then proposed a Finding No. 9, which provided that:

"9. The last sentence of Section 1032 of the Public Utilities Code precludes the granting of a certificate of public convenience and necessity to Southern California Sightseeing Company, Inc. until Tanner Motor Tours, Ltd. has been given an opportunity to correct the deficiencies set forth in findings 4 through 8 hereof."
(66 Cal. P.U.C. at p. 313.)

The Commission did not adopt the exact findings proposed by Examiner Gravelle. Its findings which bear on the point here under consideration were as follows:

"3. Absent Section 1032, public convenience and necessity would require granting of application of Southern California Sightseeing Company, Inc.

"4. Tanner Motor Tours, Ltd. is not now providing a service satisfactory to the Commission.

"5. Tanner is willing to provide a service satisfactory to the Commission.

"Based upon the foregoing findings of fact, the Commission concludes that the application of Tanner Motor Tours, Ltd. should be granted and that further hearing should be held on February 15, 1967 to determine what efforts Tanner Motor Tours, Ltd. has made to improve its service and whether or not such service is satisfactory to the Commission. The application of Southern California Sightseeing Company, Inc. will thereafter be decided."
(66 Cal. P.U.C. at pp. 303-04.)

A. 49177 et al. KB
(Prop. Rept.)

The two Commissioners who concurred in the result stated:

"We concur in the result, including the order and the five numbered findings near the end of the opinion. We do not agree with certain portions of the opinion, particularly the suggestion that the last sentence of Public Utilities Code Section 1032 contemplates that the Commission must give "notice" of its dissatisfaction." (66 Cal. P.U.C. at p. 305.)

Thereafter, the Commission determined that the service rendered by Tanner was satisfactory to it and denied the applications of the other applicants. (California Sightseeing Co., Inc., 67 Cal. P.U.C. 125.) The Supreme Court denied a Petition for a Writ of Review in this proceeding. Since Tanner the Commission has followed the practice of giving the existing carrier notice that it is not serving to the satisfaction of the Commission and affording it the opportunity to correct its deficiencies. (E.g., Palm Springs Sightseeing and Charter Co., Inc., Decisions Nos. 75122 and 77224 in Application No. 49904.)

As indicated, the Supreme Court denied petitions for writs of review in both Fialer and Tanner. A careful reading of these and the other pertinent cases leads me to the conclusion that the Commission has the discretion to determine whether the existing carrier will not provide service to the satisfaction of the Commission "as of the day the newcomer knocks on the door" (Fialer) or whether an existing carrier providing unsatisfactory service should be placed on notice about such unsatisfactory service and given the opportunity to correct its deficiencies (Tanner).

As indicated, many sightseeing operators conduct several tours and provide a pickup service for customers who are brought to a central point where they are placed on the vehicle which will take them on the tour which they have selected. Narration is not provided during the pickup service. Extensive research has failed

A. 49177 et al. KB
(Prop. Rept.)

to disclose any case which considers the question of whether a pickup area in which no narrated sightseeing occurs, is part of the territory of an existing operator within the meaning of Section 1032.^{4/}

What constitutes the "territory" of an existing passenger stage corporation is a question of fact to be determined in each case. (Greyhound Lines, Inc. v. Public Utilities Commission, 68 Cal. 2d 406.) In considering applications involving intercity carriers where action by the Commission "could easily soon destroy the proper transportation facilities of the great mass of people who must depend upon and are entitled to a reasonably adequate and convenient method of moving at reasonable cost" (T. C. Gillespie, 32 C.R.C. 515, 521) the Commission has tended to construe broadly what constitutes the territory of the existing carrier. (Greyhound Lines v. Public Utilities Commission, *supra*; Martinez Bus Lines, Inc.; *supra*; San Mateo-Burlingame Transit Co., 62 Cal. P.U.C. 721; M. H. Bunting, 53 C.R.C. 156, modified in D. 50054; G. E. Ferris, 53 C.R.C. 201.) However, in dealing with specialized types of passenger stage operations such as sightseeing and airport service the Commission has tended to construe narrowly what constitutes the territory of the existing carrier. (Orange Coast Sightseeing Co., Decision No. 76527 in Application No. 49730, review denied, S.F. 22731; Variety Leasing, Inc., 65 Cal. P.U.C. 264; Orange Coast Sightseeing Co., 67 Cal. P.U.C. 129, 130; Golden Gate Tours, 48 C.R.C. 753, 755.)

These interpretations have been followed in related situations. For example, in Greyhound Lines, Inc., v. Santa Cruz Travel Club, Inc., 65 Cal. P.U.C. 559; review denied S.F. 22413,

^{4/} In Orange Coast Sightseeing Co., *supra*, 67 Cal. P.U.C. 129 the statement is made at page 130 that: "Since neither applicant nor any other carrier serves the applied for route, i.e., direct tour service from Anaheim-Buena Park to Marineland, the last sentence of Section 1032 is not an issue here."

the Commission construed the word "termini" as including the entire city of San Francisco where the operations were substantially those of the usual intercity movement of passengers and also construed it to mean a specific point within San Francisco where the operation involved was dissimilar to a usual intercity movement. (65 Cal. P.U.C. at p. 568.)

I am of the opinion that "territory" in Section 1032 refers to the tour conducted by a sightseeing operator and not to a pickup area. The Commission may, if the public interest so requires, grant non-exclusive pickup areas without being inhibited by Section 1032.

Section 5402

Section 5402 provides that:

"No person, partnership, corporation, or organization shall sell transportation by a passenger stage on an individual-fare basis for a sightseeing trip in California on a route for which a passenger stage corporation has obtained a certificate of convenience and necessity if the seller intends to charter or charters the passenger stage in California at a rate per passenger which is less than the individual fare for which the transportation is sold."

Under Section 5402, if a civic fraternal, or other type of organization decides to charter a vehicle for an outing and have the members pay their pro-rata share for the transportation, and if the trip is a sightseeing one on a route for which passenger stage authority has been granted, the members must pay the passenger stage rate rather than pro-rating the lower charter rate. The question of what constitutes a "sightseeing trip" within the meaning of Section 5402

A. 49177 et al. KB
(Prop. Rept.)

was considered at length by the Commission in Clarence Crary, 65 Cal. P.U.C. 545 at pages 553-556 (review denied, S.F. 22413). The definition of sightseeing trip contained in Crary will be utilized herein where applicable.

As noted in Crary: "The applicability of Section 5402 to a given situation will generally involve a mixed question of law and fact." (65 Cal. P.U.C. at p. 555.) The matter becomes particularly troublesome where a sightseeing operator uses a major freeway to take a tour to a single attraction. Where there are no particular scenic attractions along the freeway, the Commission can avoid creating potential Section 5402 problems by granting authority between points (fixed termini, see Section 226) rather than route authority.^{5/} By doing so, the Commission can grant appropriate sightseeing operating authority without permitting the preempting of non-scenic freeway routes to major points of interest which, in some instances, could cause an increase in charter rates to these attractions.

^{5/} In Application No. 51941, Gray Line sought authority to serve an attraction known as Lion Country Safari over the Santa Ana and Laguna Freeways from various points. Decision No. 77732 noted that "A representative for Gray Line testified that there were no particular scenic attractions along this route" (p. 3.) The Commission granted Gray Line a temporary certificate, pending the decision in these consolidated matters, to serve Lion Country Safari from various points.

A. 49177 et al. jmd
(Prop. Rept.)

APPLICATIONS NOS. 49177 and 50434

Gray Line seeks herein an in-lieu certificate which would authorize it to serve within and among enumerated territories rather than over specified routes or between specifically enumerated points.^{6/} It proposes to conduct two types of operations under the requested authority: 1. Regularly scheduled tours which have a fixed itinerary. Gray Line proposes to establish the itinerary by tariff filings enumerating the points to be visited. It could change the itinerary by tariff filing. 2. Provide an on-call service on a per capita basis for tours which would be conducted to meet the desires of 25 or more individuals.

Gray Line also seeks extensions of its present operating authority. The proposed extensions are included in the proposed territories. The two types of authority requested herein (restatement of existing operating rights in an in-lieu certificate and additional operating authority) must be separately considered. Different issues and questions of law are presented with respect to each request. The matter has been made unduly complex because Gray Line has combined both requests in the proposed description of requested territories without properly delineating between the area which it claims to have authority to serve and that which it seeks authority to serve. Discussion of the requested service territories will consider it with respect to both requests.

Contentions of Gray Line

Gray Line contends that its operating authority should be restated in an in-lieu certificate because its operating rights are presently contained in numerous certificates which are cross-referenced and do not have uniform language. It argues that attractions

^{6/} Application No. 50434 is a limited one. It seeks authority for additional pickup service in the Anaheim-Buena Park area, which area is encompassed by the broad request for additional operating authority in Application No. 49177. In the circumstances, the discussion in the text refers primarily to Application No. 49177.

and sights vary from time to time, and routes are subject to change because of the opening of freeways and the relocating or directional changing of streets. Gray Line asserts that if it is to meet the needs of the sightseeing public it must be granted all of the authority it requests herein to have the flexibility to meet these needs.

Contentions of the Protestants and Interested Parties

As indicated, various protestants and interested parties appeared in these consolidated proceedings. None of the protestants or interested parties objected to the Commission granting Gray Line an in-lieu certificate restating its present operating rights. There was, however, controversy over what constitutes the existing rights, a point which will be hereinafter considered. Various parties objected to the form of the proposed in-lieu certificate, particularly the service territory request. There were objections to some of the requests for additional operating authority.

A joint brief was filed on behalf of protestants Airport Coach Service, Airport Service, Inc., M & M Charter Lines, Orange Coast Sightseeing Company, Jack A. Roesch, doing business as Western Trail Stages, and California Sightseeing Tours, Inc. These protestants first contend that the requested service territories are so broad that the grant of such authority would authorize Gray Line to operate directly in competition and over the routes of existing operators without any evidence that the existing carriers were not rendering service to the satisfaction of the Commission as required by Section 1032. These protestants also contend that the Commission is without authority to grant a service territory type of certificate; that such a certificate would permit Gray Line to substitute its judgment of public convenience and necessity for that of the Commission; and that the service territory type of certificate would be illegal because it would permit Gray Line to raise rates without proper authority from the Commission.

Protestants, Knickerbocker Tours, Inc. and Alfred L. Riddle, doing business as Riddle Scenic Tours, filed a brief in these matters.

A. 49177 et al. jmd
(Prop. Rept.)

They contend that the award of service territory authority to Gray Line would give it carte blanche authority under Section 1032 to foreclose any existing or future competitor from expanding its services to meet the future needs and convenience of the public as it may develop.

Interested party, City of Los Angeles, filed a statement of position in these matters. Los Angeles contends that the request for service territories, together with the request to revise itineraries within these territories by tariff filings, is an attempt to circumvent the reasonable requirements the Commission has established for rates and routes. Los Angeles indicates that it opposes "such free wheeling operations of a regulated public utility." Los Angeles also contends that the granting of a service territory certificate would, because of Section 1032, restrict competition and not be in the public interest.

The contention that the Commission has no jurisdiction to grant a service territory type of certificate is not well taken. (Clarence Crary, supra, at p. 554; M & M Transfer Co., 67 Cal. P.U.C. 238.) The question to be determined herein is one of desirability not jurisdiction.

Gray Line should not, however, be granted an in-lieu certificate which would authorize it to serve within and among enumerated territories for sightseeing and pickup service nor should any additional operating authority which may be granted herein be in that form for the reasons which follow.

The restatement of Gray Line's presently authorized operating rights into service territories would necessitate the enlargement of these rights. Furthermore, Gray Line seeks authority to revise itineraries by tariff filings within the tariff areas and authority to conduct special tours. The granting of service territory descriptions for sightseeing and pickups without awarding Gray Line the other requested authority would not afford it the flexibility of operations

it seeks herein. However, to grant such authority would be to grant that which is uncertain and subject to change at the discretion of Gray Line. The record clearly establishes that there are existing carriers within the service territories proposed by Gray Line. Since the power to revise itineraries and establish special tours would be inchoate and not specifically defaced until exercised, the Commission, regardless of the test used, cannot herein make the requisite finding, under Section 1032, that the existing carriers will not provide service to its satisfaction.

Insofar as the application requests service territory descriptions for sightseeing and pickups and the other authority noted above for areas which may not now be served by existing carriers, it should not be granted. Gray Line requests the following service territories: Los Angeles Area Territory, Palm Springs Territory, Riverside Territory, San Diego Area Territory, Santa Barbara Territory and Death Valley Area Territory. The grant of such authority would establish Gray Line as the existing carrier, within the meaning of Section 1032, in a vast area of Southern California, with a minimal commitment to render service. It would tend to stifle competition and the development of tourism in these areas. It is, of course, in Gray Line's interest to develop additional tours which are profitable. However, others may visualize tours not apparent to Gray Line or be able, because of their proximity or connections in an area, to develop tours which Gray Line cannot operate economically. The innovative will be met with the contention that under Section 1032 the existing carrier must first be afforded an opportunity to place the idea in effect to the satisfaction of the Commission, and only upon a failure to do so, will the originator be afforded an opportunity to establish the tour.

Granting Gray Line Service territory authority with the ability to change itineraries of regular tours by tariff filing would be an abdication of the Commission's functions under Section 1031 and

A. 49177 et al. jmd
(Prop. Rept.)

place an unfair burden on other sightseeing operators. Section 1031 in part provides in part that:

"No passenger stage corporation shall operate or cause to be operated any passenger stage over any public highway in this State without first having obtained from the commission a certificate declaring that public convenience and necessity require such operation...."

If a service territory certificate were granted, it is difficult to see how a tariff filing changing an itinerary or establishing a new one could be rejected on other than rate grounds, since the Commission would have already found that public convenience and necessity required Gray Line to furnish service between and among any and all points within the area. (Golconda Utilities Co., 68 Cal. P.U.C. 296, 305-06.) Furthermore, even if it be assumed, for the purpose of discussion only, that a limited service territory certificate could be granted, which would preserve the Commission's jurisdiction to reject new or revised itineraries, such certificate should not be granted. It would establish a procedure where the burden would be on the Commission or affected third persons to take action against the change. Such procedure is contrary to the well settled rule that an applicant has the burden of proof on the question of public convenience and necessity. (E. W. McGinnis, 60 Cal. P.U.C. 838; Albert Noce, 59 Cal. P.U.C. 209; J. A. Roesch, 56 Cal. P.U.C. 334; Evidence Code §§500, 550; Shivill v. Hurd, 129 Cal. App. 2d 320, 324; Ellenberger v. City of Oakland, 59 Cal. App. 2d 337.)

A service territory certificate per se would be between points and have no effect on Charter Party rates under Section 5402. (Clarence Crary, *supra*, at p. 555.) However, Gray Line asks for authority to establish and change tour itineraries (routes) by tariff filing and to establish special tours. As indicated, the service territory type of certificate would be of little or no value to Gray Line unless it had the concomitant authority it seeks. If Gray Line is granted such authority, it will have the unilateral opportunity to establish routes by tariff filing. It is an arguable question

A. 49177 et al. jmd
(Prop. Rept.)

whether a route established under a service territory certificate which authorizes establishing or revising routes by tariff filing is a "route for which a passenger stage corporation has obtained a certificate of public convenience and necessity" within the meaning of Section 5402. It is not necessary to resolve this point herein. In my opinion, Charter Party carriers should not be exposed to litigation or sanctions by the Commission granting the authority requested herein.^{7/}

Gray Line seeks service territory authority so that it can operate what it designates as special tours. Gray Line proposes that on at least 24 hours notice and the sale of a minimum of 25 tickets it would conduct a tour designed to meet the special interests of the group. The tour would have a required minimum duration of four hours and individual fares of \$1.25 per person per hour are proposed.^{8/}

Gray Line contends that there is a need for the proposed special tour service. It states that it can now furnish conventions or groups only two types of service, namely, (1) tours for which it presently holds operating authority and primarily its regularly scheduled ones and (2) charter service. Gray Line argues that many groups would prefer variations on existing tours to meet their special interests. For example, a tour for conventioners' wives might delete several points of interest from a regular tour itinerary, and during the period of time involved the women would be transported to an area where they might shop. A group of persons connected with the aerospace industry might be interested in a tour of aircraft or missile facilities or combining one or two of them with a regular tour itinerary. Gray Line also contends that there are many small groups and

^{7/} See Sections 5411 et seq.

^{8/} Gray Line has received authority from this Commission to increase its fares since the submission of these consolidated matters. (Decisions Nos. 78734 and 78972 in Application No. 52573.) If the requested authority were granted, I assume Gray Line would seek to increase the proposed hourly fare. In considering the matters herein presented, it is not necessary to attempt to project a revised rate.

A. 49177 et al. jmd
(Prop. Rept.)

conventions which do not have sufficient personnel or do not wish to guarantee the requisite money to set up a charter to meet their sight-seeing needs. Under the proposed authority, Gray Line could take the initiative and attempt to devise and sell a tour on an individual fare basis to meet the special desires of such groups or conventions.

Many of the problems which Gray Line contends a grant of special tour authority would solve are self-generated. Gray Line, as a matter of company policy, will not charter a vehicle for a tour (which includes narration) where the charge for the vehicle is based on vehicle mileage or time use. The effect of this policy is to generate more revenue for Gray Line. The record indicates that Gray Line's charter rate at the time of the hearings was \$15 per hour. The cost of a four hour charter would be \$60, regardless of the number of passengers. Under the proposed special authority, a minimum of 25 tickets would have to be purchased for a minimum of four hours at the rate of \$1.25 per hour. Sale of the minimum number of tickets for a four hour tour would generate \$125 in revenue. The record indicates that Gray Line has vehicles with the following passenger seating capacity: 39 persons, 40 persons, 41 persons and 49 persons. Thus, if Gray Line sells more than the minimum number of tickets for a special tour, it could generate as much as \$245 in revenue if enough tickets to fill a 49-passenger vehicle were sold. Assuming an additional charge for a "narrator" on a sightseeing charter,^{9/} it is not difficult to see that per capita sightseeing operations are more profitable than charter ones.

The operations vice-president of Gray Line testified that it did not have prepared narration for points other than those listed on the regularly operated tours contained in Gray Line's advertising brochure. He indicated that all Gray Line drivers were knowledgeable

^{9/} A Gray Line officer testified that narration could be provided on a charter at an additional charge. He indicated that the charge would be the same as for an interpreter but was unable to give the amount thereof.

A. 49177 et al. jmd
(Prop. Rept.)

"about every point of interest in Southern California" and that any one of them was qualified to formulate his own narration where an itinerary differed from that of a regular tour. Assuming, for the purpose of discussion only, this high degree of knowledge and capability of Gray Line personnel, there would still need to be an interval of time in which a special tour could be originated. In order to formulate the itinerary for a special tour, it would be necessary to identify a group or convention with a special interest and then particularize which points of interest would, when viewed or visited, satisfy the special interest of the group. Devising such an itinerary would not only take time but would require close liason with the group. In these circumstances, Gray Line would have ample opportunity to ascertain the number of prospective passengers for the tour, and if it did not possess the requisite operating authority, (1) attempt to provide the service under its charter party carrier authority, or (2) if the group was unwilling to commit itself to a charter, apply to the Commission for temporary authority to furnish the tour.

In considering the requested special tours it should be noted that Gray Line can furnish tours presently authorized at hours other than at which their regularly scheduled service is conducted. It can vary the amount of time spent at authorized points. Also, Gray Line proposes that the special tour would not only be available to members of the special group for which the tour was tailored but to the public generally. I do not believe this proposal to be realistic or practical. Some witnesses who testified in support of the special tour proposal indicated that they believed the group for which the tour was initiated would have exclusive use of the vehicle. When informed of the actual proposal, they indicated support if the group for which the special tour was formulated had no objections. I am of the opinion that most groups desiring special tours would anticipate having exclusive use of the vehicle. I find it difficult to believe that if a special tour were set up for a group, and 25 members purchased tickets sufficiently in advance to assure the tour would

A. 49177 et al. jmd
(Prop. Rept.)

operate, that Gray Line would refuse to take other members of the group because it had completed a busload by selling tickets to members of the public generally. The logistics are also impractical. The primary reason advanced for special tours is to relieve a convention group of making the commitments for a charter and to permit the sale of tickets on an individual basis. While some tickets could be pre-sold by mail, it would be necessary to sell tickets at the convention. Since most conventions last only a few days, it would be difficult to advertise the tour to the general public. There is also evidence that certain facilities which might be of interest to special groups require special authority for admission thereto. While authority might be obtained from an aircraft manufacturer for persons attending an aerospace convention, there is no assurance that it would be granted to general tourists to whom Gray Line might attempt to sell tickets in order to obtain a full busload. Furthermore, if a convention were not held at a hotel near Gray Line's depot, transportation problems would be presented. For example, if a special tour were established for a convention meeting in Beverly Hills to tour an aircraft factory in Burbank, it would be necessary for members of the general public who might be sold tickets for the tour to be picked up at their hotel, taken to Gray Line's terminal in downtown Los Angeles, and then transported to the convention site in Beverly Hills in order to go on the tour.

Another reason why the requested service territory authority should not be granted is its prospective relationship to rates. Section 454 provides that Gray Line cannot increase its rates without a showing before the Commission that the increase is justified and a decision by the Commission which so finds. Rate increases can result from changes in itineraries. The Commission should not permit Gray Line to shift its statutory burden of justifying proposed rate increases by granting it unlimited authority to revise its itineraries, cancel tours and establish new ones by tariff filing thereby shifting the burden to the Commission to ferret out which actions might be increases.

A. 49177 et al. jmd
(Prop. Rept.)

An additional reason why Gray Line should not be granted the broad discretionary authority which it seeks herein is the question of its fitness. In 1967, Gray Line advertised its Tour 2S, a deluxe Universal Studio tour at a rate of \$13.95 per adult from Los Angeles. This rate included the admission fee of \$3.25 to Universal City Studio. Gray Line became involved in a dispute with Universal. It diverted many of the 2S tours to Twentieth Century Fox, where the admission was \$2.50. The differential in admission charges was not refunded to the customer. Thereafter, Gray Line redesignated Tour 2S as a Movie Studio Tour. It has arrangements with Universal, Twentieth Century Fox and MGM. The choice of studio to which the customer is taken is entirely within the discretion of Gray Line. The price of admission to the studio is included in the price of the tour. Gray Line still calculates the admission price based on the highest studio admission charge. If a customer is taken to a studio having a lesser charge, Gray Line still pockets the difference.

Gray Line contends that the Commission cannot consider the matter of the studio admissions because it involves an additive charge over which, Gray Line claims, the Commission has no jurisdiction.^{10/} There is no merit in this contention. Gray Line is a common carrier. (§211(c).) Section 494 provides that:

"No common carrier shall charge, demand, collect, or receive a different compensation for the transportation of persons or property, or for any service in connection therewith, than the applicable rates, fares, and charges specified in its schedules filed and in effect at the time, nor shall any such carrier refund or remit in any manner or by any device any portion of the rates, fares, or charges so specified, except upon order of the commission as provided in this part, nor extend to any corporation or person any privilege or facility in the transportation of passengers or property except such as are regularly and uniformly extended to all corporations and persons." (Emphasis added.)

^{10/} Gray Line does not contend that the Commission has no jurisdiction over misrepresentation of destination.

A. 49177 et al.
(Prop. Rept.)

It cannot seriously be argued that when a sightseeing tour includes as part of its itinerary time spent in a movie studio or amusement park, that the cost of admission included in the tour price is not a charge in connection with the transportation furnished. Likewise for meals and accommodations.

It is true that the Commission has no jurisdiction over the charges for admission to amusement parks or charges by restaurants or room charges by hotels. Where a sightseeing operator merely flows through a standard charge applicable to the public generally no problems are presented. If a restaurant, hotel, amusement park, etc. were to attempt to assess a discriminatory or illegal charge against tour patrons, the passenger stage corporation could be ordered to take appropriate action. (PG&E Co., etc., 56 Cal. P.U.C. 66, 67; PG&E Co., 57 Cal. P.U.C. 236, 248; PG&E Co., 57 Cal. P.U.C. 250, 259; So. Cal. Gas Co., 57 Cal. P.U.C. 262, 270.)

The Commission clearly has jurisdiction to stop the practice of a sightseeing operator which advertises a tour to Universal City Studio at a rate which includes an admission charge of \$3.25 and then takes patrons to another studio which charges an admission of \$2.50 and pockets the difference. (§§ 494,761.)^{11/} Furthermore, the record herein indicates that in some instances sightseeing operators receive a discount on food, lodging and admissions. The Commission has the power to consider these factors in establishing rates. In the circumstances, the Commission has the jurisdiction herein to consider, with respect to the issue of fitness, any malefactions by Gray Line in connection with accessorial charges.

Gray Line should be given the option of utilizing combination rates and rates which separately state transportation charges and additives. Where a combination rate, which includes transportation, is published in Gray Line's tariff, it may not charge or advertise a different rate unless it has been authorized to do so by

^{11/} Examiner Abernathy reached a similar conclusion in his Proposed Report in Orange Coast Sightseeing Co. at p. 50.

A. 49177 et al. jmd
(Prop. Rept.)

this Commission. Where Gray Line elects to establish component charges, it shall separately state all the component charges and the total thereof. Gray Line should be ordered to include in its tariff an informative section showing all additives in connection with its operations. Where component charges are utilized, Gray Line may not charge or advertise a different transportation rate unless it has been authorized to do so by the Commission.

In the event Gray Line establishes a tour which is authorized to go to a particular type of attraction and it has the alternative of going to several specific attractions of that type, if it utilizes a combination fare in connection with such service, it should be ordered to publish individual combination fares to each specific attraction if there are varying admission prices to these attractions.

The record indicates that, over the years, Gray Line has attempted to arrogate to itself, the authority to change or modify routes or rates without approval by the Commission. Gray Line's traffic vice president testified that it took the position that it could change routes without authority from the Commission. In support of this position, Gray Line relies on dicta in Tanner Motor Livery, 35 C.R.C. 22 at p. 23 and Rule 9 of its tariff which provides that:

"ROUTES: This Company reserves the right to alter, amend or vary its routes within municipalities, without notice, in such manner as will, in its opinion, provide most efficient, economical and satisfactory service."

The dicta in Tanner and tariff publishings by Gray Line cannot supersede specific orders of the Commission. (Blair v. Coast Truck Lines, Inc., 21 C.R.C. 530, affirmed, Coast Truck Lines v. Railroad Commission, 191 Cal. 257; Interlines Motor Express, 55 Cal. P.U.C. 57; Sierra Water Co., 57 Cal. P.U.C. 186.) Furthermore, the Commission has specifically rejected these contentions in another proceeding:

A. 49177 et al. jmd
(Prop. Rept.)

"Gray Line's assertion that it is not required to follow prescribed routes within cities rests on its interpretation of the Commission's Decision No. 22644, dated July 9, 1930, (35 C.R.C. 22, 23) on Application No. 16541 of Tanner Motor Livery, a predecessor to Gray Line, wherein the Commission stated that:

"Mr. Wheat further pointed out that in operations within the limits of cities governed by certificate the exact route should not be laid down, thus making it possible for a sightseeing bus operator to transport passengers to points within such cities that may be of interest to travelers and which could not be visited should a definite, fixed route be prescribed. We are inclined to take this view of the matter as being reasonable and within the provisions of the law."

"Gray Line also relies on the following which it states has been a governing provision in its tariffs continuously for about 40 years:

"Rule 9 - Routes: This company reserves the right to alter, amend or vary its routes within municipalities without notice, in such manner as will provide the most efficient, economical and satisfactory service."

"Gray Line asserts that the aforesaid rule has been accepted in all the years it has been in effect and that the rule should continue to be accepted as a controlling, valid provision.

"It is evident from any careful reading of the above quoted provisions of Decision No. 22644 that said provisions do no more than express a view that exact routes within cities should not be prescribed for sightseeing bus operations. By no reasonable construction can they be deemed as relieving a sightseeing bus operator from the necessity of adhering to specified routes when specified routes have been prescribed by lawful orders of the Commission. As to Gray Line's claim that it can vary its routes within municipalities by reason of the quoted rule No. 9 from its tariff, said claim is without merit. Gray Line cannot arrogate to itself by tariff publication powers which are contrary to the Commission's orders or which it does not have under the law. Gray Line's argument that it is not required to follow prescribed routes within cities should be rejected." (Orange Coast Sightseeing Co., Decision No. 76527 in Application No. 49730, pp. 12-12; review denied, S.F. 22731.)

A. 49177 et al. jmd
(Prop. Rept.)

The record indicates that in recent years Gray Line has without Commission authorization changed the itinerary and routes of tours, combined tours and enlarged its pickup areas. Not only have these actions contravened the jurisdiction of the Commission with respect to determining questions of public convenience and necessity, heretofore discussed, they also violate provisions of law dealing with rates.

"In arguing that it has the right to discontinue service to tour points without notice, Gray Line ignores the fact that under the provisions of the Public Utilities Act it is required to list in its tariff all practices which in any way affect the value of its services to its patrons, and that it may not make any changes in its tariff provisions except on 30 days' notice to the Commission and to the public unless the Commission orders otherwise.^{9/} In view of said provisions of the Public Utilities Code, Gray Line's attempt to reserve the right to change its routes without notice (insofar as any such change would affect the value of its service to its patrons) is without force. Gray Line cannot raise itself by a rule in its tariff above the necessity of complying with the provisions of the Public Utilities Code which apply to its operations. (Orange Coast Sightseeing Co., supra, at pp. 14-15.)

9/ Section 487 of the Public Utilities Code states in part that:

"The schedules shall plainly state the places between which property and persons will be carried.... and shall state.... all privileges or facilities granted or allowed, and all rules which may in any way change, affect, or determine any part, or the aggregate of such rates, fares, charges, and classifications, or the value of the service rendered to the passenger...."

Section 491 of the Public Utilities Code states in part that:

"Unless the commission otherwise orders, no change shall be made by any public utility in any rate or classification, or in any rule or contract relating to or affecting any rate, classification, or service, or in any privilege or facility, except after 30 days' notice to the commission and to the public."

During the early part of the hearing, the traffic vice president took the position that, if the requested authority were granted, Gray Line would have the right not only to serve all points within the requested service territories and on routes between and among them but all points within a 50-mile lateral (100-mile radius) of any of those points. After cross-examination exposed the lack of basis for such a construction, the traffic vice president later testified in support of an exhibit (52) which proposed tariff rules and regulations providing for 5-mile laterals (10-mile radius) from each point. There is no request in any of the consolidated applications for such authority.

Even if the reasons previously set forth did not exist for denying Gray Line's request for service territory authority along with the other powers requested herein, I find that it would be adverse to the public interest to grant Gray Line such authority because the conduct herein detailed indicates that it is unfit to hold such broad authority.

Abandonment of Operating Rights

In considering the question of the restatement of Gray Line's presently authorized operating rights in an in-lieu certificate of public convenience and necessity, it is necessary to consider the issue of abandonment. Various protestants and interested parties sought to introduce evidence to show that Gray Line had abandoned certain operating authority and contended that such authority, having been abandoned, should not be included in the in-lieu certificate. Gray Line objected to the receipt of such evidence. I ruled that the question of abandonment of operating rights could be properly raised in an in-lieu certificate proceeding. (Golconda Utilities Co., supra, 68 Cal. P.U.C. 296, 302; M. Lee, 65 Cal. P.U.C. 635.) I further ruled that the burden of proof of whether Gray Line had abandoned any route was on the party so asserting. (Evidence Code §§500, 550; Shivill v. Hurd, supra; Ellenberger v. City of Oakland, supra.) Furthermore, where abandonment is established "there is no mandatory requirement

A. 49177 et al. jmd
(Prop. Rept.)

that the operating rights involved be revoked." (Western Consolidated Express, 45 C.R.C. 219, 220; Furniture Mfrs. Assn. of Cal. v. Loyd B. Turner, 58 Cal. P.U.C. 691.) M. Lee, supra, at p. 640.)

The areas about which any significant evidence was introduced relating to Gray Line abandoning operating rights are Santa Barbara, Palm Springs, and Death Valley.^{12/} Consideration will now be given to this evidence.

Santa Barbara

The record indicates that Gray Line has not conducted any sightseeing operations in Santa Barbara, and vicinity, which originated in that city, since 1960. Witnesses on behalf of Gray Line testified that the Company did not propose to establish any regular local tours in Santa Barbara and vicinity. It is clear that Gray Line has abandoned its local Santa Barbara operating authority. I am of the opinion that this authority should be revoked and not restated in the in-lieu certificate for the reasons which follow.

The record indicates that local sightseeing is presently being conducted in Santa Barbara by Tony Marquette, doing business as See Santa Barbara, pursuant to a certificate of public convenience and necessity issued by this Commission. (Decision No. 67481 in Application No. 46599.) A & A Tours, Inc., holds a certificate of public convenience and necessity to conduct sightseeing tours between

^{12/} Evidence was also presented relating to Gray Line abandoning its San Francisco-Northern California Tour No. 200. On June 5, 1968, Gray Line and California Parlor Car Tours Company together with Greyhound Lines, Inc., filed a stipulation in which various facts were recited, and Gray Line indicated that it would withdraw its request for a restatement of Tour No. 200 as part of the in-lieu certificate sought herein. The other signatories requested that the status of their appearance herein be changed from protestants to that of interested parties. The Second Amendment to Application No. 49177, which had previously been filed on May 7, 1968, deleted the request for restatement of authority for Tour No. 200.

The contention was also made that Gray Line had abandoned its operating rights to Lake Arrowhead, but there is not sufficient evidence to sustain a finding to that effect.

Santa Barbara and Solvang (Decision No. 72454 in Application No. 49077). Marquette and A & A Tours first appeared in these consolidated proceedings as protestants. On July 8, 1962, during the course of these consolidated proceedings, Gray Line, Marquette and A & A Tours entered into an agreement whereby Marquette and A & A Tours agreed to act as Gray Line's Santa Barbara agents and Gray Line agreed "that it will not offer scheduled sightseeing services pursuant to its said local authority to Solvang or in and around Santa Barbara in competition with A & A or See Santa Barbara so long as A & A or See Santa Barbara or either of them or any successor is operating the said local tours on a scheduled basis as above mentioned." The agreement was received in evidence as Exhibit 80. Marquette and A & A Tours thereafter requested that the nature of their appearance be changed from that of protestants to interested parties. In the light of the clear abandonment of operations in 1960, the testimony of Gray Line witnesses that it plans no local operations in the area and the agreement with Marquette and A & A Tours, Gray Line's local operating authority in Santa Barbara and vicinity should be revoked and not restated in the in-lieu certificate.

Palm Springs

The record indicates that between 1960 and the time of the hearings in these consolidated matters Gray Line did not operate any regularly scheduled local sightseeing service in Palm Springs. There is conflicting evidence about the degree of local sightseeing service, if any, which may have been offered during this period. I take official notice that in Palm Springs Sightseeing and Charter Company, Inc. (Application No. 49904), Gray Line opposed the application on the ground that it was an existing passenger stage corporation under Section 1032. In an interim opinion (Decision No. 75122), the Commission noted that the question of abandonment was being litigated in these consolidated proceedings (p.6) and found that but for Section 1032 the application should be granted (p.5). The Commission also found, although not required to do so, as heretofore indicated, that the existing passenger stage corporations should be

given six months to improve their service and an order was entered accordingly (pp. 7,8). Thereafter, the Commission entered Decision No. 77224 which denied the application. That decision in part found that: "The Gray Line Tours Company has expanded its sight-seeing service in Palm Springs by permanent location of buses, drivers, a year-round resident manager and by extensive advertising and distribution of brochures." (P.5.) The Commission entered a conclusion of law that the application "should be denied for the reason that the territory is being adequately served by Gray Line Tours Company and Tramway Tours...." (P.6.) Assuming that the record herein would support a finding that Gray Line had, at one time, abandoned its operating authority in and around Palm Springs, such authority should not presently be revoked in the light of the events set forth in Decisions Nos. 75122 and 77224. Gray Line's Palm Springs authority should be restated in the in-lieu certificate.

Death Valley

The record clearly indicates that Gray Line provided no service in Death Valley or from Los Angeles to Death Valley from 1957 to the beginning of the hearings here involved. During the hearings it indicated that it arranged to transport two persons to Death Valley under the authority claimed herein. The record further indicates that in 1957, 1958 and 1959 Gray Line referred persons seeking to take its Death Valley Tour to protestant Alfred Riddle, doing business as Riddle Scenic Tours. The evidence indicates that there are a limited number of accommodations in Death Valley: 56 rooms at Furnace Creek Inn, 70 rooms at Stovepipe Wells Hotel and accommodations for approximately 300 persons at Furnace Creek Ranch. The closest accommodations outside of Death Valley are 30 miles distant and not comparable to those in the valley. The inability to secure accommodations and the expense of long distance telephone calls in connection therewith was a primary reason Gray Line abandoned its service to Death Valley in 1957.

I find that Gray Line abandoned its operating rights in Death Valley and from Los Angeles to Death Valley. The transporting

of two persons to Death Valley after the issue of abandonment had been raised in these consolidated proceedings was not sufficient to resuscitate them. In the light of the scarcity of accommodations within Death Valley and the fact that it is being served from Los Angeles by another passenger stage corporation, the abandoned operating rights should be revoked and not restated in the in-lieu certificate.

Defunct Authority

The record indicates, and Gray Line concedes, that many points to which it was granted sightseeing authority no longer exist. Authorized routes may no longer be in existence or capable of being utilized because of the construction of new freeways, closure of streets and the establishing of one-way streets. Where a point of interest is no longer in existence authority to serve it should not be restated in the in-lieu certificate. Where a scenic route has been substantially eliminated authority to serve it should not be restated in the in-lieu certificate. However, where a route among points still in existence has been affected by factors beyond the control of Gray Line, an alternate route or authority to serve the points should be restated in the in-lieu certificate.

NEW OPERATING AUTHORITY

Gray Line requests herein additional pickup areas near Los Angeles; authority to offer tours originating in Los Angeles from pickup areas in San Diego, Santa Barbara, Palm Springs and Riverside and authority to change or eliminate the required duration of certain tours.

I take official notice that tourism is an important industry in the United States and the State of California. Much of the support for Gray Line's request for additional operating authority herein came from persons representing hotels and motels which are related to the industry. Many of these establishments had facilities, varying in size, for conventions or meetings. In general, their testimony may be summarized as follows: Sightseeing

ATTACHMENT A
Page 35 of 98

is a service which enhances the desirability of the hotel or motel being selected by prospective customers. Where convention facilities are offered, sightseeing is an important activity for spouses and children accompanying those attending the meetings. There is a competitive disadvantage where patrons of another establishment are afforded sightseeing service or a greater range of sightseeing service. Hotels and motels do not like to send their patrons to competitors' establishments to obtain sightseeing service. Some people do not drive, and many persons who do are reluctant to do so for the purpose of sightseeing in densely populated metropolitan areas, particularly involving travel on freeways. Hotel and motel representatives believe that if their establishments could offer a wide range of sightseeing services many of their patrons would extend their stay.

There is also evidence that San Diego, and to a lesser extent Santa Barbara and Palm Springs, have become focal points of tourism which are becoming identified independently from Los Angeles and environs. These areas compete with Los Angeles for tourist business. Various witnesses testified that if the requested authority to serve their community were granted it would help attract and retain tourists.

A.49177 et al. NB
Proposed Report

In considering the requests for new operating authority, it is necessary to look at the following factors: Whether or not there is an existing passenger stage corporation serving the territory to the satisfaction of the Commission. Whether a need has been established for the service. Whether the proposed new service would have a deleterious effect on Gray Line's finances or present operations.

Also, unless the public interest requires otherwise or a restriction is required, necessary or desirable for the protection of existing passenger stage corporations, Gray Line should be granted authority to proceed on authorized tours from pickup areas when it determines that there are a sufficient number of persons on a vehicle to operate the tour without proceeding to its terminal.

Sunset Strip

Gray Line requests pickup and tour authority in that area of Los Angeles County known as the Sunset Strip. With respect to pickup authority, the record discloses that Gray Line has authority to pickup for some, but not all, of its tours in portions of the requested area. The area is near a part of the City of Los Angeles where Gray Line has pickup authority for all tours.

As indicated, no Section 1032 problem is presented in granting nonexclusive pickup rights in an area if the need therefor exists, provided the tour actually conducted is not in the territory of an existing passenger stage corporation.^{13/} There appears to be no reason, other than the way in which Gray Line's operating authority evolved, why Gray Line should be able to pickup in the Sunset Strip area for some tours and not for others. Gray Line should be allowed to pickup in this area.

The record indicates that the Sunset Strip area is one which may be of interest to persons wishing to sightsee in the Los Angeles area. There appears to be no Section 1032 problem with respect to this area. Gray Line should be granted the authority to serve the Sunset Strip area, provided, however, that the authority should expire if the area is not included in and retained as part of the itinerary of at least one of Gray Line's regularly scheduled tours.

Arcadia, Beverly Hills, Burbank, Culver
City, Pasadena and West Covina

The record indicates that in the following places Gray Line does not have any pickup authority or does not have the authority to pickup for all tours: Arcadia, Beverly Hills, Burbank, Culver City, Pasadena and West Covina. There is evidence that authorization for full pickup service in these areas would meet a public need. I find that nonexclusive pickup authority should be granted for these areas.

Anaheim-Buena Park

Gray Line seeks greater pickup authority in the Anaheim-Buena Park area. Consideration of this request involves Section 1032

^{13/} An example of the limitation contained in this principle is considered hereafter in connection with the Anaheim-Buena Park pickup area.

problems and consideration of the impact thereof on existing passenger stage corporations operating in the area whether or not Section 1032 is applicable.

In Orange Coast Sightseeing Co., the Commission found that Gray Line was not operating (and therefore had abandoned) a tour which authorized service from Anaheim-Buena Park to Universal City Studios and the NBC studios in Burbank. The Commission held that Gray Line was not an existing carrier within the meaning of Section 1032 and authorized Orange Coast to provide direct tour service. If Gray Line is given pickup authority in the Anaheim-Buena Park area, this, coupled with the direct movement authorization, provided for in the case of a sufficient number of patrons, would in effect give Gray Line authority to serve directly from Anaheim-Buena Park to Universal and NBC. There is nothing in this record which would justify a finding that Orange Coast is not operating this tour to the satisfaction of the Commission. However, the Section 1032 problem can be avoided by providing that the direct movement authority will not apply to tours from Anaheim-Buena Park to Universal and NBC.^{14/} A similar situation obtains with respect to Anaheim-Buena Park and Marineland. It can be obviated by a similar restriction against direct service.

There is evidence that the public interest would be served by extending Gray Line's pickup area in the Anaheim-Buena Park area and permitting pickup for all tours except those which would be in the territory of existing passenger stage corporations.

Beach Cities

Gray Line also seeks pickup authority for Hermosa Beach, Manhattan Beach, Redondo Beach and the Marina del Rey section of Los Angeles County, which are sometimes collectively referred to as

^{14/} The grant of such authority would authorize what the Commission in Orange Coast found that Gray Line was actually doing instead of what it was authorized to do in Decision No. 55475. Gray Line will be able to provide service from Anaheim-Buena Park to Universal and NBC only through its Los Angeles terminal.

the Beach Cities. There is presently pending before the Commission Application No. 51056 filed by protestant Knickerbocker Tours which seeks pickup authority in the Beach Cities and authority to conduct specified tours from the Beach Cities. Since Gray Line Tours generally commence from downtown Los Angeles,^{15/} the award of non-exclusive pickup rights to Gray Line, together with a no direct service restriction, would not present a Section 1032 problem because Knickerbocker and Gray Line would have different tours (thus different territories).^{16/} The record indicates that pickup service by Gray Line in the Beach Cities would meet a public need. I find that nonexclusive pickup authority should be granted for the Beach Cities.

Los Angeles

Gray Line seeks expanded pickup authority in Los Angeles. This request presents Section 1032 problems and problems dealing with the impact on other passenger stage corporations. The record indicates that there are various passenger stage corporations operating in Los Angeles. Gray Line is the largest sightseeing operator in Southern California. As indicated, even if a Section 1032 problem does not exist, Gray Line ought not to be granted authority which would have the effect of eliminating what little competition that exists.

Protestant Airport Coach Service has authority to, among other things, serve between Los Angeles International Airport and the Anaheim-Buena Park area. Gray Line presently operates tours from Los Angeles to Disneyland and Knott's Berry Farm, which are in the Anaheim-Buena Park area. These tours use the most direct freeway route from Gray Line's terminal to the attraction. Any narration

^{15/} There is evidence that Gray Line hopes to open two other terminals in the Los Angeles-Anaheim area. This point is discussed infra.

^{16/} A common sightseeing point does not make a territory. For example, Operator A has authority to serve Disneyland from San Bernardino. Operator A is not an existing carrier under Section 1032 with respect to an application to serve Disneyland from Santa Barbara.

enroute is not necessarily related to points along the route. If Gray Line were given authority to pickup at the airport for tours to Disneyland and Knott's Berry Farm, its sightseeing service would be competing with Airport Coach and some diversion of traffic would occur. This would have an adverse impact on Airport Coach which provides a needed regular transportation service and ought not to be permitted.

It is not necessary to set forth other examples. I find that Gray Line should be granted additional pickup authority in the Los Angeles area but that this authority should be limited so that it will not have an adverse effect on passenger stage corporations operating in the area.

Proposed Terminals

The record indicates that, except for local tours in San Diego, all Gray Line Tours are dispatched from its terminal in Los Angeles. The Los Angeles terminal is its largest and primary facility. It has some facilities in San Diego and limited ones in Palm Springs and Buena Park.^{17/} In support of the application Gray Line asserted that if the requested authority were granted it would open "touring" terminals in the Anaheim-Disneyland area and in west Los Angeles. The testimony concerning these proposed terminals is vague and uncertain. No specific locations have been established. The capacity of the proposed facilities is unknown. There are no financial details about them in the record. In the circumstances, the proposed terminals should not be considered in adjudicating the authority requested herein. If and when such terminals are opened, Gray Line can apply to the Commission for authority to conduct some or all of its tours therefrom.

^{17/} The record indicates that, on occasion, Gray Line uses the word terminal to describe bus storage facilities and not to mean a building where tickets are sold, information provided, a waiting room and toilet facilities are provided for the comfort of patrons, etc.

San Diego, Santa Barbara and Palm Springs

As indicated, it would be in the public interest if persons in San Diego, Santa Barbara and Palm Springs^{18/} were afforded the opportunity of taking one day tours in the Los Angeles area. Gray Line proposes a pickup service, at a surcharge, to connect with its presently authorized tours. There is conflicting evidence about the feasibility of the operations proposed by Gray Line. There is evidence that in many instances sightseers might be required to spend approximately 15 hours on a bus in order to take one of these tours. However, since there appears to be a need for such service and no other operator presently seeks to provide it, I find that Gray Line should be given the authority for a period of five years. If at the end of this period, Gray Line has instituted and is operating service on a regular basis from any of these points the authority to that point should be made permanent. Authority for points from which service is not regularly operated after five years would lapse and these points would not be preempted under Section 1032.

^{18/} Gray Line also sought a Riverside Territory. There is a paucity of evidence in the record about Riverside. However, it is on one of the major routes from Palm Springs to Los Angeles. In the circumstances, Gray Line should be authorized to pick up in Riverside for Los Angeles tours which would make the Palm Springs operation more feasible.

A. 49177 et al. ms
(Prop. Rept.)

Duration of Tours

The record indicates that the authority granted Gray Line for certain tours specifies a duration. For example, Gray Line is presently authorized a 4 day tour from Los Angeles to Palm Springs and San Diego. This authority was granted at a time when the freeway and road system connecting these points was not as well developed as it is today. There is no reason why Gray Line should not be permitted to offer a 2 or 3 day tour if there is a public demand for such service. I find that duration requirements should be removed from Gray Line's operating rights unless there were specific reasons therefor, provided that there are adequate safeguards to provide that the service rendered will not directly compete with any regular transportation passenger stage corporations which might also serve the points involved.

APPLICATION NO. 49980

The Forum

Application No. 49980 requests authority to serve an arena known as The Forum from various pickup areas (designated service territories). The application seeks authority to operate express bus service from various areas to The Forum. It seeks regular passenger stage authority as distinguished from sightseeing authority. The requested authority would be included in its race track and miscellaneous services tariff (Decision No. 61715). As indicated, the Commission issued interim orders (Decisions Nos. 74421 and 75983) which granted Gray Line temporary authority to serve The Forum.

The requested authority to serve The Forum is consonant with the views heretofore expressed. The request is to serve an ascertainable point (The Forum) from various pickup areas which are defined geographically. If the authority is granted, Gray Line would become the Section 1032 existing passenger stage corporation only between these areas and The Forum. Other passenger stage corporations would not be precluded from attempting to innovate or pioneer service from these pickup areas to other arenas or attractions.

A. 49177 et al. ms
(Prop. Rept.)

The record indicates that The Forum is a major arena which has events such as professional basketball and ice hockey games, circuses, ice skating shows, professional tennis tournaments, indoor track meets, horse shows, etc. The Forum has a seating capacity ranges from approximately 13,500 to 20,000 persons, depending on the event involved. The Forum's parking area has 3,500 parking spaces which would accommodate approximately 10,500 persons. There is a need for the express bus service proposed by Gray Line for the convenience of patrons who desire to attend events at The Forum, to help deviate traffic congestion and to help decrease air pollution. I find that the requested authority should be granted.

No other points require discussion. I make the following findings and conclusions.

Findings of Fact

1. Operators of intercity transportation service and extra-city sightseeing service are passenger stage corporations as defined in Section 226 and are subject to the provisions of Sections 1031 and 1032.

Intercity transportation involves the movement of persons on a regular schedule between points without narration and without regard to the purpose of travel. These trips are required to be operated regardless of the number of passengers involved. Generally, no pickup service is provided. A passenger need not return to the point of origin. Intercity transportation is used by persons going to and from work, for going shopping, for going to school, for going to a place where medical treatment may be had, for business purposes, etc. Some users of intercity transportation use it for recreational purposes; such as going from a city to an airport to begin a vacation trip or going from one city to another for vacation purposes. There may be a very small number of passengers who take a trip on an intercity carrier solely for the purpose of observing the surroundings along the route. There are others who may select intercity passenger stage transportation over a different mode of transportation because they desire to observe the surroundings along the route.

A. 49177 et al. ms
(Prop. Rept.)

Sightseeing transportation usually consists of departing from a point and returning to that point, generally on the same vehicle. Many sightseeing tours are scheduled, although the operator's authority usually provides that he need not operate a tour unless a specified minimum number of persons purchase tickets for the tour. Other sightseeing tours may be on an on-call basis. The operator is required to run the tour if a specified minimum number of persons request and purchase tickets therefor prior to a specified time interval. Most sightseeing tour operators include as part of their service the pickup and return of patrons from various hotels, motels, terminals, etc. to the point at which the tour begins.

2. Many sightseeing operators hold authority for and conduct more than one tour. The customers who utilize the pickup service may desire to take different tours. The customers who are collected in the pickup service are taken to a terminal or staging area where they are placed on the vehicle which takes them on the tour for which they have purchased a ticket. If there are a sufficient number of customers at one or more pickup points to economically justify a direct operation, the tour operator may, on occasion, begin a tour at the pickup point rather than take the customers to its terminal or other staging area. Narration is provided on the sightseeing tour but not during the pickup service.

3. Various operations are conducted under passenger stage authority for sightseeing. The classical example of a sightseeing trip is one where a vehicle begins the trip from a given point and follows a specified route observing one or more natural phenomena or man made structures along the route which are regarded as worth seeing by the passengers. Narration explaining that which is observed is provided. On occasion, the vehicle may be stopped and the passengers permitted to disembark and pass through or obtain a closer view of the attraction. The trip ends at the point of origin. Many sightseeing operators have over the years, added the element of pickup service to this type of sightseeing.

Another type of operation conducted by sightseeing operators is one in which persons are taken to a point of interest, left there for a period of time and then return to their point of origin. There are several variations of this type of operation. Persons may be transported to an amusement park, music festival, theater, movie studio, baseball game, etc. The route taken may or may not have any scenic attractions thereon. Where there are no scenic attractions along the route the sightseeing operator may provide narration relating to the area generally. Upon arriving at the point of interest the sightseeing operator may or may not provide narration or escort service. Pickup service is generally combined with this type of operation.

4. Another type of operation conducted by sightseeing operators is one in which several points of interest in different areas are visited over a period of more than one day. Meals and overnight accommodations are provided. Tours generally return to the point of origin but some are one way only. Pickup service is usually combined with this type of operation.

5. Gray Line requests the service territories hereinafter set forth together with authority to revise itineraries among and within these service territories by tariff filings and authority to conduct special tours among and therein: Los Angeles Area Territory, Palm Springs Territory, Riverside Territory, San Diego Area Territory, Santa Barbara Territory and Death Valley Area Territory. The grant of such authority would establish Gray Line as the existing carrier, within the meaning of Section 1032, in a vast area of Southern California, with a minimal commitment to render service. It would tend to stifle competition and the development of tourism in these areas.

6. There are existing carriers within the service territories proposed by Gray Line. Since the power to revise itineraries and establish special tours would be inchoate and not specifically defined until exercised, the Commission cannot herein make the

A. 49177 et al. ms
(Prop. Rept.)

requisite finding, under Section 1032, that the existing carriers in the area encompassed by these territories will not provide service to its satisfaction.

7. Granting Gray Line service territory authority with the ability to change itineraries of regular tours by tariff filing would be an abdication of the Commission's functions under Section 1031 and place an unfair burden on other sightseeing operators.

8. Gray Line, as a matter of company policy, will not charter a vehicle for a tour which includes narration where the charge for the vehicle is based on vehicle mileage or time use.

9. Gray Line's charter rate at the time of the hearings was \$15 per hour. The cost of a four hour charter would be \$60, regardless of the number of passengers. Under the proposed special authority, a minimum of 25 tickets would have to be purchased for a minimum of four hours at the rate of \$1.25 per hour. Sale of the minimum number of tickets for a four hour tour would generate \$125 in revenue. Gray Line has vehicles with the following passenger seating capacity: 39 persons, 40 persons, 41 persons and 49 persons. If Gray Line sells more than the minimum number of tickets for a four hour special tour, it could generate as much as \$245 in revenue if enough tickets to fill a 49 passenger vehicle were sold.

10. In order to formulate the itinerary for a proposed special tour it would be necessary to identify a group or convention with a special interest and then particularize which points of interest would, when viewed or visited, satisfy the special interest of the group. Devising such an itinerary would not only take time but would require close liason with the group. In these circumstances, Gray Line would have ample opportunity to ascertain the number of prospective passengers for the tour and if it did not possess the requisite operating authority (1) attempt to provide the service under its charter party carrier authority or (2) if the group was unwilling to commit itself to a charter, apply to the Commission for temporary authority to furnish the tour.

A. 49177 et al. ms
(Prop. Rept.)

11. Most groups desiring the proposed special tours would anticipate having exclusive use of the vehicle.

12. Certain facilities which might be of interest to groups desiring special tours require special authority for admission thereto. There is no assurance that it would be granted to general tourists to whom Gray Line might attempt to sell tickets in order to obtain a full busload.

13. Rate increases can result from changes in tour itineraries.

14. In 1967, Gray Line advertised its Tour 2S, a deluxe Universal Studio tour at a rate of \$13.95 per adult from Los Angeles. This rate included the admission fee of \$3.25 to Universal City Studio. Gray Line became involved in a dispute with Universal. It diverted many of the 2S tours to Twentieth Century Fox, where the admission was \$2.50. The differential in admission charges was not refunded to the customer. Thereafter, Gray Line redesignated Tour 2S as a Movie Studio Tour. It has arrangements with Universal, Twentieth Century Fox and MGM. The choice of studio to which the customer is taken is entirely within the discretion of Gray Line. The price of admission to the studio is included in the price of the tour. Gray Line still calculates the admission price based on the highest studio admission charge. If a customer is taken to a studio having a lesser charge Gray Line still pockets the difference.

15. Over the years, Gray Line has attempted to arrogate to itself the authority to change or modify routes or rates without approval by the Commission. Rule 9 of its tariff provides that:

"ROUTES: This Company reserves the right to alter, amend or vary its routes within municipalities, without notice, in such manner as will, in its opinion, provide most efficient, economical and satisfactory service."

16. It would be adverse to the public interest to grant Gray Line the broad authority it seeks herein because it does not have the requisite fitness to hold such authority.

A. 49177 et al. ms
(Prop. Rept.)

17. There is not sufficient evidence in the record to sustain a finding that Gray Line has abandoned its operating rights to Lake Arrowhead.

18. Gray Line has not conducted any sightseeing operations in Santa Barbara, and vicinity, which originated in that city, since 1960. The Company does not propose to establish any regular local tours in Santa Barbara and vicinity. Gray Line has abandoned its local Santa Barbara operating authority.

19. Local sightseeing is presently being conducted in Santa Barbara by Tony Marquette, doing business as See Santa Barbara, pursuant to a certificate of public convenience and necessity issued by this Commission. (Decision No. 67481 in Application No. 46599.) A & A Tours, Inc. holds a certificate of public convenience and necessity to conduct sightseeing tours between Santa Barbara and Solvang. (Decision No. 72454 in Application No. 49077.) On July 8, 1968, during the course of these consolidated proceedings, Gray Line, Marquette and A & A Tours entered into an agreement whereby Marquette and A & A Tours agreed to act as Gray Line's Santa Barbara agents and Gray Line agreed "that it will not offer scheduled sightseeing services pursuant to its said local authority to Solvang or in and around Santa Barbara in competition with A & A or See Santa Barbara so long as A & A or See Santa Barbara or either of them or any successor is operating the said local tours on a scheduled basis as above mentioned." Gray Line's local operating authority in Santa Barbara and vicinity should be revoked and not restated in the in-lieu certificate.

20. Between 1960 and the time of the hearings in these consolidated matters Gray Line did not operate any regularly scheduled local sightseeing service in Palm Springs. I take official notice that in Palm Springs Sightseeing and Charter Company, Inc. (Application No. 49904.), Gray Line opposed the application on the ground that it was an existing passenger stage corporation under Section

A. 49177 et al. ms
(Prop. Rept.)

1032. In an interim opinion (Decision No. 75122) the Commission noted that the question of abandonment was being litigated in these consolidated proceedings (p.6) and found that but for Section 1032 the application should be granted (p.5). The Commission also found, although not required to do so, that the existing passenger stage corporations should be given six months to improve their service and an order was entered accordingly. (Pp. 7-8.) Thereafter, the Commission entered Decision No. 77224 which denied the application. That decision in part found that: "The Gray Line Tours Company has expanded its sightseeing service in Palm Springs by permanent location of buses, drivers, a year-around resident manager and by extensive advertising and distribution of brochures." (P.5.) The Commission entered a conclusion of law that the application "should be denied for the reason that the territory is being adequately served by Gray Line Tours Company and Tramway Tours...." (P.6.) Assuming that the record herein would support a finding that Gray Line had, at one time, abandoned its operating authority in and around Palm Springs, such authority should not presently be revoked in the light of the events set forth in Decisions Nos. 75122 and 77224. Gray Line's Palm Springs authority should be restated in the in-lieu certificate.

21. Gray Line provided no service in Death Valley or from Los Angeles to Death Valley from 1957 to the beginning of the hearings here involved. During the hearings it indicated that it arranged to transport two persons to Death Valley under the authority claimed herein. In 1957, 1958 and 1959 Gray Line referred persons seeking to take its Death Valley Tour to protestant Alfred Riddle, doing business as Riddle Scenic Tours. There are a limited number of accommodations in Death Valley; 56 rooms at Furnace Creek Inn, 70 rooms at Stovepipe Wells Hotel and accommodations for approximately 300 persons at Furnace Creek Ranch. The closest accommodations outside of Death Valley are 30 miles distant and not comparable to those in the valley. The inability to secure accommodations and

A. 49177 et al. ms
(Prop. Rept.)

the expense of long distance telephone calls in connection therewith was a primary reason Gray Line abandoned its service to Death Valley in 1957.

Gray Line abandoned its operating rights within Death Valley and from Los Angeles to Death Valley. The transporting of two persons to Death Valley after the issue of abandonment had been raised in these consolidated proceedings was not sufficient to resuscitate them. In the light of the scarcity of accommodations within Death Valley and the fact that it is being served from Los Angeles by another passenger stage corporation the abandoned operating rights should be revoked and not restated in the in-lieu certificate.

22. Many points to which Gray Line was granted sightseeing authority no longer exist. Authorized routes may no longer be in existence or capable of being utilized because of the construction of new freeways, closure of streets and the establishing of one way streets. Where a point of interest is no longer in existence authority to serve it should be revoked and not be restated in the in-lieu certificate. Where a scenic route has been substantially eliminated authority to serve it should not be restated in the in-lieu certificate. However, where a route among points still in existence has been affected by factors beyond the control of Gray Line an alternate route or authority to serve the points should be restated in the in-lieu certificate.

23. To avoid confusion among members of the public, passenger stage corporations and charter party carriers and to assist the Commission in the performance of its regulatory functions, those operating rights of Gray Line which have not been found to be defunct or abandoned and revoked herein should be restated in an in-lieu certificate of public convenience and necessity.

24. Unless the public interest requires otherwise or a restriction is required, necessary or desirable for the protection of other passenger stage corporations, Gray Line should be granted

authority to proceed on authorized tours directly from pickup areas when it determines that there are a sufficient number of persons on a vehicle to operate the tour directly without proceeding to its terminal.

25. I take official notice that tourism is an important industry in the United States and the State of California.

Sightseeing is a service which enhances the desirability of the hotel or motel being selected by prospective customers. Where convention facilities are offered, sightseeing is an important activity for spouses and children accompanying those attending the meetings. There is a competitive disadvantage where patrons of another establishment are afforded sightseeing service or a greater range of sightseeing service. Hotels and motels do not like to send their patrons to competitors' establishments to obtain sightseeing service. Some people do not drive, and many persons who do are reluctant to do so for the purpose of sightseeing in densely populated metropolitan areas, particularly involving travel on freeways. Some patrons would extend their stay at a hotel or motel if a wide range of sightseeing services were offered therefrom.

26. San Diego, and to a lesser extent Santa Barbara and Palm Springs, have become focal points of tourism which are becoming identified independently from Los Angeles and environs. These areas compete with Los Angeles for tourist business.

27. There is no reason why Gray Line should be able to pick up in the Sunset Strip area of Los Angeles County for some tours and not for others. Gray Line should be allowed to pickup for all tours in this area.

28. The Sunset Strip area is one which may be of interest to persons wishing to sightsee in the Los Angeles area. Gray Line should be granted the authority to serve the Sunset Strip area, provided, however, that the authority should expire in 5 years if the area is not included in and retained as part of the itinerary of at least one of Gray Line's regularly scheduled tours.

A. 49177 et al. ms
(Prop. Rept.)

29. Gray Line does not have any pickup authority in the following places or does not have the authority to pick up for all tours: Arcadia, Beverly Hills, Burbank, Culver City, Pasadena and West Covina. Authorization for full pickup service in these areas would meet a public need. Nonexclusive pickup authority should be granted for these areas.

30. In Orange Coast Sightseeing Co., Decision No. 76527 in Application No. 49730, the Commission found that Gray Line was not operating, and therefore had abandoned, a tour which authorized service from Anaheim-Buena Park to Universal City Studios and the NBC studios in Burbank. The Commission held that Gray Line was not an existing carrier within the meaning of Section 1032 and authorized Orange Coast to provide direct tour. If Gray Line is given pickup authority in the Anaheim-Buena Park area, this, coupled with the direct movement authorization provided for in the case of a sufficient number of patrons, would in effect give Gray Line authority to serve directly from Anaheim-Buena Park to Universal and NBC. There is nothing in this record which would justify a finding that Orange Coast is not operating this tour to the satisfaction of the Commission. A Section 1032 problem can be avoided by providing that the direct movement authority will not apply to tours from Anaheim-Buena Park to Universal and NBC. A similar situation obtains with respect to Anaheim-Buena Park and Marineland. It can be obviated by a similar restriction against direct service.

31. There is no evidence in this record which would justify a finding that Orange Coast is not serving to the satisfaction of the Commission in its authorized territory.

32. The public interest would be served by extending Gray Line's pickup area in the Anaheim-Buena Park area and permitting pickup for all tours except those which would be in the territory of existing passenger stage corporations.

A. 49177 et al. ms
(Prop. Rept.)

33. The Commission takes official notice that, in Decision No. 76654 in Application No. 51045, it granted authority for protestant Knickerbocker Tours, Inc. to acquire the operating rights of protestant American Transit, Inc. The combined operating rights were restated in an in-lieu certificate of public convenience and necessity set forth in Decision No. 76654. Additional operating authority was granted in Decision No. 76904 in Application No. 51353.

Knickerbocker is authorized the following pickup areas: Inglewood, El Segundo, Los Angeles County-Lennox, Santa Monica, Culver City, Los Angeles County-Hollywood, Los Angeles Downtown and Westside-Hollywood. It is authorized the following tours over specified routes from the various pickup areas: Metro-Goldwyn-Mayer Studio Tour, Hollywood-Farmers Market-Television City Tour, Disneyland-Knott's Berry Farm Tour, Los Angeles-Olvera Street-Chinatown Tour, Night Club Tour, Universal City Studio-Hollywood-Los Angeles Tour and Movie Stars Home Tour.

34. There is no evidence in the record which would justify a finding that Knickerbocker is not serving to the satisfaction of the Commission in its authorized territory.

35. Hermosa Beach, Manhattan Beach, Redondo Beach and the Marina del Rey section of Los Angeles County are sometimes collectively referred to as the Beach Cities. There is presently pending before the Commission Application No. 51056 filed by protestant Knickerbocker Tours which seeks pickup authority in the Beach Cities and authority to conduct specified tours from the Beach Cities. Since Gray Line tours generally commence from downtown Los Angeles, the award of nonexclusive pickup rights to Gray Line together with a no direct service restriction would not present a Section 1032 problem because Knickerbocker and Gray Line would have different tours (thus different territories). Pickup service by Gray Line in the Beach Cities would meet a public need. Nonexclusive pickup authority should be granted for the Beach Cities.

A. 49177 et al. ms
(Prop. Rept.)

36. There are various passenger stage corporations operating in Los Angeles. Gray Line is the largest sightseeing operator in Southern California. Even if a Section 1032 problem does not exist, Gray Line ought not to be granted authority which would have the effect of eliminating what little sightseeing competition that exists.

37. Airport Coach Service is authorized, by Decision No. 65057 in Application No. 44905 and Decision No. 75087 in Application No. 50720, to operate as a passenger stage corporation between the following points: Los Angeles International Airport, on the one hand, and Newport Beach, Santa Ana, Orange, Anaheim, Buena Park and Whittier-Pico Rivera, on the other hand. A described Anaheim Territory, on the one hand, and Long Beach Municipal Airport, on the other hand.

38. There is no evidence in this record which would justify a finding that Airport Coach Service is not serving to the satisfaction of the Commission in its authorized territory.

39. California Sightseeing Tours, Inc. was authorized in Decision No. 72411 in Application No. 48486 to transport passengers for sightseeing purposes from the Los Angeles Harbor (San Pedro and Wilmington) on the one hand to Disneyland-Knott's Berry Farm, Marineland, Universal Studio or MGM Studio, Hollywood and other specified points. Said authority was restated in an in-lieu certificate in Decision No. 76608 in Application No. 51537.

40. There is no evidence in this record which would justify a finding that California Sightseeing Tours, Inc. is not serving to the satisfaction of the Commission in its authorized territory.

41. Protestant Airport Coach Service has authority to, among other things, serve between Los Angeles International Airport and the Anaheim-Buena Park area. Gray Line presently operates tours from Los Angeles to Disneyland and Knott's Berry Farm, which are in the Anaheim-Buena Park area. These tours use the most direct freeway route from Gray Line's terminal to the attraction. Any narration

A. 49177 et al. ms
(Prop. Rept.)

enroute is not necessarily related to points along the route. If Gray Line were given authority to pickup at the airport for tours to Disneyland and Knott's Berry Farm, its sightseeing service would be competing with Airport Coach and some diversion of traffic would occur. This would have an adverse impact on Airport Coach which provides a needed regular transportation service and ought not to be permitted.

42. Gray Line should be granted additional pickup authority in the Los Angeles area but that this authority should be limited so that it will not have an adverse effect on passenger stage corporations operating in the area.

43. There are numerous, frequent and substantial movements of persons by charter party carriers of passengers from Los Angeles, Beverly Hills, Anaheim and other places in Southern California to points of scenic attraction including, among others, Disneyland, Universal City Studio, Twentieth Century Fox Studio, Farmer's Market, Knott's Berry Farm and the Los Angeles Music Center.

44. Alfred L. Riddle, doing business as Riddle Scenic Tours, was authorized by this Commission in Decision No. 73184 in Application No. 49567 to provide service as a passenger stage corporation between Los Angeles, Barstow, Baker, Death Valley Junction, Mojave, Olancho, Lone Pine and Ryan, on the one hand, and the Death Valley National Monument, on the other hand. Riddle has been conducting a sightseeing service from Los Angeles to Death Valley pursuant to said authority.

45. There is no evidence in this record which would justify a finding that Alfred L. Riddle is not serving to the satisfaction of the Commission in his authorized territory.

46. Except for local tours in San Diego all Gray Line Tours are dispatched from its terminal in Los Angeles. The Los Angeles terminal is its largest and primary facility. It has some facilities in San Diego and limited ones in Palm Springs and Buena Park.

A. 49177 et al. ms
(Prop. Rept.)

On occasion Gray Line uses the word terminal to describe bus storage facilities and not to mean a building where tickets are sold, information provided, a waiting room and toilet facilities are provided for the comfort of patrons, etc. Gray Line asserts that if the requested authority were granted it would open "touring" terminals in the Anaheim-Disneyland area and in west Los Angeles. The testimony concerning these proposed terminals is vague and uncertain. No locations have been established. The capacity of the proposed facilities is unknown. There are no financial details. The proposed terminals should not be considered in adjudicating the authority requested herein.

47. It would be in the public interest if persons in San Diego, Santa Barbara, Palm Springs and Riverside were afforded the opportunity of taking one day tours in the Los Angeles area. Gray Line proposes a pickup service, at a surcharge, to connect with its presently authorized tours. In many instances sightseers might be required to spend approximately 15 hours on a bus in order to take one of these tours. However, since there appears to be a need for such service and no other operator presently seeks to provide it, Gray Line should be given the authority for a period of 5 years.

48. Application No. 49980 requests authority to serve an arena known as The Forum with express bus service from various pickup areas (designated service territories). It seeks regular passenger stage authority as distinguished from sightseeing authority. The requested authority would be included in its race track and miscellaneous services tariff (Decision No. 61715). As indicated, the Commission issued interim orders (Decisions Nos. 74421 and 75983) which granted Gray Line temporary authority to serve The Forum.

49. The Forum is a major arena which has events such as professional basketball and ice hockey games, circuses, ice skating shows, professional tennis tournaments, indoor track meets, horse shows, etc. The Forum has a seating capacity range from approximately 13,500 to 20,000 persons, depending on the event involved.

The Forum's parking area has 3,500 parking spaces which would accommodate approximately 10,500 persons. There is a need for the express bus service proposed by Gray Line for the convenience of patrons who desire to attend events at The Forum, to help alleviate traffic congestion and to help decrease air pollution. The requested authority should be granted.

50. The authority granted Gray Line for certain tours specifies a duration. This authority was granted at a time when the freeway and road system connecting these points was not as well developed as it is today. There is no reason why Gray Line should not be permitted to offer tours of different duration between and among the same points if there is a public demand for such service. Duration requirements should be removed from Gray Line's operating rights unless there were specific reasons therefor, provided that there are adequate safeguards to provide that the service rendered will not directly compete with any regular transportation passenger stage corporations which might also serve the points involved.

51. Decision No. 77732 in Application No. 51941 granted Gray Line temporary authority to serve the Lion Country Safari Orange County from Beverly Hills, Glendale, Long Beach, Pasadena, Santa Monica and Los Angeles. Decision No. 77732 provided that the temporary authority therein granted "should be subject to revision, change or modification in decisions relating to Applications Nos. 49177, 49980 and 50434."

52. Gray Line has the ability, including financial ability, to conduct the passenger stage operations for which authority is herein granted.

53. Public convenience and necessity require that Gray Line be granted the certificates of public convenience and necessity more particularly set forth in Appendices A and B attached hereto and by this reference made a part hereof.

Conclusions of Law

1. Operators of intercity transportation service and extra-city sightseeing service are passenger stage corporations as defined in Section 226 and are subject to the provisions of Sections 1031 and 1032.

2. The Commission has the discretion to determine whether an existing passenger stage corporation will not provide service to the satisfaction of the Commission "as of the day the newcomer knocks on the door", or whether an existing carrier providing unsatisfactory service should be placed on notice about such unsatisfactory service and given the opportunity to correct its deficiencies.

3. The word "territory" in Section 1032 refers to the tour conducted by a sightseeing operator and not to a pickup area. The Commission may, if the public interest so requires, grant nonexclusive pickup areas without being inhibited by Section 1032.

4. Gray Line should not be granted service territory authority with the ability to change itineraries of regular tours by tariff filing.

5. The request of Gray Line for authority to conduct special tours should not be granted.

6. It would be adverse to the public interest to grant Gray Line the broad authority it seeks herein because it does not have the requisite fitness to hold such authority.

7. Rate increases can result from changes in tour itineraries.

8. Rule 9, as presently stated, should be removed from Gray Line's tariff.

9. The question of abandonment of operating rights was properly raised in this proceeding. The burden of proof of whether Gray Line had abandoned any operating rights was on the party so asserting. Where abandonment is established there is no mandatory requirement that the operating rights involved be revoked.

10. Gray Line has abandoned its local Santa Barbara sightseeing authority and it should be revoked.

11. Gray Line's Palm Springs operating authority should not be revoked.

12. Gray Line has abandoned its operating rights within Death Valley and from Los Angeles to Death Valley and they should be revoked.

13. Defunct operating authority should be revoked and not be restated in the in-lieu certificate of public convenience and necessity hereinafter authorized.

14. Gray Line's operating rights, except those revoked, should be restated in the in-lieu certificate of public convenience and necessity hereinafter authorized.

15. Gray Line should be granted nonexclusive pickup authority for all tours in the Sunset Strip area of Los Angeles County.

16. Gray Line should be granted sightseeing authority to serve the Sunset Strip area; provided, however, that such authority should expire in five years if the area is not included and retained as part of the itinerary of at least one of Gray Line's regularly scheduled tours.

17. Gray Line should be granted additional nonexclusive pickup authority in the Anaheim-Buena Park area; provided, however, that no direct operating authority should be authorized from that area in a territory of an existing passenger stage corporation.

18. Gray Line should be granted nonexclusive pickup authority for the Beach Cities.

19. Gray Line should be authorized additional nonexclusive pickup authority in the Los Angeles area; provided, however, that no direct operating authority should be authorized from that area in a territory of an existing passenger stage corporation.

20. Gray Line should be authorized a nonexclusive pickup service, at a surcharge, for its tours from Los Angeles from the following cities: San Diego, Santa Barbara, Palm Springs and Riverside.

A.49177 et al. NB
Proposed Report

21. Gray Line should be authorized to furnish express bus service to The Forum. Said authority should be similar to that granted in ordering paragraph 1 in Decision No. 75983.

22. Duration requirements should be removed from Gray Line's operating rights unless there were specific reasons therefor, provided that there are safeguards to provide that the service rendered will not directly compete with any regular transportation passenger stage corporations which might also serve the points involved.

23. The temporary authority to Gray Line granted in Decision No. 77732 should be made permanent in the certificate of public convenience and necessity herein provided.

24. The Commission has jurisdiction over additive charges made by Gray Line and advertising in connection with the services which it offers to the public.

25. In the event Gray Line establishes a tour which is authorized to go to a particular type of attraction and it has the alternative of going to several specific attractions of that type, if it utilizes a combination fare in connection with such service, it should be ordered to publish individual combination fares to each specific attraction if there are varying admission prices or other charges in connection with these attractions.

26. Gray Line should be ordered to maintain in its tariff an informational section listing all additives which it utilizes in connection with tours which are advertised and sold with component charges separately stated.

I recommend that the Commission adopt the following order:

A.49177 et al. NB
Proposed Report

O R D E R

IT IS ORDERED that:

1. A certificate of public convenience and necessity is granted to The Gray Line Tours Company, a corporation, authorizing it to operate as a passenger stage corporation for sightseeing purposes, as defined in Section 226 of the Public Utilities Code, between the points and over the routes particularly set forth in Appendix A attached hereto and made a part hereof.

2. The certificate of public convenience and necessity granted in paragraph 1 of this order shall supersede the certificates of public convenience and necessity granted by the decisions hereinafter enumerated, and any other decision granting The Gray Line Tours Company sightseeing authority, which decisions are hereby revoked:

<u>Decision Number</u>	<u>Application No.</u>	<u>Date of Decision</u>
22863	16859	9/13/30
23154	17034	12/10/30
23235	17042	12/30/30
23302	17042	1/19/31
23457	17132	3/2/31
23510	17201	3/16/31
23729	17390	5/25/31
24075	17683	9/28/31
24908	18206	6/20/32
25303	18441	10/24/32
25610	18683	2/6/33
26569	19181	11/25/33
26570	19192	11/25/33
27163	19477	6/18/34
27164	19478	6/18/34
31162	21644	8/1/38
31596	22162	12/27/38
31864	21667	3/27/39
32192	21645	7/25/39
32471	21645	10/17/39
33985	23883	3/11/41
40623	28414	8/19/47
40637	28445	8/26/47
41689	29305	6/8/48
42867	30239	5/10/49
43434	30672	10/24/49
43859	30912	2/28/50
44874	31824	10/9/50
46291	32553	10/8/51
51185	35706	3/8/55
53151	37897	3/28/56
54190	38124	12/4/56
55119	38664	6/11/57
55475	39120	8/27/57
55992	39525	12/16/57
56841	39932	6/17/58
60660	42112	8/30/60
71482	47365	10/25/66
77732	51941	9/15/70

A.49177 et al. NB
Proposed Report

3. Within one hundred twenty days after the effective date of this order, The Gray Line Tours Company shall amend or reissue its sightseeing tariff (Cal. P.U.C. No. 22) and timetables to conform to the authority granted herein and other provisions set forth in this order. The revision of said tariff and timetables shall be on not less than ten days' notice to the Commission and the public.

4. In providing service pursuant to the certificate granted in paragraph 1 of this order, The Gray Line Tours Company shall comply with and observe the following service regulations. Failure to do so may result in a cancellation of the operating authority granted by this decision.

- a. The Gray Line Tours Company 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.
- b. The tariff and timetable filings made pursuant to this order shall comply 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.
- c. The Gray Line Tours Company 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.

5. The Gray Line Tours Company shall delete its present Item 9 from its sightseeing tariff (Cal. P.U.C. No. 22).

6. When The Gray Line Tours Company is authorized to establish a tour which is permitted to go to a particular type of attraction and it has the alternative authority to go to several specific attractions of that type, it shall, if it utilizes a combination fare which includes admission or other charges which vary at the several specific attractions, publish in its sightseeing tariff individual combination fares to each specific attraction.

7. The Gray Line Tours Company shall maintain in its sightseeing tariff an informational section listing all additives which it utilizes in connection with tours that are advertised and sold with component charges separately stated.

8. A certificate of public convenience and necessity is granted to The Gray Line Tours Company, a corporation, as defined in Section 226 of the Public Utilities Code, between the points and over the routes particularly set forth in Appendix B attached hereto and made a part hereof.

9. Appendix A of Decision No. 61751, as heretofore amended is further amended by incorporating therein Fourth Revised Page 4 and Original Pages 13a, 13b and 13c attached hereto as Appendix B.

10. The certificates of public convenience and necessity issued herein are subject to the following provisions of law:

The Commission shall have no power to authorize the capitalization of the certificates of public convenience and necessity, or the right to own, operate or enjoy such franchise or certificates of public convenience and necessity 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 issuance of such certificates of public convenience and necessity or right.

Dated at San Francisco, California, this 10th day of December, 1971.

Donald B. Jarvis

DONALD B. JARVIS, Examiner

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 1

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

Setting forth passenger stage operating rights, restrictions and privileges applicable to passenger stage operations for sightseeing purposes by The Gray Line Tours Company.

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 by California Public Utilities Commission.

Decision No. _____, Applications Nos. 49177, 49980, 50434.

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 2

CORRECTION NUMBER CHECKING SHEET

This certificate is issued in loose-leaf form. All added and revised pages will be numbered consecutively in the lower left-hand corner. These correction numbers should be checked below on this checking sheet before pages are filed in certificate.

Correction Numbers

1	31	61	91	121	151	181	211
2	32	62	92	122	152	182	212
3	33	63	93	123	153	183	213
4	34	64	94	124	154	184	214
5	35	65	95	125	155	185	215
6	36	66	96	126	156	186	216
7	37	67	97	127	157	187	217
8	38	68	98	128	158	188	218
9	39	69	99	129	159	189	219
10	40	70	100	130	160	190	220
11	41	71	101	131	161	191	221
12	42	72	102	132	162	192	222
13	43	73	103	133	163	193	223
14	44	74	104	134	164	194	224
15	45	75	105	135	165	195	225
16	46	76	106	136	166	196	226
17	47	77	107	137	167	197	227
18	48	78	108	138	168	198	228
19	49	79	109	139	169	199	229
20	50	80	110	140	170	200	230
21	51	81	111	141	171	201	231
22	52	82	112	142	172	202	232
23	53	83	113	143	173	203	233
24	54	84	114	144	174	204	234
25	55	85	115	145	175	205	235
26	56	86	116	146	176	206	236
27	57	87	117	147	177	207	237
28	58	88	118	148	178	208	238
29	59	89	119	149	179	209	239
30	60	90	120	150	180	210	240

Issued by California Public Utilities Commission.

Decision No. _____, Applications Nos. 49177, 49980, 50434.

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 3

TABLE OF CONTENTS

<u>Item No.</u>		<u>Page No.</u>
	SECTION I, General Authorizations	
5	Round-trip Service	7
10	Authorized Routes and Points	7
15	Direct Operations	7
20	Baggage Limitations	8
	SECTION II, Nonexclusive Pickup Territories Los Angeles Area	
100	Index of Nonexclusive Pickup Territories Los Angeles Operations	8
105	Los Angeles Territory	9
110	Beverly Hills Territory	9
115	Glendale Territory	9
120	Long Beach Territory	9
125	Pasadena Territory	9
130	Santa Monica Territory	9
135	Newport Beach Territory	9
140	Sunset Strip Area, Los Angeles County	10
145	Arcadia Territory	10
150	Burbank Territory	10
155	Culver City Territory	10
160	West Covina Territory	10
165	Anaheim - Buena Park Territories	10
170	Hermosa Beach Territory	10
175	Manhattan Beach Territory	11
180	Redondo Beach Territory	11
185	Marina Del Rey Section, Los Angeles County	11
190	Riverside Territory	11
195	Palm Springs Territory	11
200	Santa Barbara Territory	11
205	San Diego Territory	11
210	Operations from Riverside, Palm Springs, Santa Barbara and San Diego Territories	11

Issued by California Public Utilities Commission.

Decision No. _____, Applications Nos. 49177, 49980, 50434.

TABLE OF CONTENTS--Contd.

<u>Item No.</u>		<u>Page No.</u>
	SECTION III, Tours Authorized from Los Angeles	
300	General Limitation	12
305	Pasadena Tour	12
310	Los Angeles - Pasadena Tour	12
315	Los Angeles - Hollywood, Beverly Hills Tour	12
320	Los Angeles - Hollywood, Beverly Hills and Beaches Tour	12
325	Los Angeles - Riverside, Orange Empire Tour	13
330	Los Angeles - San Diego, Tijuana	13
335	Los Angeles - Mountain-Movie Mission Tour	13
340	Los Angeles - Santa Barbara Tour	14
345	Triangle San Diego Tour	14
350	Grand Circle San Diego Tour	15
355	Southern California Tour	15
360	Los Angeles - Pasadena, Hollywood and Beverly Hills Tour	15
365	Los Angeles - Pasadena, Hollywood, Beverly Hills and Beaches Tour	15
370	Los Angeles - Pasadena, Universal City, Hollywood and Beverly Hills Tour	16
375	Los Angeles - Pasadena, Universal City, Hollywood, Beverly Hills and Beaches Tour	16
380	Los Angeles - San Gabriel Mission, Pasadena, Hollywood and Beverly Hills Tour	16
385	Los Angeles - San Gabriel Mission, Pasadena, Hollywood, Beverly Hills and Beaches Tour	16
390	Los Angeles - San Gabriel Mission, Pasadena, Universal City, Hollywood and Beverly Hills Tour ..	16
395	Los Angeles - San Gabriel Mission, Pasadena, Universal City, Hollywood, Beverly Hills and Beaches Tour	16
400	Los Angeles - Hollywood, Universal City and Beverly Hills Tour	16

Issued by California Public Utilities Commission.

Decision No. _____, Applications Nos. 49177, 49980, 50434.

TABLE OF CONTENTS--Contd.

<u>Item No.</u>		<u>Page No.</u>
	SECTION III, Tours Authorized from Los Angeles--Contd.	
405	Los Angeles - Hollywood, Universal City, Beverly Hills and Beaches Tour	16
410	Los Angeles and Riverside - Lake Arrowhead Tour	17
415	Palm Springs and Desert Tour	17
420	Motion Picture Studio Tour	18
425	Studio - Skyline Circle Tour	19
430	Los Angeles - Palos Verdes Estates, Los Angeles	19
435	Los Angeles - Mission, Long Beach Harbor Tour	20
440	Los Angeles - Knott's Berry Farm Tour	20

Issued by California Public Utilities Commission.

Decision No. _____, Applications Nos. 49177, 49980, 50434.

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 6

TABLE OF CONTENTS--Contd.		
Item No.		Page No.
445	Los Angeles - Hollywood, Anaheim Disneyland Tour ..	21
450	Los Angeles - Hollywood, Newport Beach, Disneyland Tour	21
455	Los Angeles - Claremont, Mt. Baldy Tour	21
460	Los Angeles - Hollywood City Tour	21
465	Night Club Tour	21
470	Los Angeles - Riverside Tour	22
475	Los Angeles - Riverside, San Bernardino Tour	22
480	Los Angeles - Riverside, Palm Springs Tour	22
485	Forest Lawn - Civic Center Tour	22
490	Wild Flower Tour	23
495	Floral Parade Tour	23
500	Lion Country Safari Tour	24
505	Marineland Tour	24
510	Sunset Strip	25
SECTION IV, Nonexclusive Pickup Territories San Diego Area		
600	Nonexclusive Pickup Territories (San Diego Area) ..	26
605	Coronado Territory	26
610	Palm Springs Territory	26
615	San Diego Territory	26
SECTION V, Tours from San Diego, Coronado and Palm Springs		
700	General Limitations	27
705	Old Mission and Grossmont Tour	27
710	Coronado and Tijuana Tour	27
715	San Diego and Point Loma Tour	27
720	San Diego - Palomar Observatory Tour	28
725	San Diego - La Jolla Tour	28
730	San Diego - Coronado, Los Angeles Tour	29
735	Palm Springs - Indio, La Quinta Tour	29
740	Palm Springs - Palm Canyon Tour	29
745	Palm Springs - Twentynine Palms Tour	30

Issued by California Public Utilities Commission.

Decision No. _____, Applications Nos. 49177, 49980, 50434.

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 7

Item
No.

SECTION I, General Authorizations

- 5 Round-trip Service: Except as otherwise specifically provided herein, The Gray Line Tours Company is only authorized to provide round-trip sightseeing operations.
- 10 Authorized Routes and Points: Where authority is granted herein for a specified route, The Gray Line Tours Company shall conduct operations over such route and not deviate therefrom without authority from this Commission. In the event of an act of God (flood, fire, etc.), accident, road repairs or other temporary situation which makes a route impassable, The Gray Line Tours Company may make reasonable, temporary deviations from such route, subject to any applicable rules, regulations or conditions which may be imposed by the public entity which has jurisdiction over the streets where such deviation may be made.

Where authority is granted herein for service between or among points, The Gray Line Tours Company shall conduct operations along the most appropriate and direct routes; subject to any applicable rules, regulations or conditions which may be imposed by public entities through which said routes may pass.

- 15 Direct Operations: For operating convenience and not as an enlargement of any authority granted herein, The Gray Line Tours Company may, if it deems that it has picked up a sufficient number of passengers in one of the pickup areas provided in Section II of this certificate for one of the tours authorized in Section III herein, proceed directly to the tour from the pickup area without going to its terminal. This authority, however, does not apply to the following:
- a. Item No. 420, Tour 24 from Anaheim-Buena Park Pickup Area to M.G.M. and Universal City Studios.
 - b. Item No. 505, Tour 43 from Anaheim-Buena Park Pickup Area to Marineland.
 - c. Items Nos. 430, 440, 445 and 450 (Tours 26, 28, 29 and 30) for passengers originating at Los Angeles International Airport to Disneyland and/or Knott's Berry Farm.
 - d. Tours from the Hermosa Beach Territory, Manhattan Beach Territory, Redondo Beach Territory and Marina Del Rey Section of Los Angeles County.

Issued by California Public Utilities Commission.

Decision No. _____, Applications Nos. 49177, 49980, 50434.

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 8

Item
No.

SECTION I, General Authorizations--Contd.

For operating convenience only and not as an enlargement of any authority granted herein, The Gray Line Tours Company may, if it deems that it has picked up a sufficient number of passengers in the pickup areas provided in Section IV of this certificate for one of the tours authorized in Section V herein, proceed directly to the tour without going to its terminal.

- 20 Baggage Limitations: Transportation of baggage shall be that which is incidental to the transportation of passengers as herein authorized.

SECTION II, Nonexclusive Pickup Territories
Los Angeles Operations

- 100 The following Nonexclusive Pickup Territories, as described herein, shall be used for the tours specified in Section III of this certificate.

1. Los Angeles (includes Hollywood) Territory
2. Beverly Hills Territory
3. Glendale Territory
4. Long Beach Territory
5. Pasadena Territory
6. Santa Monica Territory
7. Newport Beach - Balboa Territory
8. Sunset Strip area of Los Angeles County
9. Arcadia Territory
10. Burbank Territory
11. Culver City Territory
12. West Covina Territory
13. Anaheim-Buena Park Territory
14. Hermosa Beach Territory
15. Manhattan Beach Territory
16. Redondo Beach Territory.
17. Marina Del Rey Section of Los Angeles County
18. Riverside Territory
19. Palm Springs Territory
20. Santa Barbara Territory
21. San Diego Territory.

Issued by California Public Utilities Commission.

Decision No. _____, Applications Nos. 49177, 49980, 50434.

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 9

Item
No.

SECTION II, Nonexclusive Pickup Territories--Contd.

Nonexclusive Pickup Territories, as used herein, shall be deemed to include the following:

- 105 Los Angeles Area Territory: That portion of the City of Los Angeles, which is described as the territory delineated and bounded by the city limits of the City of Los Angeles except the areas west of California State Highway No. 27; north of California Highway No. 118 between California Highway No. 27 and Zelzah Street; west of Zelzah Street between California Highway No. 118 and Rinaldi Street, north of Rinaldi Street between Zelzah Street and U. S. Highway No. 405; west of U. S. Highway No. 405 between Rinaldi Street and Foothill Boulevard, north of Foothill Boulevard and except that portion of the City of Los Angeles south of Imperial Highway.
- 110 Beverly Hills Territory: Beverly Hills, which is described as the territory delineated and bounded by the city limits of the City of Beverly Hills.
- 115 Glendale Territory: Glendale, which is described as the territory delineated and bounded by the city limits of the City of Glendale.
- 120 Long Beach Territory: Long Beach, which is described as the territory delineated and bounded by the city limits of the City of Long Beach.
- 125 Pasadena Territory: Pasadena, which is described as the territory delineated and bounded by the city limits of the City of Pasadena.
- 130 Santa Monica Territory: Santa Monica, which is described as the territory delineated and bounded by the city limits of the City of Santa Monica.
- 135 Newport Beach - Balboa Territory: includes all that area in Orange County, California, located within the following boundary: Commencing at the intersection of the Pacific Ocean and the southwesterly prolongation of McArthur Boulevard, thence northeasterly and northerly along McArthur Boulevard to Palisade Road, northwesterly along Palisade Road to Newport Boulevard, southwesterly along Newport Boulevard to Victoria, westerly along Victoria to Wright Street, southerly along Wright Street and its southerly prolongation to the Pacific Ocean, southeasterly along the shore line of the Pacific Ocean to the point of beginning.

Issued by California Public Utilities Commission,

Decision No. _____, Applications Nos. 49177, 49980, 50434.

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 10

Item
No.

- SECTION II, Nonexclusive Pickup Territories--Contd.
- 140 Sunset Strip Area of Los Angeles County: The Sunset Strip Area of Los Angeles County is that territory delineated and bounded by the Los Angeles County limits, situated northeast of the City of Beverly Hills.
- 145 Arcadia Territory: Arcadia territory is described as the territory delineated and bounded by the city limits of the City of Arcadia.
- 150 Burbank Territory: Burbank territory is described as the territory delineated and bounded by the city limits of the City of Burbank.
- 155 Culver City Territory: Culver City Territory is described as the territory delineated and bounded by the city limits of the City of Culver City.
- 160 West Covina Territory: West Covina Territory is described as the territory delineated and bounded by the city limits of the City of West Covina.
- 165 Anaheim - Buena Park Territories: Anaheim-Buena Park Territories are described as the territories delineated and bounded by the city limits of the Cities of Anaheim and Buena Park. Adjacent areas extending beyond these limits include:
- a. On Beach Boulevard between Ball Road and Lampson Avenue.
 - b. On Harbor Boulevard between Garden Grove Boulevard and Orangewood Avenue.
 - c. On Harbor Boulevard between Highway 91 and Commonwealth Avenue.
 - d. On Chapman Avenue between Harbor Boulevard and Manchester Avenue.
 - e. The Saddleback Inn, 12500 East Firestone Boulevard, Norwalk.
- 170 Hermosa Beach Territory: Hermosa Beach Territory is described as the territory delineated and bounded by the city limits of the City of Hermosa Beach.

Issued by California Public Utilities Commission.

Decision No. _____, Applications Nos. 49177, 49980, 50434.

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 11

Item
No.

- SECTION II, Nonexclusive Pickup Territories--Contd.
- 175 Manhattan Beach Territory: Manhattan Beach Territory is described as the territory delineated and bounded by the city limits of the City of Manhattan Beach.
- 180 Redondo Beach Territory: Redondo Beach Territory is described as the territory delineated and bounded by the city limits of the City of Redondo Beach.
- 185 Marina Del Rey Section of Los Angeles County: The Marina Del Rey Section of Los Angeles County is that territory delineated and bounded by the Los Angeles County limits.
- 190 Riverside Territory:* Riverside, which is described as the territory delineated and bounded by the city limits of the City of Riverside.
- 195 Palm Springs Territory:* Palm Springs, which is described as the territory delineated and bounded by the city limits of the City of Palm Springs.
- 200 Santa Barbara Territory:* Santa Barbara, which is described as the territory delineated and bounded by the city limits of the City of Santa Barbara and the following specific points in Montecito, California: Santa Barbara Biltmore Hotel, Miramar Hotel-Motel and San Ysidro Ranch.
- 205 San Diego Territory:* San Diego, which is described as the territory delineated and bounded by the city limits of the City of San Diego.
- 210 * Operations from Riverside, Palm Springs, Santa Barbara and San Diego Territories.

The authority to pickup and discharge passengers in the Riverside, Palm Springs, Santa Barbara and San Diego Territories (Items Nos. 190, 195, 200 and 205) shall lapse and terminate five years from the effective date of this certificate as to any of said pickup territories from which The Gray Line Tours Company is not then operating regularly scheduled pickup service for one or more of the tours set forth in Section III hereof.

Issued by California Public Utilities Commission.

Decision No. _____, Applications Nos. 49177, 49980, 50434.

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 12

<u>Item</u> <u>No.</u>	<u>Tour</u> <u>No.</u>
---------------------------	---------------------------

SECTION III, Tours Authorized from Los Angeles Area.

300

The specific tour authorizations, as designated herein, shall be operated from The Gray Line Tours Company Los Angeles Terminal for passengers picked up in the Non-exclusive Pickup Territories as set forth in Section II of this certificate.

305

1

Pasadena: From Constance Hotel passing Civic Center, Orange Grove Avenue residential section, Busch's Gardens, Brookside Park, Linda Vista, Flintridge Hotel, Devil's Gate Dam, Altadena, Oak Knoll residential district, Huntington Hotel Grounds and return to Constance Hotel; or vice versa.

310

2

Los Angeles to Pasadena: Leaving Los Angeles via Mission Road and Huntington Drive through South Pasadena, San Marino and Oak Knoll section to Pasadena, passing Brookside Park, Orange Grove Avenue residential section and Busch's Gardens and returning to Los Angeles via Pasadena Avenue and North Broadway.

315

3

Los Angeles-Hollywood-Beverly Hills: Leaving Los Angeles via Scandale to Hollywood, thence to Beverly Hills returning through Sherman and Beverly Boulevard.

Alternate Tour: Sightseeing in Beverly Hills may be substituted by a National Broadcast, a visit to Griffith Park Observatory and/or visits to China City and Olvera Street.

320

4

Los Angeles-Hollywood-Beverly Hills and Beaches: Leaving Los Angeles via Wilshire Boulevard residential section to Hollywood, thence through Sherman and Beverly Hills, thence via Beverly Boulevard to Castellamare, thence Roosevelt Highway and Santa Monica, thence via Ocean Park to Culver City, and return to Los Angeles via San Vicente Boulevard, Sawtelle and Westwood or vice versa.

NOTE: This tour will also be operated as an all-day tour with an extension of route from Castellamare to Malibu Inn and return, and a stopover for lunch and recreation at Santa Monica.

Issued by California Public Utilities Commission.

Decision No. _____, Applications Nos. 49177, 49980, 50434.

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 13

Item No.	Tour No.
-------------	-------------

SECTION III, Tours Authorized from Los Angeles Area--Contd.

- | | | |
|-----|----------------------|---|
| 325 | 5 | <p><u>Los Angeles - Riverside - Orange Empire:</u> Leaving Los Angeles via Whittier Boulevard through Fullerton, Placentia, Santa Ana Canyon and Corona to Riverside, returning via Valley Boulevard through Ontario to Upland, thence Foothill Boulevard to San Dimas, thence to El Monte and thence by Valley Boulevard to Los Angeles, or vice versa.</p> <p><u>NOTE:</u> On special advance booking only, minimum 15 fares, this tour will be run via San Bernardino and Redlands.</p> |
| 330 | 6
(a,
b,
c) | <p><u>Los Angeles, San Diego, Tijuana:</u> Leaving Los Angeles to Long Beach, thence Coast Highway through Seal Beach, Huntington Beach, Newport, Balboa, Laguna Beach, Serra, San Clemente, Oceanside, Carlsbad, Cardiff, Del Mar and La Jolla to San Diego, visiting points of interest in and around San Diego, to International Border; return to San Diego via Coronado, thence by Coast Highway to Serra, thence through San Juan Capistrano, Tustin, Santa Ana and Santa Fe Springs to Los Angeles.</p> <p>a. One-day tour, advance booking only, minimum 15 fares.</p> <p>b. Two-day tour, returning to Los Angeles on evening of second day. Operated on advance booking only, minimum 15 fares.</p> <p>c. Three-day tour, returning to Los Angeles on evening of third day. Operated on advance booking only, minimum 15 fares.</p> |
| 335 | 7 | <p><u>Los Angeles, Mountain, Movie, Mission:</u> Los Angeles to San Gabriel Mission, thence past Huntington Estate to Altadena, thence via Flintridge, Glendale and Burbank to Universal City, thence Mulholland Sky Line Drive, Topanga Canyon and Roosevelt Highway to Santa Monica, thence to Ocean Park and Culver City, and return to Los Angeles.</p> |

Issued by California Public Utilities Commission.

Decision No. _____, Applications Nos. 49177, 49980, 50434.

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 14

Item	Tour
<u>No.</u>	<u>No.</u>

SECTION III, Tours Authorized from
Los Angeles Area--Contd.

- | | | |
|-----|----------------|--|
| 340 | 8
(a,
b) | <p><u>Los Angeles. Santa Barbara:</u> Leaving Los Angeles via San Fernando, Saugus, Santa Paula, Ojai and Ventura, thence Coast Highway to Santa Barbara, thence return via Coast Highway to Ventura, thence Roosevelt Highway to Santa Monica and Los Angeles, or vice versa. Whenever time requirements or other conditions render operation through Ojai inadvisable, in the company's opinion, this tour will be routed via State Highway between Santa Paula and Ventura.</p> <p>a. One-day tour, operated on advance booking only, minimum 15 fares.</p> <p>b. Two-day tour, returning to Los Angeles on evening of second day. Operated on advance booking only, minimum 15 fares.</p> |
| 345 | 9
(a,
b) | <p><u>Triangle San Diego Tour:</u> Leaving Los Angeles to Long Beach, thence via Coast Highway through Seal Beach, Huntington Beach, Newport, Balboa, Laguna Beach, San Juan Capistrano, Serra, San Clemente, Oceanside, Carlsbad, Cardiff, Del Mar and La Jolla to San Diego, thence to International Border, return through Coronado, visiting points of interest in and around San Diego, thence via "inland route" through Escondido, Bonsall, Fall Brook, Temecula, Elsinore and Perris to Riverside, thence Valley Boulevard to Ontario and Upland, thence Foothill Boulevard to Arcadia, thence Valley Boulevard to Los Angeles, or vice versa.</p> <p>a. This tour is operated on advance booking only, minimum 15 fares. On special advance booking only, minimum 15 fares this tour will be operated via San Bernardino and Redlands.</p> <p>b. Three-day tour, returning to Los Angeles on evening of third day. On special advance booking only, minimum 15 fares, this tour will be operated via San Bernardino and Redlands.</p> |

Issued by California Public Utilities Commission.

Decision No. _____, Applications Nos. 49177, 49980, 50434.

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 15

<u>Item No.</u>	<u>Tour No.</u>	
		SECTION III, Tours Authorized from Los Angeles--Contd.
350	10	<u>Grand Circle San Diego Tour:</u> Leaving Los Angeles to Long Beach, thence Coast Highway to San Diego, to International Border, return through Coronado, visit points of interest in and around San Diego, thence return via "inland route" through Escondido, Fallbrook, Elsinore and Perris to Riverside, thence via Valley Boulevard to Ontario and Upland, thence Foothill Boulevard to Pasadena, thence through Eagle Rock, a portion of Glendale, and Los Feliz Boulevard to Hollywood, thence to Beverly Hills and return to Los Angeles via Sherman, and Beverly Boulevard.
355	11	<u>Southern California Tour:</u> Leaving Los Angeles via Long Beach, thence Coast Route through Seal Beach, Laguna Beach and Serra to Mission San Juan Capistrano, thence through Oceanside and La Jolla to San Diego, visiting points of interest in and around San Diego; thence to International Border and return to Coronado; thence to San Diego and via State Highway to Imperial Valley, through El Centro; thence north past Salton Sea and through Coachella Valley to Palm Springs; visit Palm Canyon; thence through San Gorgino Pass and Redlands to Riverside; thence by Valley Boulevard to Ontario, to Upland; thence Foothill Boulevard to Claremont and Pomona College; thence to Los Angeles by Valley Boulevard.
		<u>NOTE:</u> At option of this company La Jolla may be visited either en route to San Diego or during tour of points of interest in and around San Diego.
360	12	<u>Los Angeles, Pasadena, Hollywood and Beverly Hills</u> <u>Combination of Tours Nos. 2 and 5.</u> From Pasadena to Hollywood via Colorado Street and Los Feliz Boulevard.
365	13	<u>Los Angeles, Pasadena, Hollywood, Beverly Hills and Beaches:</u> Combination of Tours Nos. 2 and 4. From Pasadena to Hollywood via Colorado Street and Los Feliz Boulevard.

Issued by California Public Utilities Commission.

Decision No. _____, Applications Nos. 49177, 49980, 50434.

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 16

<u>Item No.</u>	<u>Tour No.</u>	
		SECTION III, Tours Authorized from Los Angeles Area--Contd.
370	14	<u>Los Angeles, Pasadena, Universal City, Hollywood and Beverly Hills: Same as Tour No. 12, with side trip to Universal City from Hollywood.</u>
375	15	<u>Los Angeles, Pasadena, Universal City, Hollywood, Beverly Hills and Beaches: Same as Tour No. 13, with side trip to Universal City from Hollywood.</u>
380	16	<u>Los Angeles, San Gabriel Mission, Pasadena, Hollywood and Beverly Hills: Same as Tour No. 12, with side trip to San Gabriel Mission en route to Pasadena.</u>
385	17	<u>Los Angeles, San Gabriel Mission, Pasadena, Hollywood, Beverly Hills and Beaches: Same as Tour No. 13, with side trip to San Gabriel Mission en route to Pasadena.</u>
390	18	<u>Los Angeles, San Gabriel Mission, Pasadena, Universal City, Hollywood and Beverly Hills: Same as Tour No. 14, with side trip to San Gabriel Mission en route to Pasadena.</u>
395	19	<u>Los Angeles, San Gabriel Mission, Pasadena, Universal City, Hollywood, Beverly Hills and Beaches: Same as Tour No. 15, with side trip to San Gabriel Mission en route to Pasadena.</u>
400	20	<u>Los Angeles, Hollywood, Universal City and Beverly Hills: Same as Tour No. 3, with side trip to Universal City from Hollywood.</u>
405	21	<u>Los Angeles, Hollywood, Universal City, Beverly Hills and Beaches: Same as Tour No. 4, with side trip to Universal City from Hollywood.</u>

Issued by California Public Utilities Commission.

Decision No. _____, Applications Nos. 49177, 49980, 50434.

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 17

Item Tour
No. No.

SECTION III, Tours Authorized from
Los Angeles Area--Contd.

410 22 Los Angeles and Riverside to Lake Arrowhead: Leaving Los Angeles via Los Angeles Street, thence via Macy Street, Mission Road, Huntington Drive to U. S. Highway 66, thence via U. S. Highway 66 to San Bernardino, passing Huntington Library and Museum, Santa Anita Race Track, Pony Express Museum, Orange and Lemon groves, mouth of San Gabriel Canyon, Boulder Canyon power line, Scripps College and Pomona College, thence leaving San Bernardino via State Highway 18 through Arrowhead Hot Springs to State Highway 2, thence circling Arrowhead Lake via undesignated highway passing Lake Shore cottages, South Shore residential section, the Dam, North Shore Estates, Tavern and cottages, upper Lake Road, Movie Point and Golf Course to Lake Arrowhead (Village), or vice versa. (Trip around Arrowhead Lake may be reversed.)

Returning from Lake Arrowhead (Village) circling Arrowhead Lake (optional), thence via State Highway 18 to San Bernardino, thence via U. S. Highway 395 and State Highway 18 to Riverside, thence via State Highway 18 and U. S. Highway 66 to Ontario, thence via U. S. Highway 99 to Mission Road, Macy Street to Main Street in Los Angeles, or vice versa.

Stopovers will be allowed at Lake Arrowhead for one, two and three days.

ALTERNATE ROUTES:

Proceeding through South Pasadena and Alhambra to Main Loading Terminal in Los Angeles at 320 South Beaudry Avenue, and thereafter following the routes of Tours Nos. 2, 3, 4, 5, 6a, 8a, 22, 23 and 24, and returning via same routes.

415 23 Palm Springs and Desert Tour: Leaving Los Angeles by way of Whittier Boulevard, thence through Whittier, Fullerton and Santa Ana Canyon to Riverside; thence via March Field, Moreno, Jack Rabbit Trail, Beaumont and Banning to Palm Springs, visiting Palm Canyon; thence return via Banning, Beaumont, Redlands, Colton and Pomona to Los Angeles, or vice versa.

Issued by California Public Utilities Commission.

Decision No. _____, Applications Nos. 49177, 49980, 50434.

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 18

Item	Tour
<u>No.</u>	<u>No.</u>

SECTION III, Tours Authorized from
Los Angeles Area--Contd.

420	24	<p><u>Motion Picture Studio Tour</u>: Route tour from downtown Long Beach north on American Avenue to Anaheim Street, thence west on Anaheim Street to Figueroa Street, thence north on Figueroa Street to South Drive, Exposition Park; thence west on South Drive to Menlo; thence north on Menlo to North Drive; thence east on North Drive to Armory; thence turn left to Exposition Boulevard, thence left on Exposition Boulevard to University Avenue, thence right on University Avenue to Adams Street, thence left on Adams Street to Culver Boulevard, thence left on Culver Boulevard, circle M.G.M. Studios, proceed to Jasmine, thence left on Jasmine to Stilson, thence right on Stilson to Club Drive, thence left on Club Drive to Motor Avenue, thence right on Motor Avenue to Pico Boulevard, thence left on Pico Boulevard to Fox Hills Drive, thence right on Fox Hills Drive to Santa Monica Boulevard, thence right on Santa Monica Boulevard to Burton Way, thence left on Burton Way to Roxbury Drive, thence left on Roxbury Drive to Santa Monica Boulevard, thence right on Santa Monica Boulevard to Alpine Drive, thence right on Alpine Drive to Third Street, thence left on Third Street to La Cienega Boulevard, thence left on La Cienega Boulevard to Beverly Boulevard, thence right on Beverly Boulevard to Las Palmas, thence left on Las Palmas to Fountain Avenue, thence right on Fountain Avenue to Seward Street, thence left on Seward Street to Sunset Boulevard, thence right on Sunset Boulevard to Wilcox Street, thence left on Wilcox Street to Cahuenga Boulevard, to Hollywood Bowl (Stop); thence south on Highland Avenue to Franklin Avenue, thence right on Franklin Avenue to Japanese Gardens (Stop); thence right on Franklin Avenue to Sierra Bonita Avenue, thence left on Sierra Bonita Avenue to Hollywood Boulevard, thence right on Hollywood Boulevard to Laurel Canyon Drive, thence right on Laurel Canyon Drive to Ventura Boulevard, thence right on Ventura Boulevard to Universal City (Stop for luncheon); thence north on Lankershim Boulevard to Valley Springs</p>
-----	----	---

Issued by California Public Utilities Commission.

Decision No. _____, Applications Nos. 49177, 49980, 50434.

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 19

Item No.	Tour No.
-------------	-------------

SECTION III, Tours Authorized from
Los Angeles Area--Contd.

- | | | |
|-----------------|----|---|
| 420
(Contd.) | 24 | Boulevard, thence right on Valley Springs Boulevard to Navajo Street, thence left on Navajo Street to Forman Street, thence left on Forman Street to Moorpark, thence right on Moorpark to Rowland Avenue, thence left on Rowland Avenue to Pass Avenue, thence right on Pass Avenue to Warner Bros. Studio (enter studios); from Warner Bros. Studios continue via Rowland to Riverside Drive, to Grand Central Airport, thence right on San Fernando Road to Forest Lawn Memorial Park, thence to Glendale Boulevard and downtown Los Angeles, thence south on San Pedro Street and Avalon Boulevard to Roba Street, thence East on Roba Street and Willow Street to American Avenue and downtown Long Beach. |
| 425 | 25 | <u>Studio-Skyline Circle Tour:</u> Leaving Los Angeles along Franklin Avenue and Outpost Drive to Mulholland Drive; along Mulholland Drive to Beverly Glen Drive; along Beverly Glen Drive to Ventura Boulevard; along Ventura Boulevard, Longridge Avenue, Mary Ellen Avenue, Ventura Boulevard and Radford Street to Republic Studios; along Radford Street, Ventura Boulevard, Tujunga Avenue, Moorpark Street, Ledge Avenue, Valley Spring Lane, and Cahuenga Boulevard to Hollywood Bowl; along Cahuenga Boulevard and Highland Avenue to points of beginning. |
| 430 | 26 | <u>Los Angeles, Palos Verdes Estates, L. A. Harbor, Long Beach. Buena Park:</u> Leaving Los Angeles, proceeding south past Exposition Park and Los Angeles Memorial Coliseum, proceeding southwesterly through Crenshaw and Liemert Park districts, south and west through Inglewood, past Hollywood Park, Los Angeles Municipal Airport, thence through Manhattan Beach, Hermosa Beach, Redondo Beach, Palos Verdes Estates, and Point Firmin to San Pedro, where those so desiring will embark on a pleasure boat for a tour of Los Angeles Harbor, rejoining the original equipment from one to one and one-half hours later in Long Beach; meanwhile the original equipment |

Issued by California Public Utilities Commission.

Decision No. _____ Applications Nos. 49177, 49980, 50434.

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 20

Item No.	Tour No.
-------------	-------------

SECTION III, Tours Authorized from
Los Angeles Area--Contd.

- | | | |
|-----|----|---|
| 430 | 26 | proceeds on a tour of Los Angeles and Long Beach Harbors, thence through Long Beach, passing Marine Stadium, Signal Hill Oil Fields, through Bellflower, thence on Anaheim Boulevard, State Highway, Lakewood Boulevard to Long Beach Municipal Airport, thence Lakewood Boulevard, Carson Street, Grand Avenue to Knott's Berry Farm, thence Grand Avenue, Firestone Boulevard to Norwalk, thence Norwalk Boulevard, passing Norwalk State Hospital, to Santa Fe Springs, thence Anaheim-Telegraph Road to Los Angeles. |
| 435 | 27 | <u>Los Angeles, Mission, Long Beach, Harbor Tour: Leaving Los Angeles via Huntington Drive, through Alhambra to San Gabriel Mission, thence through El Monte, thence south on Lexington Road to Downey, through Hynes to Long Beach, where, at Municipal Pier, passengers will be put aboard a motor launch and taken for a boat tour of the Harbor District, debarking at San Pedro, thence by regular equipment through San Pedro and Palos Verdes Estates to Redondo, thence via Inglewood to Los Angeles.</u> |
| 440 | 28 | <u>Los Angeles to Knott's Berry Farm: From Los Angeles via direct thoroughfares to Crenshaw Boulevard; southerly along Crenshaw Boulevard to Manchester Boulevard; westerly along Manchester Boulevard to Prairie Avenue; southerly along Prairie Avenue via Hollywood Park Race Track to Century Boulevard; easterly along Century Boulevard to Western Avenue; northerly along Western Avenue to Manchester Boulevard; easterly along Manchester Boulevard and Firestone Boulevard to Grand Avenue (Highway 39); southerly along Grand Avenue to Knott's Berry Farm; thence returning northerly along Grand Avenue to Firestone Boulevard; northeasterly along Firestone Boulevard to Norwalk Avenue; northerly along Norwalk Avenue to Anaheim-Telegraph Road; westerly and northerly along Anaheim-Telegraph Road to Olympic Boulevard; westerly along Olympic Boulevard to downtown Los Angeles.</u> |

Issued by California Public Utilities Commission.

Decision No. _____, Applications Nos. 49177, 49980, 50434.

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 21

<u>Item</u> <u>No.</u>	<u>Tour</u> <u>No.</u>
---------------------------	---------------------------

SECTION III, Tours Authorized from
Los Angeles Area--Contd.

- | | | |
|-----|----|---|
| 445 | 29 | <u>Los Angeles-Hollywood-Anaheim-Disneyland:</u> From Los Angeles via Ramona Freeway to Rosemead Boulevard; south along Rosemead Boulevard to Whittier Boulevard; east and south along Whittier Boulevard through La Habra and Fullerton to Anaheim; south on Harbor Boulevard to Disneyland, returning via the Santa Ana Freeway. |
| 450 | 30 | <u>Los Angeles-Hollywood-Newport Beach-Disneyland:</u> From Los Angeles via Ramona Freeway to Rosemead Boulevard; south along Rosemead Boulevard to Whittier Boulevard; east and south along Whittier Boulevard through La Habra and Fullerton to Anaheim; via Highway 101 to Santa Ana; via Main Street and McArthur Boulevard to Newport Beach; via Coast Highway through Huntington Beach; north on Huntington Beach Boulevard to Garden Grove; east to Harbor Boulevard to Disneyland, returning via the Santa Ana Freeway. |
| 455 | 31 | <u>Los Angeles-Claremont-Mount Baldy:</u> From Los Angeles to Claremont via the most convenient route; thence from Claremont north along Camp Baldy Road to Mount Baldy and return via same route. Operated only during winter sports season. |
| 460 | 32 | <u>Los Angeles-Hollywood City Tours:</u> This tour covers points of interest as Civic Center Dodger Stadium, Coliseum and Sports Arena, St. Vincent's Church, St. Sophia's Cathedral, Farmers Market and Grauman's Chinese Theatre. |
| 465 | 33 | <u>Night Club Tour:</u> This tour covers Hollywood Oriental Gardens, Ambassador Hotel, Cocoanut Grove and the Roaring '20s. |

Issued by California Public Utilities Commission.

Decision No. _____, Applications Nos. 49177, 49980, 50434.

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 22

Item No.	Tour No.
-------------	-------------

SECTION III, Tours Authorized from
Los Angeles Area--Contd.

- | | | |
|-----|----|--|
| 470 | 36 | <u>Los Angeles-Riverside:</u> From Los Angeles to the Mission Inn in Riverside; thence south along Victoria Avenue to Arlington; thence north to and through the grounds of the Sherman Indian School operated by the United States Government, thence north via Magnolia Avenue to Riverside, thence to the summit of Mount Roubidoux, thence to the northwesterly portion of the City of Riverside through Fairmont Park, thence to the point of beginning, or vice versa. |
| 475 | 37 | <u>Los Angeles-Riverside-San Bernardino:</u> From Los Angeles to Riverside, thence to Loma Linda, thence to and through Redlands, including Smiley Heights, Prospect Park and Smiley Park, thence to San Bernardino, thence to Riverside and south to Arlington, thence return to Riverside, with detour to the summit of Mount Roubidoux, and return to the point of beginning, or vice versa. |
| 480 | 38 | <u>Los Angeles-Riverside-Palm Springs:</u> From Los Angeles to Riverside and leaving Riverside by the way of Box Springs Grade, March Field, Moreno, Jack Rabbit Trail, Beaumont, Banning, Palm Springs, Palm Springs Canyon, returning via Banning, Beaumont and Redlands to Riverside and Los Angeles, vice versa. |
| 485 | 39 | <u>Forest Lawn Memorial Park and Civic Center Tour:</u> From Los Angeles, west on Sixth Street, to Figueroa Street, north on Figueroa Street to Second Street, thence west on Second to Glendale Boulevard, north on Glendale Boulevard, to Fletcher Drive, continuing on to San Fernando Road, west on San Fernando Road to Glendale Avenue, north on Glendale Avenue, to entrance of Forest Lawn Memorial Park, driving through grounds on Park, visiting Little Church of Flowers, Wee Kirk of Heather, Mausoleum, Mystery of Life, and other statuary throughout grounds, Masonic Memorial, Tower of Legends; leaving Forest Lawn returning via Glendale Avenue, to San Fernando Road, east on San Fernando Road, to Fletcher Drive, |

Issued by California Public Utilities Commission.

Decision No. _____, Applications Nos. 49177, 49980, 50434.

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 23

<u>Item</u> <u>No.</u>	<u>Tour</u> <u>No.</u>
---------------------------	---------------------------

SECTION III, Tours Authorized from
Los Angeles Area--Contd.

- | | | |
|-----------------|----|---|
| 485
(Contd.) | 39 | south on Fletcher Drive to Riverside Drive, east on Riverside Drive, to Figueroa Street, south on Figueroa Street, to Sunset Boulevard, east on Sunset Boulevard, to Olvera Street, circle Plaza and west to Spring Street, passing through Civic Center, south to Second Street, west on Second to Hill Street, south on Hill to Seventh Street, west on Seventh Street, to Olive, north on Olive to Sixth, starting point; or by reversal of route. |
| 490 | 40 | <u>Wild Flower Tour:</u> Leaving Los Angeles via San Fernando Road through Burbank, past Central Air Terminal and Union Air Terminal past Olive Groves and curing plant in San Fernando City via Highway 99, to Bakersfield through beautiful mountain regions passing through Castaic, Grapevine; visiting wild flower districts above Bakersfield, in the Shafter District, and also flower district through Grapevine and Arvin Sections. Also to Mojave via Lancaster and Palmdale, visiting flower sections bordering Lancaster and Palmdale, returning to Los Angeles via Highway 99, or by reversal of route.
Operated only during March 1 to June 1 of each year only. |
| 495 | 41 | <u>Floral Parade Tour (Pasadena):</u> From Los Angeles via Sixth Street, Hill, Temple, Broadway, Mission Road, Huntington Drive, Fair Oaks Avenue and Green Street to the end thereof; or such other streets or terminus in the City of Pasadena as may be consistent with the traffic regulations of said city.
Operated on January 1 of each year only. |

Issued by California Public Utilities Commission.

Decision No. _____, Applications Nos. 49177, 49980, 50434.

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 24

Item	Tour
<u>No.</u>	<u>No.</u>

SECTION III, Tours Authorized from
Los Angeles Area--Contd.

500 42 Los Angeles to Lion Country Safari, Orange County: From Los Angeles to Lion Country Safari in Orange County and return to the point of origin. In the event The Gray Line Tours Company establishes a tour from the points herein authorized to Lion Country Safari and the Japanese Village and Deer Park and either attraction is closed on a particular day, it may substitute another point of interest which it is authorized to serve at the basic transportation rate authorized in Appendix B plus any additional admission charges; provided, however that The Gray Line Tours Company shall offer to cancel the ticket and refund the full price thereof to any ticket holder who was sold a ticket indicating that he would be given a tour of Lion Country Safari and the Japanese Village and Deer Park and who does not consent to a substituted alternative for either point.

505 43 Los Angeles to Marineland: From Los Angeles southerly along Harbor Freeway to Exposition Street turnoff; westerly through Exposition Park to Santa Barbara Avenue; westerly along Santa Barbara Avenue, Marlton Avenue, Santa Rosalia Drive and Stocker Avenue to La Cienega Boulevard; southerly along La Cienega Boulevard to Slauson Avenue; westerly along Slauson Avenue to Sepulveda Boulevard; southerly along Sepulveda Boulevard to U. S. Highway 101; southerly along U. S. Highway 101 via El Segundo, Manhattan Beach, Hermosa Beach and Redondo Beach to Elena Avenue; southerly along Elena Avenue and Palos Verdes Drive to Marineland.

Following Marineland visitation, easterly along Palos Verdes Drive to Western Avenue; northerly along Western Avenue to Harbor City; easterly along U. S. Highway 101 to Figueroa Street; northerly along Figueroa Street to the Harbor Freeway; northerly along Harbor Freeway to applicant's Los Angeles Terminal, from which point passengers will be redistributed to origin points of pickup in the above-described territories and cities.

Issued by California Public Utilities Commission.

Decision No. _____, Applications Nos. 49177, 49980, 50434,

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 25

Item No.SECTION III, Tours Authorized from
Los Angeles Area--Contd.

510

Sunset Strip Area: The Gray Line Tours Company is authorized to include in the itinerary in one or more of its tours in Section III of this certificate all or a portion of the Sunset Strip Area of Los Angeles County which is that area delineated and bounded by the Los Angeles County limits, situated northeast of the City of Beverly Hills. This authority shall lapse and terminate five years from the effective date of this certificate unless at that time all or a portion of the Sunset Strip Area is included in the itinerary of one or more of the regularly scheduled tours of The Gray Line Tours Company.

Issued by California Public Utilities Commission.

Decision No. _____, Applications Nos. 49177, 49980, 50434.

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 26

Item
No.SECTION IV, Nonexclusive Pickup Territories,
San Diego Area.

- 600 Nonexclusive Pickup Territories, as used herein, shall be used for the tours specified in Section V of this certificate.
- 605 Coronado Territory: Coronado territory includes that territory located within the city limits of the City of Coronado, California.
- 610 Palm Springs Territory: Palm Springs territory includes that territory located within the city limits of the City of Palm Springs, California.
- 615 San Diego Territory: San Diego Territory includes that territory located within the city limits of the City of San Diego, California.

Issued by California Public Utilities Commission.

Decision No. _____, Applications Nos. 49177, 49980, 50434.

NB

ATTACHMENT A
Page 91 of 98

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 27

Item Tour
No. No.

SECTION V, Tours from San Diego, Coronado
and Palm Springs.

- 700 The specific tour authorizations as designated herein, shall be operated for passengers picked up in the Non-exclusive Pickup Territories as set forth in Section IV of this certificate as indicated. The Nonexclusive Pickup Territories in Items 605 and 615 apply to the tours in Items 705, 710, 715, 720, 725 and 730. The Nonexclusive Pickup Territory in Item 610 applies to the tours in Items 735, 740 and 745.
- 705 S-1 Old Mission and Grossmont (San Diego): Leaving U. S. Grant Hotel via Mission Cliff Gardens, Normal Heights, Kensington Grade, Old Mission, La Mesa, thence to Grossmont. Returning via Spring Valley, Lemon Grove, Encanto, Golden Hill Park Playground and Golden Hill residential district. Round trip, maximum time allowance, three hours. Operated daily.
- 710 S-2 Coronado and Tijuana: Leaving U. S. Grant Hotel via Ferry to Coronado, Silver Strand, Imperial Beach, Palm City, Nestor, San Ysidro and Tijuana, allowing one-hour stop in Mexico. Returning via Otay Valley, Chula Vista, National City, Destroyer Base and Logan Heights. Round trip, maximum time allowance three hours. Operated daily.
- 715 S-3 San Diego and Point Loma: Leaving U. S. Grant Hotel via Balboa Park to Hillcrest and Mission Hills residential districts, thence to Oldtown, Ramona's Marriage Place, Marine Base, San Diego Airports, Naval Training Station, Loma Portal, Theosophical Institute, Bennington Monument, Old Spanish Lighthouse on Pt. Loma. Return trip is made via the Caves and the Esplanade at Sunset Cliffs and Ocean Beach. Round trip, maximum time allowance, three hours. Operated daily.

Issued by California Public Utilities Commission.

Decision No. _____, Applications Nos. 49177, 49980, 50434.

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 28

Item No.	Tour No.
-------------	-------------

SECTION V, Tours from San Diego, Coronado
and Palm Springs--Contd.

- | | | |
|-----|-----|--|
| 720 | S-4 | <u>San Diego-Palomar Observatory Route:</u> Beginning at the principal hotels in downtown San Diego, thence easterly along Broadway, northerly along 3rd Avenue, easterly along "C" Street, northerly and easterly along U. S. Highway 395 (Cabrillo Freeway), thence continuing along U. S. Highway 395 to Escondido, thence along various state and county roads via Valley Center and Rincon to Palomar Observatory, returning to Rincon, thence westerly along various state and county roads via Pala, Bonsall, San Luis Rey to Oceanside, thence southerly along U. S. Highway 101 to downtown San Diego and point of beginning. |
| 725 | S-5 | <u>San Diego-La Jolla Route:</u> Beginning at the principal hotels in downtown San Diego, thence easterly along Broadway, northerly along 3rd Avenue, easterly along "C" Street, northerly and easterly along U. S. Highway 395 (Cabrillo Freeway), easterly along El Cajon Boulevard, northerly along McClintock Street, easterly along Monroe Avenue, northerly along 38th Street and Ward Road to San Diego Mission, and return to Camino del Rio, thence westerly along Camino del Rio to Old Town, thence northerly along Morena Boulevard, westerly along Balboa Avenue and Garnet Street, northerly along Cass Street, westerly along Turquoise Street, northerly along La Jolla Boulevard and Prospect Street to La Jolla Caves, and return by various streets in La Jolla to the intersection of De La Costa and La Jolla Boulevards, thence southerly along La Jolla Boulevard, easterly along Turquoise Street, southerly along Mission Boulevard, southeasterly along West Point Loma Boulevard, southwesterly along Sunset Cliffs Boulevard, southeasterly along Voltaire Street, easterly along Chatsworth Boulevard, southeasterly along Browning Street, southwesterly along Rosecrans Street, southeasterly along Hugo Street, easterly along Harbor Drive to Broadway in downtown San Diego to point of beginning. |

Issued by California Public Utilities Commission.

Decision No. _____, Applications Nos. 49177, 49960, 50434.

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 29

Item No. Tour No.

SECTION V, Tours from San Diego, Coronado
and Palm Springs--Contd.

- 730 S-6 San Diego and Coronado to Los Angeles: Beginning in the Cities of San Diego or Coronado; thence northwesterly along the Pacific Coast Highway (U. S. Highway 101 and U. S. Highway 101 Alternate) to and through La Jolla, Del Mar, Cardiff, Carlsbad, Oceanside, San Clemente, Serra, Laguna Beach, Balboa, Newport, Huntington Beach, Seal Beach, and Long Beach, to Lakewood Boulevard; northerly along Lakewood Boulevard to the Santa Ana Freeway; northwesterly along Santa Ana Freeway to the City of Los Angeles; or alternately, northwesterly along Pacific Coast Highway, as aforesaid, to Capistrano Beach; northwesterly along U. S. Highway 101 and the Santa Ana Freeway to the City of Los Angeles; or alternately, northwesterly along Pacific Coast Highway, as aforesaid, to Harbor Boulevard or California State Highway 39 or California State Highway 35; northerly along Harbor Boulevard or California State Highway 39 or California State Highway 35 to the Santa Ana Freeway; northwesterly along the Santa Ana Freeway to the City of Los Angeles; visiting points of interest en route, such as Knott's Berry Farm and Disneyland.
- 735 P-1 Palm Springs-Indio-La Quinta: Beginning at Palm Springs, thence southerly along Palm Canyon Drive and State Route 111 to Indian Wells and Point Happy, thence detouring off State Route 111 to La Quinta returning to State Route 111, thence easterly to Indio, thence returning to Palm Springs over the same route with or without detour to La Quinta. Diversions may be made from this route visiting various points of interest nearby.
- 740 P-2 Palm Springs-Palm Canyon: Beginning at Palm Springs, thence southerly over Palm Canyon Boulevard and county roads to Palm Canyon returning to Palm Springs over the same route with diversions to nearby points of interest including Smoke Tree and Deep Well Guest Ranches.

Issued by California Public Utilities Commission.

Decision No. _____, Applications Nos. 49177, 49980, 50434.

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 30

<u>Item</u> <u>No.</u>	<u>Tour</u> <u>No.</u>
---------------------------	---------------------------

SECTION V, Tours from San Diego, Coronado
and Palm Springs--Contd.

745	P-3	<p><u>Palm Springs-Twenty-nine Palms:</u> Beginning at Palm Springs, thence northerly over and along Indian Avenue to Garnet on U. S. Highway 99, thence westerly along U. S. Highway 99 to Twenty-nine Palms Highway, thence northerly along Twenty-nine Palms Highway to Twenty-nine Palms, thence southerly over the desert roads via Split Rock Tank, White Horse Mine, Keyes Ranch, Inspiration Point, Quails Springs and Joshua Forest, to a point where the desert road intersects Twenty-nine Palms Highway, thence along Twenty-nine Palms Highway to U. S. Highway 99, thence westerly to a junction at Palm Springs Highway (State Route 111), thence southerly over Palm Springs Highway to Palm Springs, with diversions to points of interest located adjacent to or nearby such route; provided that any trip on any tour may be canceled unless a minimum of four tickets is sold for such trip.</p>
-----	-----	--

Issued by California Public Utilities Commission.

Decision No. _____, Applications Nos. 49177, 49980, 50434.

Appendix A
(Dec. 61751)

APPENDIX B
THE GRAY LINE TOURS COMPANY
(a corporation)

Fourth Revised Page 4
Cancels
Third Revised Page 4

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

<u>ITEM NO.</u>	<u>TABLE OF CONTENTS (Concluded)</u>	<u>PAGE NO.</u>
	SECTION IV - MISCELLANEOUS SERVICES	13
	A - SPECIAL EVENTS	13
300	Los Angeles Memorial Coliseum and Exposition Park	13
305	Annual Rose Bowl Football Game - Tournament of Roses Parade	13
#306	The Forum, Inglewood	13e
#307	Ontario Motor Speedway, San Bernardino County Special Notes	13b 13c
	# *Operative rights to and from Steamship Docks Transferred to Airporttransit	14
	C - AIRLINE TERMINALS	15
315	Long Beach Municipal Airport *Discontinuance of Palm Springs services authorized	15
	# *Palm Springs Passenger Stage Service Authority canceled	16

Issued by California Public Utilities Commission.

*Changed by Decision No. 69522, Application No. 47518.

*Added by Decision No. _____, Applications Nos. 49177,
49980, 50434.

APPENDIX B

Appendix A
(Dec. 61751)THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 13a

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

SECTION IV
MISCELLANEOUS SERVICES

A. SPECIAL EVENTS (Cont'd)

ITEM
NO.BETWEEN Points of Pickup and
Points of Discharge located
within the following Service
Territories:AND:
Subject to Notes 1, 2 and 3,
Original Page 13.

306

BEVERLY HILLS TERRITORY
BURBANK TERRITORY
COLTON TERRITORY
CULVER CITY TERRITORY
DISNEYLAND TERRITORY
EAGLE ROCK TERRITORY
GLENDALE TERRITORY
HOLLYWOOD TERRITORY
LONG BEACH TERRITORY
LOS ANGELES TERRITORY
NORTH HOLLYWOOD TERRITORY
PASADENA TERRITORY
RIVERSIDE TERRITORY
SAN BERNARDINO TERRITORY
SANTA MONICA TERRITORY
WESTWOOD VILLAGE TERRITORYAll points adjacent to The
Forum, Inglewood, California,
necessary and convenient to
discharging and picking up
passengers attending sporting
events, special events and
other public gatherings
in The Forum.

Issued by California Public Utilities Commission.

Decision No. _____, Applications Nos. 49177, 49980, 50434.

APPENDIX B

Appendix A
(Dec. 61751)

THE GRAY LINE TOURS COMPANY Original Page 13b**
(a corporation)

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

SECTION IV
MISCELLANEOUS SERVICES

A. SPECIAL EVENTS (Cont'd)

ITEM NO.	BETWEEN Points of Pickup and Discharge:	AND:
	ANAHEIM -Disneyland Hotel - 1441 Southwest Street	Subject to Notes 1, 2,3 & 4 on Original Page 13c.
	BEVERLY HILLS -Beverly Hilton Hotel Wilshire & Santa Monica Blvds.	ONTARIO MOTOR SPEED- WAY in San Bernardino County necessary and convenient to dis- charging and picking up passengers
	BUENA PARK -Wax Museum 7600 Black Beach Blvd.	attending special events and other public gatherings in the Ontario Motor Speedway.
	GLENDALE -Glendale Hotel Broadway & Glendale Ave.	
*307	HOLLYWOOD -Hollywood Roosevelt Hotel Hollywood Blvd. & Orange	
	LONG BEACH -Avis Rent-A-Car 541 Long Beach Blvd. (Across from Sears)	
	LOS ANGELES -Ambassador Hotel Wilshire Blvd. & Alexandria Ave.	
	-Century Plaza Hotel Century City-Avenue of the Stars	
	-Mission Inn -Chatworth and Sepulveda	
	NORTH HOLLYWOOD -Greyhound Bus Station Riverside Drive near Lankershim	
	PASADENA -Avis Rent-A-Car 144 West Colorado (at De Lacy)	
	SANTA MONICA -Miramar Hotel Ocean Ave. & Wilshire Blvd.	

Issued by California Public Utilities Commission.

*Decision No. 77672, Application No. 52098 (Amended).

**Added by Decision No. _____, Applications Nos. 49177, 49920,
50434.

APPENDIX B

Appendix A
(Dec. 61751)THE GRAY LINE TOURS COMPANY Original Page 13c**
(a corporation)

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

SECTION IV
MISCELLANEOUS SERVICES

A. SPECIAL EVENTS--Contd.

- *Note 1: Transportation shall be limited to the carrying of passengers paying round-trip fares between the pickup points and the Ontario Motor Speedway.
- Note 2: Passengers may be transported from the pickup points to a centrally located terminal, then transferred to other buses for final transportation to the Ontario Motor Speedway and may be returned to pickup points by the same procedure.
- Note 3: From the pickup points, the route will be by the most appropriate streets or freeways to the San Bernardino Freeway, thence to the Ontario Motor Speedway. In the event of heavy traffic congestion, appropriate alternate routes may be followed.
- Note 4: Service is authorized only on a day when a special event and other public gathering is scheduled at the Ontario Motor Speedway.

Issued by California Public Utilities Commission.

*Decision No. 77672, Application No. 52098 (Amended).

**Added by Decision No. _____, Applications Nos. 49177,
49980, 50434.

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 1

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

Setting forth passenger stage operating rights, restrictions and privileges applicable to passenger stage operations for sightseeing purposes by The Gray Line Tours Company.

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 by California Public Utilities Commission.

Decision No. 81036, Applications Nos. 49177, 49980, 50434.

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 2

CORRECTION NUMBER CHECKING SHEET

This certificate is issued in loose-leaf form. All added and revised pages will be numbered consecutively in the lower left-hand corner. These correction numbers should be checked below on this checking sheet before pages are filed in certificate.

Correction Numbers

1	31	61	91	121	151	181	211
2	32	62	92	122	152	182	212
3	33	63	93	123	153	183	213
4	34	64	94	124	154	184	214
5	35	65	95	125	155	185	215
6	36	66	96	126	156	186	216
7	37	67	97	127	157	187	217
8	38	68	98	128	158	188	218
9	39	69	99	129	159	189	219
10	40	70	100	130	160	190	220
11	41	71	101	131	161	191	221
12	42	72	102	132	162	192	222
13	43	73	103	133	163	193	223
14	44	74	104	134	164	194	224
15	45	75	105	135	165	195	225
16	46	76	106	136	166	196	226
17	47	77	107	137	167	197	227
18	48	78	108	138	168	198	228
19	49	79	109	139	169	199	229
20	50	80	110	140	170	200	230
21	51	81	111	141	171	201	231
22	52	82	112	142	172	202	232
23	53	83	113	143	173	203	233
24	54	84	114	144	174	204	234
25	55	85	115	145	175	205	235
26	56	86	116	146	176	206	236
27	57	87	117	147	177	207	237
28	58	88	118	148	178	208	238
29	59	89	119	149	179	209	239
30	60	90	120	150	180	210	240

Issued by California Public Utilities Commission.

Decision No. 81036, Applications Nos. 49177, 49980, 50434.

TABLE OF CONTENTS

<u>Item No.</u>		<u>Page No.</u>
	SECTION I, General Authorizations	
5	Round-trip Service	7
10	Authorized Routes and Points	7
15	Direct Operations	7
20	Baggage Limitations	8
	SECTION II, Nonexclusive Pickup Territories	
	Los Angeles Area	
100	Index of Nonexclusive Pickup Territories	
	Los Angeles Operations	8
105	Los Angeles Territory	9
110	Beverly Hills Territory	9
115	Glendale Territory	9
120	Long Beach Territory	9
125	Pasadena Territory	9
130	Santa Monica Territory	9
135	(Intentionally left blank)	9
140	Sunset Strip Area, Los Angeles County	10
145	Arcadia Territory	10
150	Burbank Territory	10
155	Culver City Territory	10
160	West Covina Territory	10
165	Anaheim - Buena Park Territories	10
170	Hermosa Beach Territory	10
175	Manhattan Beach Territory	11
180	Redondo Beach Territory	11
185	Marina Del Rey Section, Los Angeles County	11
190	Riverside Territory	11
195	Palm Springs Territory	11
200	Santa Barbara Territory	11
205	San Diego Territory	11
210	Operations from Riverside, Palm Springs, Santa Barbara and San Diego Territories	11

Issued by California Public Utilities Commission.

Decision No. 81036, Applications Nos. 49177, 49980, 50434.

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 4

TABLE OF CONTENTS--Contd.

Item No.		Page No.
	SECTION III, Tours Authorized from Los Angeles	
300	General Limitation	12
305	Pasadena Tour	12
310	Los Angeles - Pasadena Tour	12
315	Los Angeles - Hollywood, Beverly Hills Tour	12
320	Los Angeles - Hollywood, Beverly Hills and Beaches Tour	12
325	Los Angeles - Riverside, Orange Empire Tour	13
330	Los Angeles - San Diego, Tijuana	13
335	Los Angeles - Mountain-Movie Mission Tour	13
340	Los Angeles - Santa Barbara Tour	14
345	Triangle San Diego Tour	14
350	Grand Circle San Diego Tour	15
355	Southern California Tour	15
360	Los Angeles - Pasadena, Hollywood and Beverly Hills Tour	15
365	Los Angeles - Pasadena, Hollywood, Beverly Hills and Beaches Tour	15
370	Los Angeles - Pasadena, Universal City, Hollywood and Beverly Hills Tour	16
375	Los Angeles - Pasadena, Universal City, Hollywood, Beverly Hills and Beaches Tour	16
380	Los Angeles - San Gabriel Mission, Pasadena, Hollywood and Beverly Hills Tour	16
385	Los Angeles - San Gabriel Mission, Pasadena, Hollywood, Beverly Hills and Beaches Tour	16
390	Los Angeles - San Gabriel Mission, Pasadena, Universal City, Hollywood and Beverly Hills Tour ..	16
395	Los Angeles - San Gabriel Mission, Pasadena, Universal City, Hollywood, Beverly Hills and Beaches Tour	16
400	Los Angeles - Hollywood, Universal City and Beverly Hills Tour	16

Issued by California Public Utilities Commission.

Decision No. 81036, Applications Nos. 49177, 49980, 50434.

TABLE OF CONTENTS--Contd.

<u>Item No.</u>		<u>Page No.</u>
	SECTION III, Tours Authorized from Los Angeles--Contd.	
405	Los Angeles - Hollywood, Universal City, Beverly Hills and Beaches Tour	16
410	Los Angeles and Riverside - Lake Arrowhead Tour	17
415	Palm Springs and Desert Tour	17
420	Motion Picture Studio Tour	18
425	Studio - Skyline Circle Tour	19
430	Los Angeles - Palos Verdes Estates, Los Angeles	19
435	Los Angeles - Mission, Long Beach Harbor Tour	20
440	Los Angeles - Knott's Berry Farm Tour	20

Issued by California Public Utilities Commission.

Decision No. 81036, Applications Nos. 49177, 49980, 50434.

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 6

TABLE OF CONTENTS--Contd.		
Item No.		Page No.
445	Los Angeles - Hollywood, Anaheim Disneyland Tour ..	21
450	Los Angeles - Hollywood, Newport Beach, Disneyland Tour	21
455	Los Angeles - Claremont, Mt. Baldy Tour	21
460	Los Angeles - Hollywood City Tour	21
465	Night Club Tour	21
470	Los Angeles - Riverside Tour	22
475	Los Angeles - Riverside, San Bernardino Tour	22
480	Los Angeles - Riverside, Palm Springs Tour	22
485	Forest Lawn - Civic Center Tour	22
490	Wild Flower Tour	23
495	Floral Parade Tour	23
500	Lion Country Safari Tour	24
505	Marineland Tour	24
510	Sunset Strip	25
SECTION IV, Nonexclusive Pickup Territories San Diego Area		
600	Nonexclusive Pickup Territories (San Diego Area) ..	26
605	Coronado Territory	26
610	Palm Springs Territory	26
615	San Diego Territory	26
SECTION V, Tours from San Diego, Coronado and Palm Springs		
700	General Limitations	27
705	Old Mission and Grossmont Tour	27
710	Coronado and Tijuana Tour	27
715	San Diego and Point Loma Tour	27
720	San Diego - Palomar Observatory Tour	28
725	San Diego - La Jolla Tour	28
730	San Diego - Coronado, Los Angeles Tour	29
735	Palm Springs - Indio, La Quinta Tour	29
740	Palm Springs - Palm Canyon Tour	29
745	Palm Springs - Twentynine Palms Tour	30

Issued by California Public Utilities Commission.

Decision No. 81036, Applications Nos. 49177, 49980, 50434.

Item
No.

SECTION I, General Authorizations

- 5 Round-trip Service: Except as otherwise specifically provided herein, The Gray Line Tours Company is only authorized to provide round-trip sightseeing operations.
- 10 Authorized Routes and Points: Where authority is granted herein for a specified route, The Gray Line Tours Company shall conduct operations over such route and not deviate therefrom without authority from this Commission. In the event of an act of God (flood, fire, etc.), accident, road repairs or other temporary situation which makes a route impassable, The Gray Line Tours Company may make reasonable, temporary deviations from such route, subject to any applicable rules, regulations or conditions which may be imposed by the public entity which has jurisdiction over the streets where such deviation may be made.

For operating convenience and to avoid congestion at scenic attractions, The Gray Line Tours Company may reverse the order of points visited on a specified route by starting the tour at the last point specified and proceeding in reverse order along the route to the first specified point.

Where authority is granted herein for service between or among points, The Gray Line Tours Company shall conduct operations along the most appropriate and direct routes; subject to any applicable rules, regulations or conditions which may be imposed by public entities through which said routes may pass.

Issued by California Public Utilities Commission.

Decision No. 81036, Applications Nos. 49177, 49980, 50434.

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 7a

Item
No.

- 15 Direct Operations: For operating convenience and not as an enlargement of any authority granted herein, The Gray Line Tours Company may, if it deems that it has picked up a sufficient number of passengers in one of the pickup areas provided in Section II of this certificate for one of the tours authorized in Section III herein, proceed directly to the tour from the pickup area without going to its terminal. This authority, however, does not apply to the following:
- a. Item No. 420, Tour 24 from Anaheim-Buena Park Pickup Area to M.G.M. and Universal City Studios.
 - b. Item No. 500, Tour 42 from Anaheim-Buena Park Pickup Area to Lion Country Safari.
 - c. Items Nos. 430, 440, 445 and 450 (Tours 26, 28, 29 and 30) for passengers originating at Los Angeles International Airport to Disneyland and/or Knott's Berry Farm.
 - d. Tours from the Hermosa Beach Territory, Manhattan Beach Territory, Redondo Beach Territory and Marina Del Rey Section of Los Angeles Country.

Issued by California Public Utilities Commission.

Decision No. 81036, Applications Nos. 49177, 49980, 50434.

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 8

Item
No.

SECTION I, General Authorizations--Contd.

For operating convenience only and not as an enlargement of any authority granted herein, The Gray Line Tours Company may, if it deems that it has picked up a sufficient number of passengers in the pickup areas provided in Section IV of this certificate for one of the tours authorized in Section V herein, proceed directly to the tour without going to its terminal.

- 20 Baggage Limitations: Transportation of baggage shall be that which is incidental to the transportation of passengers as herein authorized.

SECTION II, Nonexclusive Pickup Territories
Los Angeles Operations

- 100 The following Nonexclusive Pickup Territories, as described herein, shall be used for the tours specified in Section III of this certificate.

1. Los Angeles (includes Hollywood) Territory
2. Beverly Hills Territory
3. Glendale Territory
4. Long Beach Territory
5. Pasadena Territory
6. Santa Monica Territory
7. Sunset Strip area of Los Angeles County
8. Arcadia Territory
9. Burbank Territory
10. Culver City Territory
11. West Covina Territory
12. Anaheim-Buena Park Territory
13. Hermosa Beach Territory
14. Manhattan Beach Territory
15. Redondo Beach Territory.
16. Marina Del Rey Section of Los Angeles County
17. Riverside Territory
18. Palm Springs Territory
19. Santa Barbara Territory
20. San Diego Territory.

Issued by California Public Utilities Commission.

Decision No. 81036, Applications Nos. 49177, 49980, 50434.

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 9

Item
No.

SECTION II, Nonexclusive Pickup Territories--Contd.

Nonexclusive Pickup Territories, as used herein, shall be deemed to include the following:

- 105 Los Angeles Area Territory: That portion of the City of Los Angeles, which is described as the territory delineated and bounded by the city limits of the City of Los Angeles except the areas west of California State Highway No. 27; north of California Highway No. 118 between California Highway No. 27 and Zelzah Street; west of Zelzah Street between California Highway No. 118 and Rinaldi Street, north of Rinaldi Street between Zelzah Street and U. S. Highway No. 405; west of U. S. Highway No. 405 between Rinaldi Street and Foothill Boulevard, north of Foothill Boulevard and except that portion of the City of Los Angeles south of Imperial Highway.
- 110 Beverly Hills Territory: Beverly Hills, which is described as the territory delineated and bounded by the city limits of the City of Beverly Hills.
- 115 Glendale Territory: Glendale, which is described as the territory delineated and bounded by the city limits of the City of Glendale.
- 120 Long Beach Territory: Long Beach, which is described as the territory delineated and bounded by the city limits of the City of Long Beach.
- 125 Pasadena Territory: Pasadena, which is described as the territory delineated and bounded by the city limits of the City of Pasadena.
- 130 Santa Monica Territory: Santa Monica, which is described as the territory delineated and bounded by the city limits of the City of Santa Monica.
- 135 (Intentionally left blank.)

Issued by California Public Utilities Commission.

Decision No. 81036, Applications Nos. 49177, 49980, 50434.

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 10

Item
No.

SECTION II, Nonexclusive Pickup Territories--Contd.

- 140 Sunset Strip Area of Los Angeles County: The Sunset Strip Area of Los Angeles County is that territory delineated and bounded by the Los Angeles County limits, situated northeast of the City of Beverly Hills.
- 145 Arcadia Territory: Arcadia territory is described as the territory delineated and bounded by the city limits of the City of Arcadia.
- 150 Burbank Territory: Burbank territory is described as the territory delineated and bounded by the city limits of the City of Burbank.
- 155 Culver City Territory: Culver City Territory is described as the territory delineated and bounded by the city limits of the City of Culver City.
- 160 West Covina Territory: West Covina Territory is described as the territory delineated and bounded by the city limits of the City of West Covina.
- 165 Anaheim - Buena Park Territories: Anaheim-Buena Park Territories are described as the territories delineated and bounded by the city limits of the Cities of Anaheim and Buena Park. Adjacent areas extending beyond these limits include:
- a. On Beach Boulevard between Ball Road and Lampson Avenue.
 - b. On Harbor Boulevard between Garden Grove Boulevard and Orangewood Avenue.
 - c. On Harbor Boulevard between Highway 91 and Commonwealth Avenue.
 - d. On Chapman Avenue between Harbor Boulevard and Manchester Avenue.
 - e. The Saddleback Inn, 12500 East Firestone Boulevard, Norwalk.
- 170 Hermosa Beach Territory: Hermosa Beach Territory is described as the territory delineated and bounded by the city limits of the City of Hermosa Beach.

Issued by California Public Utilities Commission.

Decision No. 81036, Applications Nos. 49177, 49980, 50434.

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 11

Item
No.

SECTION II, Nonexclusive Pickup Territories--Contd.

- 175 Manhattan Beach Territory: Manhattan Beach Territory is described as the territory delineated and bounded by the city limits of the City of Manhattan Beach.
- 180 Redondo Beach Territory: Redondo Beach Territory is described as the territory delineated and bounded by the city limits of the City of Redondo Beach.
- 185 Marina Del Rey Section of Los Angeles County: The Marina Del Rey Section of Los Angeles County is that territory delineated and bounded by the Los Angeles County limits.
- 190 Riverside Territory:* Riverside, which is described as the territory delineated and bounded by the city limits of the City of Riverside.
- 195 Palm Springs Territory:* Palm Springs, which is described as the territory delineated and bounded by the city limits of the City of Palm Springs.
- 200 Santa Barbara Territory:* Santa Barbara, which is described as the territory delineated and bounded by the city limits of the City of Santa Barbara and the following specific points in Montecito, California: Santa Barbara Biltmore Hotel, Miramar Hotel-Motel and San Ysidro Ranch.
- 205 San Diego Territory:* San Diego, which is described as the territory delineated and bounded by the city limits of the City of San Diego.
- 210 * Operations from Riverside, Palm Springs, Santa Barbara and San Diego Territories.

The authority to pickup and discharge passengers in the Riverside, Palm Springs, Santa Barbara and San Diego Territories (Items Nos. 190, 195, 200 and 205) shall lapse and terminate five years from the effective date of this certificate as to any of said pickup territories from which The Gray Line Tours Company is not then operating regularly scheduled pickup service for one or more of the tours set forth in Section III hereof.

Issued by California Public Utilities Commission.

Decision No. 81036, Applications Nos. 49177, 49980, 50434.

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 12

Item No.	Tour No.
-------------	-------------

SECTION III, Tours Authorized from Los Angeles Area.

300

The specific tour authorizations, as designated herein, shall be operated from The Gray Line Tours Company Los Angeles Terminal for passengers picked up in the Non-exclusive Pickup Territories as set forth in Section II of this certificate.

305

1

Pasadena: Leaving Los Angeles to Pasadena thence passing Civic Center, Orange Grove Avenue residential section, Busch's Gardens, Brookside Park, Linda Vista, Flintridge Hotel, Devil's Gate Dam, Altadena, Oak Knoll residential district, Huntington Hotel Grounds and return to Los Angeles or vice versa.

310

2

Los Angeles to Pasadena: Leaving Los Angeles via Mission Road and Huntington Drive through South Pasadena, San Marino and Oak Knoll section to Pasadena, passing Brookside Park, Orange Grove Avenue residential section and Busch's Gardens and returning to Los Angeles via Pasadena Avenue and North Broadway.

315

3

Los Angeles-Hollywood-Beverly Hills: Leaving Los Angeles to Hollywood, thence to Beverly Hills returning through Sherman and Beverly Boulevard.

Alternate Tour: Sightseeing in Beverly Hills may be substituted by a National Broadcast, a visit to Griffith Park Observatory and/or visits to China City and Olvera Street.

320

4

Los Angeles-Hollywood-Beverly Hills and Beaches: Leaving Los Angeles via Wilshire Boulevard residential section to Hollywood, thence through Sherman and Beverly Hills, thence via Beverly Boulevard to Castellamare, thence Roosevelt Highway and Santa Monica, thence via Ocean Park to Culver City, and return to Los Angeles via San Vicente Boulevard, Sawtelle and Westwood or vice versa.

NOTE: This tour will also be operated as an all-day tour with an extension of route from Castellamare to Malibu Inn and return, and a stopover for lunch and recreation at Santa Monica.

Issued by California Public Utilities Commission.

Decision No. 81036, Applications Nos. 49177, 49980, 50434.

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 13

Item No.	Tour No.
-------------	-------------

SECTION III, Tours Authorized from Los Angeles Area--Contd.

- | | | |
|-----|---|---|
| 325 | 5 | <u>Los Angeles-Riverside-Orange Empire:</u> Leaving Los Angeles via Whittier Boulevard through Fullerton, Placentia, Santa Ana Canyon and Corona to Riverside, returning via Valley Boulevard through Ontario to Upland, thence Foothill Boulevard to San Dimas, thence to El Monte and thence by Valley Boulevard to Los Angeles, or vice versa. |
|-----|---|---|

NOTE: On special advance booking only, minimum 15 fares, this tour will be run via San Bernardino and Redlands.

- | | | |
|-----|----------------------|--|
| 330 | 6
(a,
b,
c) | <u>Los Angeles, San Diego, Tijuana:</u> Leaving Los Angeles along the most convenient or appropriate route to San Diego, visiting points of interest in and around San Diego, to International Border; return to San Diego via Coronado, thence to Los Angeles along the most convenient or appropriate route. |
|-----|----------------------|--|

- a. One-day tour, advance booking only minimum 15 fares.
- b. Two-day tour, returning to Los Angeles on evening of second day. Operated on advance booking only, minimum 15 fares.
- c. Three-day tour, returning to Los Angeles on evening of third day. Operated on advance booking only, minimum 15 fares.
- d. Gray Line is authorized to pick up passengers enroute at the Anaheim-Buena Park Pickup Territory and to originate tours therefrom in accordance with Item 15 of this certificate.

- | | | |
|-----|---|--|
| 335 | 7 | <u>Los Angeles, Mountain, Movie, Mission:</u> Los Angeles to San Gabriel Mission, thence past Huntington Estate to Altadena, thence via Flintridge, Glendale and Burbank to Universal City, thence Mulholland Sky Line Drive, Topanga Canyon and Roosevelt Highway to Santa Monica, thence to Ocean Park and Culver City, and return to Los Angeles. |
|-----|---|--|

Issued by California Public Utilities Commission.

Decision No. 81036, Applications Nos. 49177, 49980, 50434.

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 14

Item	Tour
<u>No.</u>	<u>No.</u>

SECTION III, Tours Authorized from
Los Angeles Area--Contd.

- | | | |
|-----|----------------|--|
| 340 | 8
(a,
b) | <p><u>Los Angeles, Santa Barbara:</u> Leaving Los Angeles via San Fernando, Saugus, Santa Paula, Ojai and Ventura, thence Coast Highway to Santa Barbara, thence return via Coast Highway to Ventura, thence Roosevelt Highway to Santa Monica and Los Angeles, or vice versa. Whenever time requirements or other conditions render operation through Ojai inadvisable, in the company's opinion, this tour will be routed via State Highway between Santa Paula and Ventura.</p> <p>a. One-day tour, operated on advance booking only, minimum 15 fares.</p> <p>b. Two-day tour, returning to Los Angeles on evening of second day. Operated on advance booking only, minimum 15 fares.</p> |
| 345 | 9
(a,
b) | <p><u>Triangle San Diego Tour:</u> Leaving Los Angeles to Long Beach, thence via Coast Highway through Seal Beach, Huntington Beach, Newport, Balboa, Laguna Beach, San Juan Capistrano, Serra, San Clemente, Oceanside, Carlsbad, Cardiff, Del Mar and La Jolla to San Diego, thence to International Border, return through Coronado, visiting points of interest in and around San Diego, thence via "inland route" through Escondido, Bonsall, Fall Brook, Temecula, Elsihore and Perris to Riverside, thence Valley Boulevard to Ontario and Upland, thence Foothill Boulevard to Arcadia, thence Valley Boulevard to Los Angeles, or vice versa.</p> <p>a. This tour is operated on advance booking only, minimum 15 fares. On special advance booking only, minimum 15 fares this tour will be operated via San Bernardino and Redlands.</p> <p>b. Three-day tour, returning to Los Angeles on evening of third day. On special advance booking only, minimum 15 fares, this tour will be operated via San Bernardino and Redlands.</p> |

Issued by California Public Utilities Commission.

Decision No. 81036, Applications Nos. 49177, 49980, 50434.

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 15

<u>Item No.</u>	<u>Tour No.</u>	
		SECTION III, Tours Authorized from Los Angeles--Contd.
350	10	<u>Grand Circle San Diego Tour:</u> Leaving Los Angeles to Long Beach, thence Coast Highway to San Diego, to International Border, return through Coronado, visit points of interest in and around San Diego, thence return via "inland route" through Escondido, Fallbrook, Elsinore and Perris to Riverside, thence via Valley Boulevard to Ontario and Upland, thence Foothill Boulevard to Pasadena, thence through Eagle Rock, a portion of Glendale, and Los Feliz Boulevard to Hollywood, thence to Beverly Hills and return to Los Angeles via Sherman, and Beverly Boulevard.
355	11	<u>Southern California Tour:</u> Leaving Los Angeles via Long Beach, thence Coast Route through Seal Beach, Laguna Beach and Serra to Mission San Juan Capistrano, thence through Oceanside and La Jolla to San Diego, visiting points of interest in and around San Diego; thence to International Border and return to Coronado; thence to San Diego and via State Highway to Imperial Valley, through El Centro; thence north past Salton Sea and through Coachella Valley to Palm Springs; visit Palm Canyon; thence through San Gorgino Pass and Redlands to Riverside; thence by Valley Boulevard to Ontario, to Upland; thence Foothill Boulevard to Claremont and Pomona College; thence to Los Angeles by Valley Boulevard.
		<u>NOTE:</u> At option of this company La Jolla may be visited either en route to San Diego or during tour of points of interest in and around San Diego.
360	12	<u>Los Angeles, Pasadena, Hollywood and Beverly Hills</u> <u>Combination of Tours Nos. 2 and 3.</u> From Pasadena to Hollywood via Colorado Street and Los Feliz Boulevard.
365	13	<u>Los Angeles, Pasadena, Hollywood, Beverly Hills and Beaches:</u> Combination of Tours Nos. 2 and 4. From Pasadena to Hollywood via Colorado Street and Los Feliz Boulevard.

Issued by California Public Utilities Commission.

Decision No. 81036, Applications Nos. 49177, 49980, 50434.

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 16

Item Tour
No. No.

SECTION III, Tours Authorized from
Los Angeles Area--Contd.

- | | | |
|-----|----|---|
| 370 | 14 | <u>Los Angeles, Pasadena, Universal City, Hollywood and Beverly Hills: Same as Tour No. 12, with side trip to Universal City from Hollywood.</u> |
| 375 | 15 | <u>Los Angeles, Pasadena, Universal City, Hollywood, Beverly Hills and Beaches: Same as Tour No. 13, with side trip to Universal City from Hollywood.</u> |
| 380 | 16 | <u>Los Angeles, San Gabriel Mission, Pasadena, Hollywood and Beverly Hills: Same as Tour No. 12, with side trip to San Gabriel Mission en route to Pasadena.</u> |
| 385 | 17 | <u>Los Angeles, San Gabriel Mission, Pasadena, Hollywood, Beverly Hills and Beaches: Same as Tour No. 13, with side trip to San Gabriel Mission en route to Pasadena.</u> |
| 390 | 18 | <u>Los Angeles, San Gabriel Mission, Pasadena, Universal City, Hollywood and Beverly Hills: Same as Tour No. 14, with side trip to San Gabriel Mission en route to Pasadena.</u> |
| 395 | 19 | <u>Los Angeles, San Gabriel Mission, Pasadena, Universal City, Hollywood, Beverly Hills and Beaches: Same as Tour No. 15, with side trip to San Gabriel Mission en route to Pasadena.</u> |
| 400 | 20 | <u>Los Angeles, Hollywood, Universal City and Beverly Hills: Same as Tour No. 3, with side trip to Universal City from Hollywood.</u> |
| 405 | 21 | <u>Los Angeles, Hollywood, Universal City, Beverly Hills and Beaches: Same as Tour No. 4, with side trip to Universal City from Hollywood.</u> |

Issued by California Public Utilities Commission.

Decision No. 81036, Applications Nos. 49177, 49980, 50434.

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 17

Item	Tour
<u>No.</u>	<u>No.</u>

SECTION III, Tours Authorized from
Los Angeles Area--Contd.

- 410 22 Los Angeles and Riverside to Lake Arrowhead: Leaving Los Angeles via Los Angeles Street, thence via Macy Street, Mission Road, Huntington Drive to U. S. Highway 66, thence via U. S. Highway 66 to San Bernardino, passing Huntington Library and Museum, Santa Anita Race Track, Pony Express Museum, Orange and Lemon groves, mouth of San Gabriel Canyon, Boulder Canyon power line, Scripps College and Pomona College, thence leaving San Bernardino via State Highway 18 through Arrowhead Hot Springs to State Highway 2, thence circling Arrowhead Lake via undesignated highway passing Lake Shore cottages, South Shore residential section, the Dam, North Shore Estates, Tavern and cottages, upper Lake Road, Movie Point and Golf Course to Lake Arrowhead (Village), or vice versa. (Trip around Arrowhead Lake may be reversed.)

Returning from Lake Arrowhead (Village) circling Arrowhead Lake (optional), thence via State Highway 18 to San Bernardino, thence via U. S. Highway 395 and State Highway 18 to Riverside, thence via State Highway 18 and U. S. Highway 66 to Ontario, thence via U. S. Highway 99 to Mission Road, Macy Street to Main Street in Los Angeles, or vice versa.

Stopovers will be allowed at Lake Arrowhead for one, two and three days.

ALTERNATE ROUTES:

Proceeding through South Pasadena and Alhambra to Main Loading Terminal in Los Angeles at 320 South Beaudry Avenue, and thereafter following the routes of Tours Nos. 2, 3, 4, 5, 6a, 8a, 22, 23 and 24, and returning via same routes.

- 415 23 Palm Springs and Desert Tour: Leaving Los Angeles by way of Whittier Boulevard, thence through Whittier, Fullerton and Santa Ana Canyon to Riverside; thence via March Field, Moreno, Jack Rabbit Trail, Beaumont and Banning to Palm Springs, visiting Palm Canyon; thence return via Banning, Beaumont, Redlands, Colton and Pomona to Los Angeles, or vice versa.

Issued by California Public Utilities Commission.

Decision No. 81036, Applications Nos. 49177, 49980, 50434.

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 18

Item	Tour
<u>No.</u>	<u>No.</u>

SECTION III, Tours Authorized from
Los Angeles Area--Contd.

420	24	<p><u>Motion Picture Studio Tour</u>: Leaving Los Angeles to Long Beach thence north on American Avenue to Anaheim Street thence west on Anaheim Street to Figueroa Street, thence north on Figueroa Street to South Drive, Exposition Park; thence west on South Drive to Menlo; thence north on Menlo to North Drive; thence east on North Drive to Armory; thence turn left to Exposition Boulevard, thence left on Exposition Boulevard to University Avenue, thence right on University Avenue to Adams Street, thence left on Adams Street to Culver Boulevard, thence left on Culver Boulevard, circle M.G.M. Studios, proceed to Jasmine, thence left on Jasmine to Stilson, thence right on Stilson to Club Drive, thence left on Club Drive to Motor Avenue, thence right on Motor Avenue to Pico Boulevard, thence left on Pico Boulevard to Fox Hills Drive, thence right on Fox Hills Drive to Santa Monica Boulevard, thence right on Santa Monica Boulevard to Burton Way, thence left on Burton Way to Roxbury Drive, thence left on Roxbury Drive to Santa Monica Boulevard, thence right on Santa Monica Boulevard to Alpine Drive, thence right on Alpine Drive to Third Street, thence left on Third Street to La Cienega Boulevard, thence left on La Cienega Boulevard to Beverly Boulevard, thence right on Beverly Boulevard to Las Palmas, thence left on Las Palmas to Fountain Avenue, thence right on Fountain Avenue to Seward Street, thence left on Seward Street to Sunset Boulevard, thence right on Sunset Boulevard to Wilcox Street, thence left on Wilcox Street to Cahuenga Boulevard, to Hollywood Bowl (Stop); thence south on Highland Avenue to Franklin Avenue, thence right on Franklin Avenue to Japanese Gardens (Stop); thence right on Franklin Avenue to Sierra Bonita Avenue, thence left on Sierra Bonita Avenue to Hollywood Boulevard, thence right on Hollywood Boulevard to Laurel Canyon Drive, thence right on Laurel Canyon Drive to Ventura Boulevard, thence right on Ventura Boulevard to Universal City (Stop for luncheon); thence north on Lankershim Boulevard to Valley Springs</p>
-----	----	---

Issued by California Public Utilities Commission.

Decision No. 81036, Applications Nos. 49177, 49980, 50434.

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 19

Item	Tour
<u>No.</u>	<u>No.</u>

SECTION III, Tours Authorized from
Los Angeles Area--Contd.

- | | | |
|-----------------|----|---|
| 420
(Contd.) | 24 | Boulevard, thence right on Valley Springs Boulevard to Navajo Street, thence left on Navajo Street to Forman Street, thence left on Forman Street to Moorpark, thence right on Moorpark to Rowland Avenue, thence left on Rowland Avenue to Pass Avenue, thence right on Pass Avenue to Warner Bros. Studio (enter studios); from Warner Bros. Studios continue via Rowland to Riverside Drive, to Grand Central Airport, thence right on San Fernando Road to Forest Lawn Memorial Park, thence to Glendale Boulevard and downtown Los Angeles, thence south on San Pedro Street and Avalon Boulevard to Roha Street, thence East on Roha Street and Willow Street to American Avenue and downtown Long Beach. |
| 425 | 25 | <u>Studio-Skyline Circle Tour:</u> Leaving Los Angeles along Franklin Avenue and Outpost Drive to Mulholland Drive; along Mulholland Drive to Beverly Glen Drive; along Beverly Glen Drive to Ventura Boulevard; along Ventura Boulevard, Longridge Avenue, Mary Ellen Avenue, Ventura Boulevard and Radford Street to Republic Studios; along Radford Street, Ventura Boulevard, Tujunga Avenue, Moorpark Street, Ledge Avenue, Valley Spring Lane, and Cahuenga Boulevard to Hollywood Bowl; along Cahuenga Boulevard and Highland Avenue to points of beginning. |
| 430 | 26 | <u>Los Angeles, Palos Verdes Estates, L. A. Harbor, Long Beach, Buena Park:</u> Leaving Los Angeles, proceeding south past Exposition Park and Los Angeles Memorial Coliseum, proceeding southwesterly through Crenshaw and Liemert Park districts, south and west through Inglewood, past Hollywood Park, Los Angeles Municipal Airport, thence through Manhattan Beach, Hermosa Beach, Redondo Beach, Palos Verdes Estates, and Point Firmin to San Pedro, where those so desiring will embark on a pleasure boat for a tour of Los Angeles Harbor, rejoining the original equipment from one to one and one-half hours later in Long Beach; meanwhile the original equipment |

Issued by California Public Utilities Commission.

Decision No. 81036, Applications Nos. 49177, 49980, 50434.

ATTACHMENT B
Page 21 of 31

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 20

<u>Item</u> <u>No.</u>	<u>Tour</u> <u>No.</u>
---------------------------	---------------------------

SECTION III, Tours authorized from
Los Angeles Area--Contd.

- | | | |
|-----|----|--|
| 430 | 26 | proceeds on a tour of Los Angeles and Long Beach Harbors, thence on the most appropriate and convenient route to Knott's Berry Farm returning therefrom to Los Angeles on the most appropriate and convenient route. |
| 435 | 27 | <u>Los Angeles, Mission, Long Beach, Harbor Tours:</u> Leaving Los Angeles via Huntington Drive, through Alhambra to San Gabriel Mission, thence through El Monte, thence south on Lexington Road to Downey, through Hynes to Long Beach, where, at Municipal Pier, passengers will be put aboard a motor launch and taken for a boat tour of the Harbor District, debarking at San Pedro, thence by regular equipment through San Pedro and Palos Verdes Estates to Redondo, thence via Inglewood to Los Angeles. |
| 440 | 28 | <u>Los Angeles to Knott's Berry Farm:</u> From Los Angeles to Knott's Berry Farm and return to Los Angeles along the most appropriate or convenient route. |

Issued by California Public Utilities Commission.

Decision No. 81036, Applications Nos. 49177, 49980, 50434.

ATTACHMENT B
Page 22 of 31

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 21

<u>Item</u> <u>No.</u>	<u>Tour</u> <u>No.</u>
---------------------------	---------------------------

SECTION III, Tours Authorized from
Los Angeles Area--Contd.

- | | | |
|-----|----|---|
| 445 | 29 | <u>Los Angeles-Disneyland:</u> From Los Angeles to Disneyland and return to Los Angeles along the most appropriate or convenient route. |
| 450 | 30 | <u>Los Angeles-Newport Beach-Disneyland:</u> From Los Angeles along the most appropriate or convenient route to Anaheim, thence to Santa Ana, thence to Newport Beach, thence to Disneyland, returning to Los Angeles along the most appropriate or convenient route. |
| 455 | 31 | <u>Los Angeles-Claremont-Mount Baldy:</u> From Los Angeles to Claremont via the most convenient route; thence from Claremont north along Camp Baldy Road to Mount Baldy and return via same route. Operated only during winter sports season. |
| 460 | 32 | <u>Los Angeles-Hollywood City Tours:</u> This tour covers points of interest as Civic Center Dodger Stadium Coliseum and Sports Arena, St. Vincent's Church, St. Sophia's Cathedral, Farmers Market and Grauman's Chinese Theatre. |
| 465 | 33 | <u>Night Club Tour:</u> This tour covers dinner at an appropriate restaurant in the City of Los Angeles and visiting one or more night clubs in the City of Los Angeles. Gray Line may use the most appropriate or convenient routes for this tour. |

Issued by California Public Utilities Commission.

Decision No. 81036, Applications Nos. 49177, 49980, 50434.

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 22

Item No.	Tour No.
-------------	-------------

SECTION III, Tours Authorized from
Los Angeles Area--Contd.

- | | | |
|-----|----|--|
| 470 | 36 | <u>Los Angeles-Riverside:</u> From Los Angeles to the Mission Inn in Riverside; thence south along Victoria Avenue to Arlington; thence north to and through the grounds of the Sherman Indian School operated by the United States Government, thence north via Magnolia Avenue to Riverside, thence to the summit of Mount Roubidoux, thence to the northwesterly portion of the City of Riverside through Fairmont Park, thence to the point of beginning, or vice versa. |
| 475 | 37 | <u>Los Angeles-Riverside-San Bernardino:</u> From Los Angeles to Riverside, thence to Loma Linda, thence to and through Redlands, including Smiley Heights, Prospect Park and Smiley Park, thence to San Bernardino, thence to Riverside and south to Arlington, thence return to Riverside, with detour to the summit of Mount Roubidoux, and return to the point of beginning, or vice versa. |
| 480 | 38 | <u>Los Angeles-Riverside-Palm Springs:</u> From Los Angeles to Riverside and leaving Riverside by the way of Box Springs Grade, March Field, Moreno, Jack Rabbit Trail, Beaumont, Banning, Palm Springs, Palm Springs Canyon, returning via Banning, Beaumont and Redlands to Riverside and Los Angeles, vice versa. |
| 485 | 39 | <u>Forest Lawn Memorial Park and Civic Center Tour:</u> From Los Angeles, west on Sixth Street, to Figueroa Street, north on Figueroa Street to Second Street, thence west on Second to Glendale Boulevard, north on Glendale Boulevard, to Fletcher Drive, continuing on to San Fernando Road, west on San Fernando Road to Glendale Avenue, north on Glendale Avenue, to entrance of Forest Lawn Memorial Park, driving through grounds on Park, visiting Little Church of Flowers, Wee Kirk of Heather, Mausoleum, Mystery of Life, and other statuary throughout grounds, Masonic Memorial, Tower of Legends; leaving Forest Lawn returning via Glendale Avenue, to San Fernando Road, east on San Fernando Road, to Fletcher Drive, |

Issued by California Public Utilities Commission.

Decision No. 81036, Applications Nos. 49177, 49980, 50434.

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 23

Item Tour
No. No.

SECTION III, Tours Authorized from
Los Angeles Area--Contd.

- 485 39 south on Fletcher Drive to Riverside Drive, east on
(Contd.) Riverside Drive, to Figueroa Street, south on Figueroa
Street, to Sunset Boulevard, east on Sunset Boulevard,
to Olvera Street, circle Plaza and west to Spring Street,
passing through Civic Center, south to Second Street,
west on Second to Hill Street, south on Hill to Seventh
Street, west on Seventh Street, to Olive, north on Olive
to Sixth, starting point; or by reversal of route.
- 490 40 Wild Flower Tour: Leaving Los Angeles via San Fernando
Road through Burbank, past Central Air Terminal and
Union Air Terminal past Olive Groves and curing plant in
San Fernando City via Highway 99, to Bakersfield
through beautiful mountain regions passing through
Castaic, Grapevine; visiting wild flower districts above
Bakersfield, in the Shafter District, and also flower
district through Grapevine and Arvin Sections. Also to
Mojave via Lancaster and Palmdale, visiting flower sec-
tions bordering Lancaster and Palmdale, returning to
Los Angeles via Highway 99, or by reversal of route.
Operated only during March 1 to June 1 of each year only.
- 495 41 Floral Parade Tour (Pasadena): From Los Angeles via
Sixth Street, Hill, Temple, Broadway, Mission Road,
Huntington Drive, Fair Oaks Avenue and Green Street to
the end thereof; or such other streets or terminus in
the City of Pasadena as may be consistent with the
traffic regulations of said city.
Operated on January 1 of each year only.

Issued by California Public Utilities Commission.

Decision No. 81036, Applications Nos. 49177, 49980, 50434.

ATTACHMENT B
Page 25 of 31

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 24

Item No.	Tour No.
-------------	-------------

SECTION III, Tours Authorized from
Los Angeles Area--Contd.

- 500 42 Los Angeles to Lion Country Safari, Orange County: From Los Angeles to Lion Country Safari in Orange County and return to the point of origin. The Gray Line Tours Company shall have authority to stop at the following points enroute: Japanese Village and Deer Park and the Queen Mary attraction in Long Beach. In the event The Gray Line Tours Company establishes a tour from the points herein authorized to Lion Country Safari and the Japanese Village and Deer Park and either attraction is closed on a particular day, it may substitute another point of interest which it is authorized to serve at the basic transportation rate authorized in Appendix B plus any additional admission charges; provided, however that The Gray Line Tours Company shall offer to cancel the ticket and refund the full price thereof to any ticket holder who was sold a ticket indicating that he would be given a tour of Lion Country Safari and the Japanese Village and Deer Park and who does not consent to a substituted alternative for either point.
- 505 43 Los Angeles to Marineland: From Los Angeles to Marineland and return to Los Angeles along the most convenient or appropriate route.

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 25

Item No.SECTION III, Tours Authorized from
Los Angeles Area--Contd.

510

Sunset Strip Area: The Gray Line Tours Company is authorized to include in the itinerary in one or more of its tours in Section III of this certificate all or a portion of the Sunset Strip Area of Los Angeles County which is that area delineated and bounded by the Los Angeles County limits, situated northeast of the City of Beverly Hills. This authority shall lapse and terminate one year from the effective date of this certificate unless at that time all or a portion of the Sunset Strip Area is included in the itinerary of one or more of the regularly scheduled tours of The Gray Line Tours Company.

Issued by California Public Utilities Commission.

Decision No. 81036, Applications Nos. 49177, 49980, 50434.

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 26

Item
No.

- SECTION IV, Nonexclusive Pickup Territories,
San Diego Area.
- 600 Nonexclusive Pickup Territories, as used herein, shall be
used for the tours specified in Section V of this certifi-
cate.
- 605 Coronado Territory: Coronado territory includes that
territory located within the city limits of the City of
Coronado, California.
- 610 Palm Springs Territory: Palm Springs territory includes
that territory located within the city limits of the City
of Palm Springs, California.
- 615 San Diego Territory: San Diego Territory includes that
territory located within the city limits of the City of
San Diego, California.

Issued by California Public Utilities Commission.

Decision No. 81036, Applications Nos. 49177, 49980, 50434.

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 27

<u>Item</u> <u>No.</u>	<u>Tour</u> <u>No.</u>
---------------------------	---------------------------

SECTION V, Tours from San Diego, Coronado
and Palm Springs.

- | | | |
|-----|-----|--|
| 700 | | The specific tour authorizations as designated herein, shall be operated for passengers picked up in the Non-exclusive Pickup Territories as set forth in Section IV of this certificate as indicated. The Nonexclusive Pickup Territories in Items 605 and 615 apply to the tours in Items 705, 710, 715, 720, 725 and 730. The Nonexclusive Pickup Territory in Item 610 applies to the tours in Items 735, 740 and 745. |
| 705 | S-1 | <u>Old Mission and Grossmont (San Diego):</u> Leaving U. S. Grant Hotel via Mission Cliff Gardens, Normal Heights, Kensington Grade, Old Mission, La Mesa, thence to Grossmont. Returning via Spring Valley, Lemon Grove, Encanto, Golden Hill Park Playground and Golden Hill residential district. Round trip, maximum time allowance, three hours. Operated daily. |
| 710 | S-2 | <u>Coronado and Tijuana:</u> Leaving U. S. Grant Hotel via ferry to Coronado, Silver Strand, Imperial Beach, Palm City, Nestor, San Ysidro and Tijuana, allowing one-hour stop in Mexico. Returning via Otay Valley, Chula Vista, National City, Destroyer Base and Logan Heights. Round trip, maximum time allowance three hours. Operated daily. |
| 715 | S-3 | <u>San Diego and Point Loma:</u> Leaving U. S. Grant Hotel via Balboa Park to Hillcrest and Mission Hills residential districts, thence to Oldtown, Ramona's Marriage Place, Marine Base, San Diego Airports, Naval Training Station, Loma Portal, Theosophical Institute, Bennington Monument, Old Spanish Lighthouse on Pt. Loma. Return trip is made via the Caves and the Esplanade at Sunset Cliffs and Ocean Beach. Round trip, maximum time allowance, three hours. Operated daily. |

Issued by California Public Utilities Commission.

Decision No. 81036, Applications Nos. 49177, 49980, 50434.

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 28

Item No.	Tour No.
-------------	-------------

SECTION V, Tours from San Diego, Coronado
and Palm Springs--Contd.

- | | | |
|-----|-----|--|
| 720 | S-4 | <u>San Diego-Palomar Observatory Route:</u> Beginning at the principal hotels in downtown San Diego, thence easterly along Broadway, northerly along 3rd Avenue, easterly along "C" Street, northerly and easterly along U. S. Highway 395 (Cabrillo Freeway), thence continuing along U. S. Highway 395 to Escondido, thence along various state and county roads via Valley Center and Rincon to Palomar Observatory, returning to Rincon, thence westerly along various state and county roads via Pala, Bonsall, San Luis Rey to Oceanside, thence southerly along U. S. Highway 101 to downtown San Diego and point of beginning. |
| 725 | S-5 | <u>San Diego-La Jolla Route:</u> Beginning at the principal hotels in downtown San Diego, thence easterly along Broadway, northerly along 3rd Avenue, easterly along "C" Street, northerly and easterly along U. S. Highway 395 (Cabrillo Freeway), easterly along El Cajon Boulevard, northerly along McClintock Street, easterly along Monroe Avenue, northerly along 38th Street and Ward Road to San Diego Mission, and return to Camino del Rio, thence westerly along Camino del Rio to Old Town, thence northerly along Morena Boulevard, westerly along Balboa Avenue and Garnet Street, northerly along Cass Street, westerly along Turquoise Street, northerly along La Jolla Boulevard and Prospect Street to La Jolla Caves, and return by various streets in La Jolla to the intersection of De La Costa and La Jolla Boulevards, thence southerly along La Jolla Boulevard, easterly along Turquoise Street, southerly along Mission Boulevard, southeasterly along West Point Loma Boulevard, southwesterly along Sunset Cliffs Boulevard, southeasterly along Voltaire Street, easterly along Chatsworth Boulevard, southeasterly along Browning Street, southwesterly along Rosecrans Street, southeasterly along Hugo Street, easterly along Harbor Drive to Broadway in downtown San Diego to point of beginning. |

Issued by California Public Utilities Commission.

Decision No. 81036, Applications Nos. 49177, 49980, 50434.

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 29

Item No.	Tour No.
-------------	-------------

SECTION V, Tours from San Diego, Coronado
and Palm Springs--Contd.

- | | | |
|-----|-----|---|
| 730 | S-6 | <p><u>San Diego and Coronado to Los Angeles:</u> Beginning in the Cities of San Diego or Coronado; thence northwesterly along the Pacific Coast Highway (U. S. Highway 101 and U. S. Highway 101 Alternate) to and through La Jolla, Del Mar, Cardiff, Carlsbad, Oceanside, San Clemente, Serra, Laguna Beach, Balboa, Newport, Huntington Beach, Seal Beach, and Long Beach, to Lakewood Boulevard; northerly along Lakewood Boulevard to the Santa Ana Freeway; northwesterly along Santa Ana Freeway to the City of Los Angeles; or alternately, northwesterly along Pacific Coast Highway, as aforesaid, to Capistrano Beach; northwesterly along U. S. Highway 101 and the Santa Ana Freeway to the City of Los Angeles; or alternately, northwesterly along Pacific Coast Highway, as aforesaid, to Harbor Boulevard or California State Highway 39 or California State Highway 35; northerly along Harbor Boulevard or California State Highway 39 or California State Highway 35 to the Santa Ana Freeway; northwesterly along the Santa Ana Freeway to the City of Los Angeles; visiting points of interest en route, such as Knott's Berry Farm and Disneyland.</p> |
| 735 | P-1 | <p><u>Palm Springs-Indio-La Quinta:</u> Beginning at Palm Springs, thence southerly along Palm Canyon Drive and State Route 111 to Indian Wells and Point Happy, thence detouring off State Route 111 to La Quinta returning to State Route 111, thence easterly to Indio, thence returning to Palm Springs over the same route with or without detour to La Quinta. Diversions may be made from this route visiting various points of interest nearby.</p> |
| 740 | P-2 | <p><u>Palm Springs-Palm Canyon:</u> Beginning at Palm Springs, thence southerly over Palm Canyon Boulevard and county roads to Palm Canyon returning to Palm Springs over the same route with diversions to nearby points of interest including Smoke Tree and Deep Well Guest Ranches.</p> |

Issued by California Public Utilities Commission.

Decision No. 81036, Applications Nos. 49177, 49980, 50434.

NB

ATTACHMENT B
Page 31 of 31

Appendix A

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 30

Item Tour
No. No.

SECTION V, Tours from San Diego, Coronado
and Palm Springs--Contd.

- 745 P-3 Palm Springs-Twenty-nine Palms: Beginning at Palm Springs, thence northerly over and along Indian Avenue to Garnet on U. S. Highway 99, thence westerly along U. S. Highway 99 to Twenty-nine Palms Highway, thence northerly along Twenty-nine Palms Highway to Twenty-nine Palms, thence southerly over the desert roads via Split Rock Tank, White Horse Mine, Keyes Ranch, Inspiration Point, Quails Springs and Joshua Forest, to a point where the desert road intersects Twenty-nine Palms Highway, thence along Twenty-nine Palms Highway to U. S. Highway 99, thence westerly to a junction at Palm Springs Highway (State Route 111), thence southerly over Palm Springs Highway to Palm Springs, with diversions to points of interest located adjacent to or nearby such route; provided that any trip on any tour may be canceled unless a minimum of four tickets is sold for such trip.

Issued by California Public Utilities Commission.

Decision No. 81036, Applications Nos. 49177, 49980, 50434.

ATTACHMENT C
Page 1 of 4

Appendix A
(Dec. 61751)

THE GRAY LINE TOURS COMPANY
(a corporation)

Fourth Revised Page 4
Cancels
Third Revised Page 4

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

Item No.	Table of Contents--Concluded	Page No.
	SECTION IV, Miscellaneous Services	13
	A - SPECIAL EVENTS	13
300	Los Angeles Memorial Coliseum and Exposition Park	13
305	Annual Rose Bowl Football Game, Tournament of Roses Parade	13
#306	The Forum, Inglewood	13a
#307	Ontario Motor Speedway, San Bernardino County	13b
	Special Notes	13c
#	*Operative rights to and from Steamship Docks Transferred to Airporttransit	14
	C - AIRLINE TERMINALS	15
315	Long Beach Municipal Airport	
	*Discontinuance of Palm Springs services authorized	15
#	*Palm Springs Passenger Stage Service Authority canceled	16

Issued by California Public Utilities Commission.

*Changed by Decision No. 69522, Application No. 47518.

#Added by Decision No. 81036, Applications Nos. 49177,
49980, 50434.

ATTACHMENT C
Page 2 of 4Appendix A
(Dec. 61751)THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 13a

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

Item
No.

SECTION IV, Miscellaneous Services

A - SPECIAL EVENTS--Contd.

BETWEEN Points of Pickup and
Points of Discharge located
within the following Service
Territories:AND:
Subject to Notes 1, 2 and 3,
Original Page 13.Beverly Hills Territory
Burbank Territory
Colton Territory
Culver City Territory
Disneyland Territory
Eagle Rock Territory
Glendale Territory
Hollywood TerritoryAll points adjacent to The
Forum, Inglewood, California,
necessary and convenient to
discharging and picking up
passengers attending sporting
events, special events and
other public gatherings in
The Forum.306 Long Beach Territory
Los Angeles Territory
Nooth Hollywood Territory
Pasadena Territory
Riverside Territory
San Bernardino Territory
Santa Monica Territory
Westwood Village Territory

Issued by California Public Utilities Commission.

Decision No. 81036, Applications Nos. 49177, 49980, 50434.

ATTACHMENT C
Page 3 of 4

Appendix A
(Dec. 61751)

THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 13b**

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

SECTION IV, Miscellaneous Services

A - SPECIAL EVENTS--Contd.

Item No.	BETWEEN Points of Pickup and Discharge:	AND: Subject to Notes 1, 2, 3 & 4 on Original Page 13c.
	ANAHEIM -Disneyland Hotel 1441 Southwest Street	ONTARIO MOTOR SPEED- WAY in San Bernardino
	BEVERLY HILLS -Beverly Hilton Hotel Wilshire & Santa Monica Blvds.	County necessary and convenient to dis- charging and picking up passengers
	BUENA PARK -Wax Museum 7600 Block Beach Blvd.	attending special events and other
	GLENDALE -Glendale Hotel Broadway & Glendale Ave.	public gatherings in the Ontario Motor
*307	HOLLYWOOD HOTEL-Hollywood Roosevelt Hotel Hollywood Blvd. & Orange	Speedway.
	LONG BEACH -Avis Rent-A-Car 541 Long Beach Blvd. (Across from Sears)	
	LOS ANGELES -Ambassador Hotel Wilshire Blvd. & Alexandria Ave.	
	-Century Plaza Hotel Century City-Avenue of the Stars	
	-Mission Inn Chatworth and Sepulveda	
	NORTH HOLLYWOOD-Greyhound Bus Station Riverside Drive near Lankershim	
	PASADENA -Avis Rent-A-Car 144 West Colorado (at De Lacy)	
	SANTA MONICA -Miramar Hotel Ocean Ave. & Wilshire Blvd.	

Issued by California Public Utilities Commission.

*Decision No. 77672, Application No. 52098 (Amended).

**Added by Decision No. 81036, Applications Nos. 49177, 49920,
50434.

ATTACHMENT C
Page 4 of 4Appendix A
(Dec. 61751)THE GRAY LINE TOURS COMPANY
(a corporation)

Original Page 13c**

CERTIFICATE OF PUBLIC CONVENIENCE AND NECESSITY

SECTION IV, Miscellaneous Services

A - SPECIAL EVENTS--Contd.

- *Note 1: Transportation shall be limited to the carrying of passengers paying round-trip fares between the pickup points and the Ontario Motor Speedway.
- Note 2: Passengers may be transported from the pickup points to a centrally located terminal, then transferred to other buses for final transportation to the Ontario Motor Speedway and may be returned to pickup points by the same procedure.
- Note 3: From the pickup points, the route will be by the most appropriate streets or freeways to the San Bernardino Freeway, thence to the Ontario Motor Speedway. In the event of heavy traffic congestion, appropriate alternate routes may be followed.
- Note 4: Service is authorized only on a day when a special event and other public gathering is scheduled at the Ontario Motor Speedway.

Issued by California Public Utilities Commission.

*Decision No. 77672, Application No. 52098 (Amended).

**Added by Decision No. 81036, Applications
Nos. 49177, 49980, 50434.