

Decision No. 23510

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of )  
TANNER MOTOR TOURS, LTD., a corporation, )  
to alter the route and schedule of its )  
Tour No.16, a five day tour of )  
Southern California. )

**ORIGINAL**  
Application  
No.17201

Mc Cutchen, Olney, Mannon & Greene, by  
Carl I. Wheat, for applicant.

STEVENOT, Commissioner -

OPINION

This proceeding is an application by Tanner Motor Tours, Ltd., a corporation, for an order of the Railroad Commission authorizing it to change the route and method of operating its Tour No.16, described as "Southern California Tour (5 days)." The proposed re-routing does not involve a change in fares.

A public hearing was held at Los Angeles, testimony heard and an order of submission made. The granting of the application was not opposed.

The tour involved is one of many operated by applicant under the authority of the Railroad Commission. It is an all-expense sightseeing tour, the rate for which is \$74.40, of which sum \$30.00 is designated as the cost of transportation, the balance covering cost of hotel accommodations enroute.

It is now operated as follows:

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 through Coronado to San Diego; thence by State Highway to Imperial Valley, through El Centro, with side trip to International Border at Calexico; thence through Imperial Valley, past Salton Sea, through Coachella Valley to Palm Springs, visiting Palm Canyon; thence through San Geronio 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. (Tariff C.R.C. No.1, Section IV, item 17, page 10.)

The passenger now has the option of spending the second night either at San Diego or at Agua Caliente, Mexico, a resort a short distance from the Mexican border. On the third day operation is now from San Diego or Agua Caliente to Imperial Valley, through El Centro, thence to the border at Calexico, returning to El Centro where passengers spend the third night. On the fourth day the passengers are taken north from El Centro, passing Salton Sea and through Coachella Valley to Palm Springs, visiting Palm Canyon and then through San Geronio Pass and Redlands to Riverside. It is proposed to change the third and fourth day operations and to operate in accordance with the following:

Third day, proceed from Coronado Hotel through San Diego, thence via State Highway to Imperial Valley and El Centro, omitting the side trip to Calexico, and proceeding north through Imperial Valley, past Salton Sea and the Coachella Valley to Palm Springs, where the third night will be spent at one of the large tourist hotels at that resort; Fourth day, visit Palm Canyon, thence proceed through Palm Springs to San Geronio Pass, thence to Redlands and Riverside, spending the fourth night at Riverside.

It is not proposed to alter the operation of the first and fifth days and the general operation on the second day. The proposed change is not to become effective until April 15, 1931, in order that travelers already booked for the present tour may be cared for.

D. N. Booher, manager of applicant's tours, testified that the proposed change would make for better service to the sight - seeing public in that it would allow the travelers more time to enjoy the desert region in and about Palm Springs. He stated that the side trip from El Centro to Calexico could well be abandoned because the travelers were given every opportunity to view the border country at Agua Caliente, the border being crossed at Tia Juana on the second day of the tour. He also said that the present operation was difficult to work out in practice, the fourth day operation being, in addition, too extensive for the comfort and convenience of the passengers. He said that the

change proposed was predicated on a knowledge of the wishes of travelers gained through oral expression and from letters and answers to questionnaires (Exhibits 1 and 2) received from tourists who had made the trip.

The testimony of Booher was corroborated by that of O. E. Long, employed by applicant as a conductor of Tour 16.

From the evidence, I conclude and find as a fact, that the re-routing and operating changes proposed herein are required by public convenience and necessity and that the application should be granted.

The following form of order is recommended:

#### ORDER

A public hearing having been held in the above entitled matter, testimony heard and an order of submission made,

IT IS HEREBY ORDERED that Tanner Motor Tours, Ltd., a corporation, be and it is hereby authorized to re-route its Tour No.16 (Southern California Tour, 5 days) over and along the following route:

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 through 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 Geronio 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,

and to operate said tour in the manner described in Paragraph IV of the application herein, and

IT IS HEREBY ORDERED that Tanner Motor Tours, Ltd., shall file, effective April 15, 1931, such supplements to the tariffs on file in its name with the Railroad Commission as are necessary to cover the service and route changes herein authorized.

The effective date of this order shall be twenty (20) days from the date hereof.

The above opinion and order are hereby approved and ordered adopted as the opinion and order of the Railroad Commission of the State of California.

Dated at San Francisco, California, this 16<sup>th</sup> day of March, 1931.

C. C. Sawyer  
Leon O'Whelan

M. J. Conroy

M. B. Harris

Fred G. Stewart  
COMMISSIONERS.