

ORIGINAL

Decision No. 45864

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

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| In the Matter of the Application |) | |
| of TANNER MOTOR TOURS, LTD., a |) | |
| corporation, for a certificate of |) | |
| public convenience and necessity |) | Application No. 32336 |
| to operate as a passenger stage |) | |
| corporation in the transportation |) | |
| of persons between Los Angeles |) | |
| and the Matson Navigation Company |) | |
| terminal, Wilmington, California. |) | |

Gordon & Knapp by Wyman C. Knapp for applicant.
Dennis A. Shelley for Wilmington Bus Co., protestant; R. O. Christianson for Pacific Electric Railway Company, interested party.

O P I N I O N

Tanner Motor Tours, Ltd., a California corporation, is engaged in the business of furnishing and operating buses, limousines, and other automotive equipment throughout Southern California in the transportation of passengers for hire, in sightseeing service, ground transportation for airline passengers, and transportation of passengers between Southern California cities and Hollywood Park and Santa Anita race tracks, under authority of this Commission.

By this application authority is requested to establish a passenger stage corporation service for the transportation of passengers and their baggage between the Biltmore Hotel in Los Angeles and the Matson Navigation Company terminal at Wilmington, California. A basic one-way fare of \$1.25 plus

federal transportation tax, making a total fare of \$1.45, including the handling of baggage, is proposed. A de luxe-type sightseeing bus will be employed. The schedules will be coordinated with the arrival and departure of Matson Navigation Company vessels.

The only competitive passenger stage corporation operations are alleged to be those of Pacific Greyhound Lines and Pacific Electric Railway Company. Pacific Greyhound Lines has indicated that it does not oppose this application. The Pacific Electric Railway Company, in a letter dated May 8, 1951, states that it has no objection, provided applicant confines its operation to the handling of passengers of the navigation company between the above-named terminals and serves no intermediate points.

Public hearing was held in Los Angeles on June 13, 1951, at which time evidence, both oral and documentary, was adduced and the matter was duly submitted.

The application has the approval of the City of Los Angeles. Authority to serve terminal points only without the right to serve intermediate points will, it was conceded by Pacific Electric Railway Company, be satisfactory to it. The protest of Wilmington Bus Co. appears to be without merit. The protestant's local service in and around the Wilmington district is of an entirely different type than that herein proposed. There is no evidence to support protestant's assertion that it would be adversely affected by granting the application. On the contrary, it appears that the elimination of the special

Pacific Electric car, now employed to meet steamship landings would beneficially affect protestant. The discontinuance of said special car is contemplated upon the institution of applicant's proposed service. Although protestant stated it considered itself as possessing a prior right to institute this service proposed by applicant, it admitted it was not ready and able to do so.

After careful consideration of this matter, we find the proposal is required by public convenience and necessity. Accordingly, the application will be granted.

O R D E R

Application as above entitled having been filed, public hearing having been had, the Commission being fully advised in the premises and hereby finding that public convenience and necessity so require,

IT IS ORDERED:

(1) That a certificate of public convenience and necessity be, and it hereby is, granted to Tanner Motor Tours, Ltd., authorizing the establishment and operation of a service as a passenger stage corporation, as defined in Section 2 $\frac{1}{2}$ of the Public Utilities Act, for the transportation of passengers and their baggage between the Biltmore Hotel in the City of Los Angeles on the one hand, and, on the other hand, the Matson Navigation Company's dock in Wilmington, California, without the right to render any service to intermediate points.

(2) That, in providing service pursuant to the certificate herein granted, there shall be compliance with the following service regulations:

- (a) Within thirty (30) days after the effective date hereof, applicant shall file a written acceptance of the certificate herein granted.
- (b) Within sixty (60) days after the effective date hereof, and upon not less than five (5) days' notice to the Commission and the public, applicant shall establish the service herein authorized and comply with the provisions of General Order No. 79 and Part 19 of General Order No. 98, by filing in triplicate, and concurrently making effective, tariffs and time schedules satisfactory to the Commission.
- (c) Subject to the authority of this Commission to change or modify such at any time, Tanner Motor Tours, Ltd. shall conduct said passenger stage service over and along the following-described route:

From the Biltmore Hotel in Los Angeles, along Grand Avenue, along Fifth Street, Sixth Street, or Wilshire Boulevard, to Flower Street, along Flower Street, Figueroa Street, Moneta Avenue, Main Street, Wilmington Boulevard, B Street, Fries Avenue, Pier A Street to the dock terminal of the Matson Navigation Company at Wilmington, California. Also, from said dock terminal along Pier A Place, Neptune Street and B Street to Wilmington Boulevard.

Applicant is authorized to turn its motor vehicles at termini and any intermediate points in either direction, at intersections of streets, or by operating around a block contiguous to such intersections, or in accordance with local traffic rules.

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

Dated at San Francisco, California, this 26th day of June, 1951.

R. F. Anderson
Justice F. Casper
Harold P. Kuli
Lawrence H. Patten
John L. Mitchell
COMMISSIONERS