

ORIGINALDecision No. 82787

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
Government Services, Inc. for
certificate of public convenience
and necessity to operate passenger,
baggage, express and sightseeing
tour service between Fresno and
Grant Grove, Kings Canyon National
Park, Stony Creek Village, Sequoia
National Forest and Giant Forest/
Lodgepole, Sequoia National Park.
Sightseeing tour service between
Giant Forest/Lodgepole, Sequoia
National Park, Stony Creek Village,
Sequoia National Forest, Grant Grove
Village, Cedar Grove, Roaring River
Falls and Copper Creek, Kings Canyon
National Park.

Application No. 55070
(Filed July 26, 1974)

O P I N I O N

Applicant Government Services, Inc. (GSI), a corporation, requests authority to operate as a passenger stage corporation between Fresno and Sequoia National Park and intermediate points transporting passengers, baggage, and express, and between Sequoia National Park and Kings Canyon National Park and intermediate points for the purpose of conducting sight-seeing tours. The application was noticed in the Commission's Daily Calendar of July 31, 1974. No protests to the granting of the application have been received.

GSI represents that it operates hospitality and recreational facilities in Sequoia and Kings Canyon National Parks pursuant to concession contracts with the National Park Service, Department of the Interior. It currently operates as a passenger stage corporation transporting passengers between Tulare, Visalia, and Giant Forest and in conducting sight-seeing tours between and within Sequoia National Park and Kings Canyon National Park

under a certificate issued to it by Decision No. 80295 dated July 25, 1972. GSI requests that in the event the certificate requested is granted, its current operating authority between Tulare, Visalia, and Giant Forest be suspended as GSI thinks the proposed route will be preferred by its patrons over the current route, but in the event that it does not prove to be, then GSI wants to reinstate the suspended service.

GSI has a proposal from Greyhound Lines-West to use the latter's terminal at Fresno as GSI's depot in that city, and GSI is currently negotiating with the Fresno Air Terminal and Amtrak . for entry onto their premises in order to connect with their passenger services. GSI represents that the proposed service will enable it to better serve the needs of the traveling public and park visitor by enabling him to connect directly to three modes of public transportation, namely, air, bus, and rail, and will enable GSI to offer connecting service with the Yosemite Transportation System thus allowing passenger connections between the Yosemite National Park and the other parks. The proposed route is represented by GSI to have distinct advantages over its current route: better roadways and streets, fewer curves, and considerably less traffic congestion. GSI proposes to charge between \$5.00 and \$8.50 one-way fares and between \$8.50 and \$12.00 round-trip fares, depending on the points between which the passenger is transported. Sight-seeing service fares will range from \$2.00 to \$11.50 depending upon the length of the trip. GSI will operate one schedule a day each way to and from Fresno. Equipment to be used consists of two 1972 Fords, one a Chateau Club Wagon seating 10 persons plus the driver and the other a Ford Model B700 seating 20 persons plus the driver. GSI represents that as of December 31, 1973 it had a net worth of \$7,860,000.

After consideration the Commission finds that a new certificate should be issued to GSI to operate as a passenger stage corporation as set out in the ensuing order and its present certificate should be revoked. The Commission further finds with reasonable certainty that the project involved in this proceeding will not have a significant effect on the environment. The order which follows will provide for the suspension of the operating authority designated as "Route No. 1 - Regular Route" in the certificate. A public hearing is not necessary.

Applicant 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.

O R D E R

IT IS ORDERED that:

1. A certificate of public convenience and necessity is granted to Government Services, 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 administered by 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.

- (f) The operating authority designated "Route No. 1 - Regular Route" in the certificate is suspended for one year from the date of this order or until the suspension is lifted by the Commission at the request of Government Services, Inc., whichever occurs first.

3. The certificate of public convenience and necessity granted in paragraph 1 of this order shall supersede the certificate of public convenience and necessity issued to it by Decision No. 80295, which certificate is revoked effective concurrently with the effective date of the tariff filings required by paragraph 2(b).

The effective date of this order is the date hereof.

Dated at San Francisco, California, this 15th
day of DECEMBER, 1974.

Vernon L. Stegman
President
William J. ...
Thomas ...
...
Robert E. ...
Commissioners

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Appendix A

GOVERNMENT SERVICES, INC.

Original Page 1

CERTIFICATE
OF
PUBLIC CONVENIENCE AND NECESSITY

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

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

Issued under authority of Decision No. 83787,
dated DEC 10 1974, of the Public Utilities Commission of
the State of California, in Application No. 55070.

INDEX

	<u>Page No.</u>
SECTION 1. GENERAL AUTHORIZATIONS, RESTRICTIONS, LIMITATIONS, AND SPECIFICATIONS	3 and 4
SECTION 2. ROUTE DESCRIPTIONS	
<u>Route</u>	<u>Route Name</u>
1	Tulare-Visalia 5
2	Fresno 5
Alternate	Stony Creek, Sequoia National Park 5
Alternate	Fresno Air Terminal 5
3	Sight-seeing Route 5

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

The certificate hereinafter noted supersedes all operative authority heretofore granted to Government Services, Inc.

Government Services, Inc., by the certificate of public convenience and necessity granted by the decision noted in the margin, is authorized to:

(a) Regular Route

Transport passengers, baggage and express between Fresno and Sequoia National Park, and between Tulare and Visalia, on the one hand, and Sequoia National Park, on the other hand, and

(b) Sight-seeing Route

Operate a sight-seeing service between Giant Forest Village in Sequoia National Park, on the one hand, and Copper Creek in Kings Canyon National Park, on the other hand,

and certain territories intermediate and adjacent thereto, over and along the routes hereinafter described, subject, however, to the authority of this Commission to change or modify said routes at any time and subject to the following provisions:

- (1) Motor vehicles may be turned at termini and intermediate points in either direction at intersections of streets or by operating around the block contiguous to intersection in accordance with local traffic regulations.
- (2) When route descriptions are given in one direction they apply to operation in either direction, unless otherwise indicated.
- (3) The transportation of baggage or express shall be on passenger-carrying vehicles and shall be incidental to the transportation of passengers and limited to a weight of not more than one hundred (100) pounds per shipment.

Issued by California Public Utilities Commission.

Decision No. 83787, Application No. 55070.

SECTION 1. GENERAL AUTHORIZATIONS, RESTRICTIONS, LIMITATIONS, AND SPECIFICATIONS. (Continued)

- (4) The term "on-call" as used herein refers to service which is authorized to be rendered dependent upon the demands of passengers. Tariffs and timetables shall show the conditions under which each authorized "on-call" service will be rendered.
- (5) No passenger shall be carried to or from Visalia and Tulare, or any intermediate point, who has not purchased transportation to and from some point in Sequoia National Park.
- (6) No passenger shall be carried to or from Fresno and Grant Grove Village, or any intermediate point, who has not purchased transportation to or from some point in either Sequoia National Park, Kings Canyon National Park or Stony Creek Village, Sequoia National Forest.
- (7) The regular route service shall be scheduled, except for the period when the parks are officially closed as determined by the opening and closing of the facilities therein for the accommodation of tourists, during which period this service shall be "on-call".
- (8) The sight-seeing service shall be operated as an "on-call" tour.

Issued by California Public Utilities Commission.

Decision No. 83787, Application No. 55070.

SECTION 2. ROUTE DESCRIPTIONS.

Route No. 1 - Tulare-Visalia

Commencing from Tulare, on and along the most appropriate streets, roadways and highways to north on State Route 63 to Visalia, continue on State Route 198 to Ash Mountain and to Giant Forest Village, Sequoia National Park.

Route No. 2 - Fresno

Commencing from the AMTRAK Depot, Fresno, over the most appropriate streets to the Fresno Greyhound Bus Terminal and then to the Fresno Air Terminal, continue over the most appropriate streets to east and north on State Route 180, Grant Grove Village, Kings Canyon National Park, return south on State Route 180 and east on Generals Highway and to Giant Forest Lodge, Sequoia National Park.

Alternate Route - Stony Creek, Sequoia National Forest

Commencing from Generals Highway, to Stony Creek Village, Sequoia National Forest and return to Generals Highway.
"On-call" service only.

Alternate Route - Fresno Air Terminal

When commencing only from the National Parks and Forest traveling in a westerly direction over the most appropriate and convenient streets in Fresno to Fresno Air Terminal.
"On-call" service only.

Route No. 3 - Sight-seeing Route

Commencing from Giant Forest/Lodgepole in Sequoia National Park, over and along the most appropriate streets, roads to Generals Highway, Stony Creek Village, Sequoia National Forest, return to Generals Highway, north on State Route 180, General Grant Grove, continue north on State Route 180, Cedar Grove, and Roaring River Falls, Kings Canyon National Park.

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