

**ORIGINAL**Decision No. 82794

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of  
Educational and Recreational Services,  
Inc., AKA California Sightseeing Tours,  
Inc., for a certificate of Public  
Convenience and Necessity for passenger  
stage service via school type buses to  
schools located in the Palos Verdes  
Peninsula Unified School District.

Application No. 54649

(Filed February 8, 1974)

O P I N I O N

California Sightseeing Tours, Inc. (applicant), a wholly owned subsidiary of Educational and Recreational Services, Inc., is a passenger stage corporation operating under authority from this Commission. It is authorized to transport passengers for sightseeing purposes (round trip passengers) and to and from race tracks, airports, and Lion Country Safari.<sup>1/</sup> By the application herein considered it seeks authority as a passenger stage corporation to transport pupils of 18 elementary, intermediate, and high schools of the Palos Verdes Peninsula Unified School District, which includes Palos Verdes Estates, Rolling Hills, Rolling Hills Estates, Rancho Palos Verdes, and Miraleste, all of which are in an area bounded by Pacific Coast Highway and Avenue I on the north, Western Avenue on the east, and the Pacific Ocean on the south and west.

<sup>1/</sup> Decision No. 76608 dated December 23, 1969 in Application No. 51537; Decision No. 76691 dated January 20, 1970 in Application No. 51591; Decision No. 77922 dated November 10, 1970 in Application No. 52058; Decision No. 78285 dated February 9, 1971 in Application No. 51678; and Decision No. 79272 dated October 27, 1971 in Application No. 52388.

Service is to be provided on a round-trip basis on authorized school days only, and for school children only.

The proposed round-trip monthly fares are:

	<u>1974-1975</u> <u>School Year</u>
First child	\$ 9.90
Second child	8.65
Third child	7.65
Family maximum	26.20

Ten months will constitute a full school year of approximately 180 days. The present school year fare structure was last increased in the 1972-1973 school year, and it is proposed to increase the present fares by about 7 percent to compensate for fuel, wage, and material cost increases experienced in the past two years.

Those students desiring to discontinue service or desiring a temporary interruption of service due to an extended illness, participation in after school activities, or other valid reasons, may return the bus pass to the company's office for credit on a pro rata basis.

Applicant instituted this service in 1964 at the request of Palos Verdes Peninsula Unified School Board as a result of the electorate's failure to effect a tax override. The school district's fleet of vehicles were disposed of and applicant was selected to deal directly with the parents of children in the district.

Applicant is now operating 31 school-type buses which are presently required to adequately provide the service. At present 4,000 students are registered and utilizing the applicant's services for 18 elementary, intermediate, and high schools within the Palos Verdes Peninsula Unified School District.

Applicant alleges that no other passenger stage operator or common carrier operate services between the proposed points to be served and the proposed service in no way conflicts with or affects the service of any existing carrier. Applicant's service is limited

and confined to the exclusive transportation of school students of the Palos Verdes Peninsula Unified School District.

Applicant proposes to use diesel school buses seating from 76 to 97 passengers. It will abide by the rules and regulations of the California State Board of Education Code and the California Vehicle Code.

Applicant has been providing passenger service under the jurisdiction of this Commission since 1969. It has sufficient assets, experience, and equipment to render the proposed service.

Copies of the application were served on all possibly interested parties and on the Southern California Rapid Transit District. No protests have been received.

Findings

1. A public hearing is not necessary.
2. Applicant has the ability, including financial ability, to conduct the operations for which the authority is sought.
3. The proposed fares are reasonable.
4. Public convenience and necessity require that the application be granted.
5. The Commission finds with reasonable certainty that the project involved in this proceeding will not have a significant effect on the environment.

California Sightseeing Tours, Inc. is placed on notice that operative rights, as such, do not constitute a class of property which may be capitalized or used as an element of value in rate fixing for any amount of money in excess of that originally paid to the State as the consideration for the grant of such rights. Aside from their purely permissive aspect, such rights extend to the holder a full or partial monopoly of a class of business. This monopoly feature may be modified or canceled at any time by the State, which is not in any respect limited as to the number of rights which may be given.

Conclusion

The Commission concludes that the application should be granted.

O R D E R

IT IS ORDERED that:

1. A certificate of public convenience and necessity is granted to California Sightseeing Tours, Inc., a corporation, authorizing it to operate as a passenger stage corporation, as defined in Section 226 of the Public Utilities Code, between the points and over the routes set forth in Appendix A, attached hereto and made a part hereof.

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

- (a) Within thirty days after the effective date of this order, applicant shall file a written acceptance of the certificate granted. Applicant is placed on notice that if it accepts the certificate it will be required, among other things, to comply with the safety rules of the California Highway Patrol, the rules and other regulations of the Commission's General Order No. 98-Series and the insurance requirements of the Commission's General Order No. 101-Series.
- (b) Within one hundred twenty days after the effective date of this order, applicant shall establish the authorized service and file tariffs and timetables, in triplicate, in the Commission's office.

- (c) The tariff and timetable filings shall be made effective not earlier than ten days after the effective date of this order on not less than ten days' notice to the Commission and the public, and the effective date of the tariff and timetable filings shall be concurrent with the establishment of the authorized service.
- (d) 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-Series and 98-Series.
- (e) Applicant 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.

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

Dated at San Francisco, California,  
this 30<sup>th</sup> day of APRIL, 1974.

William J. Sturgeon President  
[Signature]  
[Signature]  
[Signature] Commissioners

Commissioner Vernon L. Sturgeon, being necessarily absent, did not participate in the disposition of this proceeding.

Appendix A  
(Dec. 76608)

CALIFORNIA SIGHTSEEING TOURS, INC. First Revised Page 5  
(a corporation) Cancels  
Original Page 5

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

- a. Motor vehicles may be turned at termini and intermediate points, in either direction, at intersections of streets or by operating around a block contiguous to such intersections in accordance with local traffic regulations.
- b. When route descriptions are given in one direction, they apply to operations in either direction unless otherwise indicated.
- c. Authority is granted to operate motor coaches in excess of 35 feet, but not in excess of 40 feet, in length and in excess of 96 inches, but not exceeding 104 inches in width, between points and overall routes except between Los Angeles County points, on the one hand, and San Ysidro, on the other hand.
- d. (1) Service on Routes 1 to 6, inclusive, and 14 to 17\*, inclusive; except Route 2 shall be rendered when thoroughbred horse racing is being conducted at Hollywood Park, Santa Anita, or Agua Caliente, or sporting events are being held in the Los Angeles Coliseum. Service on Routes 10, 16, and 17 shall also be rendered when harness racing is conducted at Hollywood Park or Santa Anita. Service shall be limited to the transportation of passengers desiring to attend said races or sporting events and shall be on a round-trip basis only.
- (2) Service on Route 2 shall be rendered only when harness racing is conducted at Hollywood Park.

Issued by California Public Utilities Commission.

\*Changed by Decision No. 82794, Application No. 54649.

Appendix A CALIFORNIA SIGHTSEEING TOURS, INC. Second Revised Page 8  
(Dec. 76608) (a corporation) Cancels  
First Revised Page 8

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

Route 9. Canceled. (See revised routes on Page 7-A.)

Route 10. East Los Angeles-Hollywood Park Race Track

Between the intersections of Whittier and Atlantic Boulevards and Florence Avenue and Pacific Avenue, both points inclusive.

Route 11. Anaheim, Orange, Santa Ana-Hollywood Park Race Track

Between the intersections of Lincoln Avenue, Los Angeles Street (Anaheim), and 103rd Street and Central Avenue except within the City of Lynwood.

Route 12. Canoga Park-Hollywood Park Race Track

Within the area bounded by Devonshire Street on the north, Owensmouth Avenue on the west, Ventura Boulevard on the south, and Woodman Avenue on the east.

Route 13. Monrovia-Hollywood Park Race Track

Between the intersections of Lima Street and Myrtle Avenue (Monrovia) and Garfield Avenue and Garvey Avenue, both points inclusive.

Route 14. Canoga Park-Santa Anita Race Track

Within the area bounded by Devonshire Street on the north, Owensmouth Avenue on the west, Ventura Boulevard on the south, and Woodman Avenue on the east.

\*Route 15. East Los Angeles-Santa Anita Race Track

Any point along the authorized route.

\*Route 16. Los Angeles-Santa Anita Race Track

Between the intersections of Vermont and Manchester Avenues and Whittier Boulevard and Atlantic Boulevard.

\* Formerly on Page 9.

Issued by California Public Utilities Commission.

Decision No. 82794, Application No. 54649.

Appendix A CALIFORNIA SIGHTSEEING TOURS, INC. Second Revised Page 9  
(Dec. 76608) (a corporation) Cancels  
First Revised Page 9

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

Route 17. Inglewood-Santa Anita Race Track

Within the city limits of Inglewood.

- g. Service on Routes 7, 7-A, 7-B, 7-C, 8, 8-A, and 8-B may be rendered to points within 1/4 mile on either side thereof upon five days' notice to the Commission by filing appropriate timetable and tariff changes.

\*Route 19. Palos Verdes Peninsula Unified School District

Any point within the authorized service area.

Section 2. ROUTE DESCRIPTIONS

Subject to the authority of this Commission to change or modify such at any time, California Sightseeing Tours, Inc. shall conduct said sightseeing passenger stage operations over and along the following routes:

Tour No. 110. Disneyland-Knott's Berry Farm

Commencing at the Los Angeles Harbor, San Pedro, and Wilmington, thence via the most appropriate route or routes to points of interest in order:

Vincent Thomas Bridge, City of Long Beach, Belmont Shore, Bay of Naples, Huntington Harbor, Los Alamitos Naval Air Station, Disneyland, Knott's Berry Farm, Hollywood Wax Museum, and return to the point of beginning via the most direct route.

Issued by California Public Utilities Commission.

\*Added by Decision No. 82794, Application No. 54649.



Appendix A  
(Dec. 76608)

CALIFORNIA SIGHTSEEING TOURS, INC.  
(a corporation)

First Revised Page 17  
Cancels  
Original Page 17

SECTION 2. ROUTE DESCRIPTIONS--Contd.

Route 16. Los Angeles-Santa Anita Race Track

Commencing at the intersection of Vermont and Manchester Avenues, thence along Manchester Avenue, Firestone Boulevard, Long Beach Boulevard, Pacific Avenue, Florence Avenue, Atlantic Avenue, Long Beach and San Bernardino Freeways, Baldwin Avenue, Live Oak Avenue, and Holly Avenue to Santa Anita Race Track.

Route 17. Inglewood-Santa Anita Race Track

Commencing at the intersection of Hillcrest and Market Streets, in the City of Inglewood, thence along Hillcrest Street, Manchester Boulevard, Harbor Freeway, San Bernardino Freeway, Baldwin Avenue, Live Oak Avenue, and Holly Avenue to Santa Anita Race Track.

\*\*Route 18. Los Angeles International Airport-Los Angeles Harbor

Commencing at Los Angeles International Airport, circling all of the airline satellites, thence along Century Boulevard, San Diego Freeway, and Harbor Freeway to Los Angeles Harbor Area as defined in Section 1 hereof, thence city streets to steamship docks within such area.

Return by reverse of said route.

\*Route 19. Palos Verdes Peninsula Unified School District

Commencing at any point within the area bounded on the north by Pacific Coast Highway and Avenue I (Redondo Beach), on the east by Western Avenue, and on the south and west by the Pacific Ocean, thence via the most appropriate routes to any school of the Palos Verdes Peninsula Unified School District within said area.

Issued by California Public Utilities Commission.

\*Added by

)

) Decision No. 82794

) Application No. 54649

\*\*Route No. added by

)