

**ORIGINAL**Decision No. 56282

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of  
 TANNER MOTOR TOURS, LTD., for a cer-  
 tificate of public convenience and  
 necessity to operate as a passenger  
 stage corporation between Los Angeles  
 Territory and Steamship Docks at  
 Los Angeles and Long Beach Harbors.

Application No. 39526

O P I N I O N

Applicant 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, ground transportation incident to steamship travel through the Los Angeles Harbor, race track transportation service, and special event services, pursuant to the provisions of certificates of public convenience and necessity issued by this Commission.

By Decision No. 45864 applicant was authorized to operate a passenger stage service between the Biltmore Hotel in Los Angeles and the Matson Navigation Company's dock in Wilmington. No service was authorized for intermediate points.

By this application, applicant seeks authority to operate a transportation service between hotels located in the Los Angeles Territory, as hereinafter defined, and steamship docks located in the Cities of Los Angeles and Long Beach. Applicant will use bus and/or limousine equipment of a size and capacity as may be required, making such service available on a coordinated basis with steamship arrivals and departures.

Los Angeles Territory, referred to hereinabove, is defined as follows:

Beginning at Olympic Boulevard and Los Angeles Street; northerly along Los Angeles Street to Macy Street, including therein the Los Angeles Union Depot; westerly along Macy Street and Sunset Boulevard to Figueroa Street; southerly along Figueroa Street to Third Street; westerly along Third Street to Bixel Street; southerly along Bixel Street to Sixth Street; westerly along Sixth Street to Ardmore Avenue; southerly along Ardmore Avenue to Eighth Street; easterly along Eighth Street to Catalina Street; northerly along Catalina Street to Seventh Street; easterly along Seventh Street to Figueroa Street; southerly along Figueroa Street to Olympic Boulevard; easterly along Olympic Boulevard to point of beginning.

Applicant proposes to use the following route of travel:

From the Los Angeles Territory to steamship docks at Los Angeles and Long Beach Harbors via Harbor Freeway to required points of detour pending completion of said Freeway; thence along Figueroa Street to Pacific Coast Highway, easterly along Pacific Coast Highway to the Long Beach Freeway, southerly along the Long Beach Freeway to the Long Beach Harbor Docks, or via Figueroa Street and Anaheim Boulevard to the Los Angeles Harbor Docks, and returning via the same route.

Applicant proposes to charge a basic fare of \$1.64, plus Federal Transportation Tax, or a total of \$1.80 per person. The fare presently in effect is \$1.41 per person, plus Federal Transportation Tax, or a total of \$1.55.

Applicant alleges that the service involved is basically the same as that performed as ground transportation in conjunction with airline travel, with the exception that the frequency of airline schedules has enabled the ground transportation services by motor vehicle to develop load factors not possible in meeting widely spaced vessel schedules; that the ground transportation fare, one way, between the Los Angeles International Airport and Long Beach

for a shorter distance of travel, is \$2.16 per person, plus Federal Transportation Tax, or a total per passenger fare of \$2.40; that said fare may be compared with a present point-to-point total fare of \$1.55 between the Biltmore Hotel and the Matson Terminal, Wilmington, and with the proposed total fare of \$1.80 between the entire Los Angeles Territory and all docks in the Long Beach-Los Angeles Harbor area.

It is further alleged that applicant's experience in rendering its present service between the Biltmore Hotel and the Matson Navigation Company dock at Wilmington has been that all movements are on a one-way basis, viz., either bus equipment is dead-headed to Wilmington to meet an incoming vessel, or it is loaded from the Biltmore Hotel to Wilmington to serve an outbound vessel and then deadheaded back to Los Angeles; that the theoretical maximum available load factor is 50 percent; that because of interest in travel by private car or taxicab applicant has found 33-passenger equipment to be adequate; that the maximum available revenue in theory is \$46.53 per round trip (33 x \$1.41); that applicant rarely, if ever, loads such equipment in excess of 20 fare-paying passengers, with a resulting revenue of approximately \$23.00 per round trip per bus.

By affording the wider required coverage in Los Angeles Territory and at the docks, applicant estimates a minimum round trip of approximately 60 miles, and a prospective revenue return per mile of 46 cents. This return is to be compared with an expense for operating such equipment of approximately \$1.00 per mile on a system basis.

Applicant represents that there has been an increasing demand for services between hotels and hotel apartments in applicant's Los Angeles Territory, as hereinabove described, and the steamship docks at Los Angeles and Long Beach Harbors, occasioned by the rapidly increasing interest in ocean travel which, in turn, has stimulated the use of docks at both of the aforementioned harbors for embarkation and disembarkation of passengers. Applicant proposes no service to or from intermediate points, and further proposes that any transportation performed under the certificate herein sought will be restricted to coordinated service with arriving and departing vessel schedules.

The authority heretofore granted by Decision No. 45864 will be revoked as the same service may be provided by applicant's new certificate. Applicant does not propose to serve the Catalina Island Terminal which is now being served by Metropolitan Coach Lines.

The Commission finds that public convenience and necessity require the establishment of operation of a passenger stage service as hereinabove set forth. The application will be granted. A public hearing is not deemed necessary.

O R D E R

Application having been made, the Commission being fully advised in the premises and having found 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., a corporation,

authorizing the establishment and operation of a service as a passenger stage corporation, as defined in Section 226 of the Public Utilities Code, for the transportation of persons and their baggage between the points and places, and along the routes as more specifically described in Appendix A attached hereto and made a part hereof.

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

- (a) Within thirty days after the effective date hereof, applicant shall file a written acceptance of the certificate herein granted. By accepting the certificate of public convenience and necessity herein granted, applicant is placed on notice that it will be required, among other things, to file annual reports of its operations and to comply with and observe the safety rules and other regulations of the Commission's General Order No. 98. Failure to file such reports, in such form and at such time as the Commission may direct, or to comply with and observe the provisions of General Order No. 98, may result in a cancellation of the operating authority granted by this decision.
- (b) Within sixty days after the effective date hereof, and on not less than five days' notice to the Commission and the public, applicant shall establish the service herein authorized and file in triplicate, and concurrently make effective, amendments to its tariffs and timetables satisfactory to the Commission to reflect the authority herein granted.

(3) That Decision No. 45864, on Application No. 32336,  
be and it hereby is revoked.

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

Dated at San Francisco, California,  
this 25<sup>th</sup> day of February, 1958.

[Signature]  
President

[Signature]

[Signature]

[Signature]

[Signature]  
Commissioners

Tanner Motor Tours, Ltd., by the certificate of public convenience and necessity granted in the decision noted in the margin, is authorized to transport persons and their baggage between the Los Angeles Territory, as hereinafter described, on the one hand, and steamship docks located at the harbors of the Cities of Los Angeles and Long Beach, on the other hand, subject to the following conditions:

- (a) Applicant shall not transport any person to or from the Catalina Island Terminal situated in Wilmington.
- (b) Subject to the authority of this Commission to change or modify such at any time, applicant shall conduct said passenger stage operation over and along the following routes:

From Los Angeles Territory to steamship docks at Los Angeles and Long Beach Harbors via Harbor Freeway to required points of detour pending completion of said Freeway; thence along Figueroa Street to Pacific Coast Highway, easterly along Pacific Coast Highway to the Long Beach Freeway, southerly along the Long Beach Freeway to the Long Beach Harbor Docks, or via Figueroa Street and Anaheim Boulevard to the Los Angeles Harbor Docks, and returning via the same route.

The Los Angeles Territory referred to hereinabove is described as follows:

Beginning at Olympic Boulevard and Los Angeles Street; northerly along Los Angeles Street to Macy Street, including therein the Los Angeles Union Depot; westerly along Macy Street and

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Sunset Boulevard to Figueroa Street; southerly along Figueroa Street to Third Street; westerly along Third Street to Bixel Street; southerly along Bixel Street to Sixth Street; westerly along Sixth Street to Ardmore Avenue; southerly along Ardmore Avenue to Eighth Street; easterly along Eighth Street to Catalina Street; northerly along Catalina Street to Seventh Street; easterly along Seventh Street to Figueroa Street, southerly along Figueroa Street to Olympic Boulevard; easterly along Olympic Boulevard to point of beginning.

End of Appendix A

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