

Decision No. 40102

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

ORIGINAL

In the Matter of the Application of  
TANNER MOTOR TOURS, LTD., for a  
certificate to operate a motor service  
between Los Angeles and Hollywood and  
Arcadia Race Track, Arcadia, California

) Application No. 19585  
) First Supplemental

In the Matter of the Application of  
TANNER MOTOR TOURS, LTD., for a certifi-  
cate to operate a sightseeing bus busi-  
ness from hotels in Los Angeles to the  
race track of the Hollywood Turf Club  
in Inglewood, California

) Application No. 21579  
) First Supplemental

Tudor Gairdner for applicant. Randolph Karr and H. C. Marler for Pacific Electric Railway Company; Roger Arneberg, Asst. City Attorney for the City of Los Angeles; T. M. Chubb, Asst. Chief Engineer for the Board of Public Utilities and Transportation of the City of Los Angeles; Don L. Campbell and Rodney F. Williams, by Don L. Campbell, for Asbury Rapid Transit System, interested parties.

O P I N I O N

This is an application of Tanner Motor Tours, Ltd., a California corporation, for a certificate of public convenience and necessity to operate a passenger bus service between the Ambassador Hotel and the Rosslyn Hotel, both in Los Angeles, on the one hand, and on the other the Santa Anita Race Track at Arcadia, California, and the Hollywood Turf Club at Inglewood, California.

Applicant is presently authorized to operate a passenger bus service between the aforementioned race tracks and certain specified hotels in Los Angeles, Hollywood, and Pasadena, under

certificates of public convenience and necessity granted by Decision No. 27591, dated December 10, 1934, and Decision No. 30666, dated February 28, 1938.

Specifically, applicant seeks to amend Route (b) as described in Decision No. 27591 and Route (1) as described in Decision No. 30666.

A public hearing was held by Examiner Syphers at Los Angeles on February 17, 1947.

Applicant presently has a tariff on file with the Commission, Tanner Motor Tours, Ltd. Local Passenger Tariff Cal. P.U.C. No. 15. The round-trip fare of \$1.30 named in that tariff is proposed to be made applicable to the service herein requested.

There are passenger carriers now operating in the area proposed to be served, serving the public generally, but not specifically serving hotels. Of these carriers, one, the Los Angeles Transit Lines, has waived any objections to the application. The other two, the Pacific Electric Railway Company and Asbury Rapid Transit System, appeared at the hearing, and the former elicited testimony to the effect that applicant presently operates from an off-street parking area next to the Rosslyn Hotel, maintaining a sign advertising transportation to the race tracks, and transporting all passengers who apply without regard to whether or not they are hotel guests. The Pacific Electric Railway Company contends that it has no objections to applicant's transporting hotel guests but does object strenuously to a "wide open general common carrier service". This company further requested that any additional authority granted be limited to the terms of the original order in Decision No. 27591.

Need for the proposed service from the Rosslyn Hotel was voiced by applicant's agent who told of frequent requests for such service, particularly telephonic requests from people in the rooms of the Rosslyn Hotel and, also, personal requests from people in the lobby of the Rosslyn Hotel.

The proposed route involving service from the Ambassador Hotel is to change the present route and to correct the description of the route appearing in Decision No. 27591 so that description will specifically mention the Ambassador Hotel. This is in accordance with the decision itself which authorized such service. There is no dispute as to need for service from the Ambassador Hotel.

A report of the Board of Public Utilities and Transportation of the City of Los Angeles, received in evidence, indicated that board recommended the proposed route changes in connection with both hotels concerned herein. Testimony adduced by applicant showed a particular need for the route changes in connection with the Rosslyn Hotel and, also, a change in the location of the loading zone from the Biltmore to the Rosslyn Hotel. All these changes appear desirable because of crowded traffic conditions in Los Angeles.

#### ORDER

A public hearing having been held in the above-entitled proceeding and the Commission being fully advised,

IT IS ORDERED:

(1) That Route (b) as described in Decision No. 27591, dated December 10, 1934, be amended to read as follows:

Leaving Ambassador Hotel, thence east on Wilshire Boulevard to Grand Avenue, north on Grand Avenue to Biltmore Hotel, thence west on Fifth Street to Figueroa Street, thence north to Second Street, thence east to Los Angeles Street, thence south to Fifth Street, thence west to Harlem Place, to private loading depot near northwest corner of Rosslyn Hotel, thence north on Main Street to Third Street, thence East to Los Angeles Street, thence north on Los Angeles Street to Alameda Street, thence north to Macy Street, thence easterly to Mission Road, thence along Mission Road and Huntington Drive to Santa Anita Race Track.

Leaving Ambassador Hotel, thence east on Wilshire Boulevard to Saint Paul Street, thence north to Sixth Street, thence east to Beaudry Avenue, thence north to Second Street, thence east to Los Angeles Street, thence north to Alameda Street, thence north to Macy Street, thence easterly to Mission Road, thence along Mission Road and Huntington Drive to Santa Anita Race Track.

(2) That Route (1) in Decision No. 30666, dated February 28, 1938, be amended to read as follows:

Starting at private loading depot on northwesterly portion of Rosslyn Hotel property in Los Angeles, California, approximately one hour before the first race; thence west on Fifth Street to Olive Street and Biltmore Hotel, thence south on Olive Street to Twelfth Street, east on Twelfth Street to Hill Street, south on Hill Street to Santa Barbara Avenue, thence west on Santa Barbara to Figueroa Street, south on Figueroa Street to Century Boulevard, west on Century Boulevard to Prairie Avenue, north on Prairie Avenue to Hollywood Turf Club at Inglewood, California, returning via same route to Twelfth and Hill Streets, thence east on Twelfth Street to Los Angeles Street, thence north to Fifth Street, thence west to Harlem Place, thence to private loading depot on the northwesterly portion of Rosslyn Hotel property, thence to Main Street, thence south to Fifth Street, thence west on Fifth Street to Biltmore Hotel (or alternate south on Olive Street to Biltmore Hotel).

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

Dated at Los Angeles, California, this 25<sup>th</sup> day of March, 1947.

Harold H. Kula

Justus F. Calver

A. J. Johnson

Richard H. Dutton

John J. ...

COMMISSIONERS