

62339

ORIGINAL

Decision No. _____

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of AIRPORT COACH SERVICE for certificate of public convenience and necessity to extend the present operation of applicant under existing certificate of public convenience and necessity as a passenger stage corporation of passengers, baggage and express to include scheduled service between the present terminal area of the Los Angeles International Airport and the new terminal area of the Los Angeles International Airport; also for authority to establish an alternate route between the two terminal areas of the Los Angeles International Airport on applicant's present operation under existing certificates of public convenience and necessity; and to establish an alternate route between Santa Ana and Los Angeles International Airport.

Application
No. 43242

Application of AIRPORT SERVICE, INC., for certificate of public convenience and necessity to extend the present operation of applicant under existing certificate of public convenience and necessity as a passenger stage corporation of passengers, baggage and express to include scheduled service between the present terminal area of the Los Angeles International Airport and the new terminal area of the Los Angeles International Airport; also for authority to establish an alternate route between the two terminal areas of the Los Angeles International Airport on Applicant's present operation under existing certificates of public convenience and necessity.

Application
No. 43243

Harold K. Marcum, for applicants.
Ivan McWhinney, for Airporttransit, protestant.
R. W. Russell, by E.D. Walpert, for Department of
 Public Utilities and Transportation, City of
 Los Angeles, interested party.
Fred G. Ballenger, for the Commission's staff.

O P I N I O N

The above-entitled matters were consolidated for hearing which was held at Los Angeles on June 2, 1961, before Examiner Mark V. Chiesa. Oral and documentary evidence having been adduced, the matters were submitted for decision.

Airport Coach Service, a corporation, is now authorized, generally, to transport airline passengers between Santa Ana and the Los Angeles International Airport (hereinafter referred to as L.A.I.A.) over described routes serving several intermediate points along said routes as more specifically set forth in the decisions of this Commission. By Application No. 43242, as amended, it seeks authority (1) to make minor route changes, and (2) to establish a local service between the present and new airport terminal areas, a distance of between one and two miles. It is proposed to charge a one-way fare of 25 cents per passenger.

Airport Service, Inc., a corporation, operates a similar ground transportation service for airline passengers, generally, between Pasadena and Long Beach and L.A.I.A., Lockheed and Ontario International Airport, as more specifically set forth in the decisions of this Commission. By Application No. 43243 it seeks authority (1) to add a route in L.A.I.A. area to provide service to the new entrance of said airport, and (2) to establish a local service between the present and new entrances to L.A.I.A., charging a one-way fare of 25 cents per passenger.

Applicants propose to operate the service between the two airport entrances with their present equipment on their present schedules, using any unfilled seats that may be available. It was

also testified that if it became necessary, any bus that they might have available at the airport would be used, but no special shuttle service is proposed. Airport Service, Inc., operates two regular schedules per hour and Airport Coach Service operates one schedule per hour.

The proposed route to the new facility is necessary to enable applicants to operate their present service to the airport, and the alternate route along that portion of the Harbor Freeway between Century Boulevard and Artesia Boulevard, requested by Airport Coach Service, will enable the latter to use an additional convenient route.

Airporttransit, protestant herein, is authorized, generally, to transport persons and their baggage to and from the L.A.I.A. and described territories which include, among other cities and communities, Los Angeles, Hollywood, Beverly Hills, Santa Monica, Culver City, Inglewood, Hawthorne, San Fernando Valley, Burbank and Glendale. It also serves the Lockheed Air Terminal and Ontario International Airport, all as more specifically set forth in the decisions of this Commission. By Decision No. 59259 protestant is now authorized, among other things, to transport persons and their baggage between a described "Inglewood-Hawthorne" territory and said L.A.I.A., which is also located within said territory. The new L.A.I.A. airport entrance will also be within said described area. By reason of said authority, protestant is now authorized to operate between the present airport loading area and the new facility. The evidence shows that beginning the latter part of June or in

July, 1961, the transition between the old and new facility will commence and that said transition period is likely to last approximately six months; that during said period there will be a need for transportation of airline passengers and some airline or airport personnel between the two facilities. It was estimated that several hundred persons per day will require the service. Protestant, now having the operating authority, is ready, able and willing to perform all the necessary transportation to meet the demand for such service. It proposes to run a shuttle bus service between the two facilities that will operate on a regular fifteen-minute schedule approximately twenty hours per day, and, in addition thereto, it will operate its present airport schedules, consisting of an additional sixty-eight trips per day, serving both locations. Said service will average approximately seven trips in each direction per hour. Between 1:15 a.m. and 5:35 a.m. the service will be available on any scheduled bus or "on call". Protestant's one-way fare will be 25 cents as herein proposed by applicants.

The evidence of record indicates that the transition period, during which the many airlines operating at the airport will move from their old facilities to the new, will probably be of not more than six to eight months' duration. Although it was estimated that during the said period between 10,000 and 20,000 passengers per month might need transportation from one facility to the other, it appears that protestant's shuttle and regular bus schedules will adequately meet the need of an anticipated average of between 300 and 600 passengers per day considering that it is protestant's intention to operate approximately 148 schedules.

The protestant has not committed itself to operate a definite number of schedules for an indefinite length of time, but its president testified said shuttle service and present schedules would be operated and that, whatever need for service may develop protestant will provide it by placing and keeping in operation the necessary equipment.

Having considered the matter the Commission finds and concludes that public convenience and necessity require that applicants operate over and along routes as proposed in their respective applications. However, the Commission cannot find that public convenience and necessity require that applicants establish and operate a local passenger stage service between the present L.A.I.A. terminal area and the new facility as proposed by their respective applications. However, applicants, through the use of the additional routes, may serve both facilities for the transportation of their regular passengers.

The applications will be granted in part and denied in part as hereinafter set forth.

ORDER

A public hearing having been held, the Commission being fully advised in the premises and having made findings and conclusions as hereinabove set forth and now finding that public convenience and necessity so require,

IT IS ORDERED:

(1) That a certificate of public convenience and necessity is hereby granted to Airport Coach Service, 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 more particularly set forth in Appendix A, attached hereto and hereby made a part hereof.

(2) That in providing service pursuant to the certificate granted herein, Airport Coach Service shall comply with and observe 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 and insurance requirements of the Commission's General Order No. 101-A. 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 Orders Nos. 98 and 101-A, may result in a cancellation of the operating authority granted by this decision.

(b) Within one hundred twenty days after the effective date hereof, and on not less than ten days' notice to the Commission and the public, applicant shall establish the service authorized herein and file in triplicate and concurrently make effective, tariffs and timetables satisfactory to the Commission.

(3) That the certificate of public convenience and necessity granted in paragraph (1) of this order supersedes the certificate of public convenience and necessity granted by Decision No. 55327 as amended by Decisions Nos. 56546 and 57798, and acquired by Airport Coach Service, a corporation, by Decision No. 59482, which certificate is hereby revoked, said revocation to become effective concurrently with the effective date of tariff filings required by paragraph (2)(b) hereof.

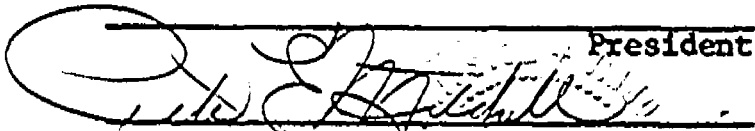
(4) That Appendix A of Decision No. 56496 on Application No. 39774 of Airport Service, Inc., a corporation, as amended by Decisions Nos. 60336 and 60755, is hereby further amended by incorporating therein Second Revised Page 4, attached hereto, in revision of First Revised Page 4.

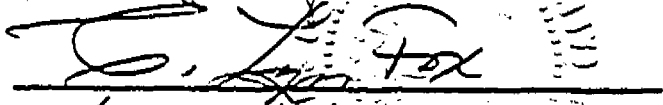
(5) That within sixty days after the effective date hereof and on not less than five days' notice to the Commission and to the public, Airport Service, Inc., shall amend its tariffs and timetables now on file with this Commission to reflect the authority herein granted.


(6) That except as herein authorized Applications Nos. 43242 and 43243 be and they are denied.

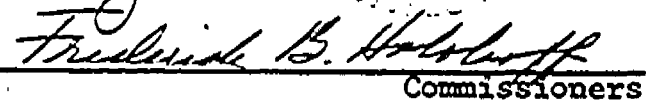
The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, this 25th day of July, 1961.



President






Commissioners

Commissioner Everett C. McKengo, being necessarily absent, did not participate in the disposition of this proceeding.

Airport Coach Service is authorized to transport passengers, their baggage and express between Santa Ana, Disneyland, Anaheim, Fullerton, and Buena Park, on the one hand, and the Los Angeles International Airport, on the other hand, over and along the routes and within the areas hereinbelow described, subject, however, to the authority of this Commission to change or modify said routes at any time and subject to the following restrictions:

- a. Applicant shall transport only passengers destined to or originating at the Los Angeles International Airport.
- b. Applicant shall not pick up or discharge passengers except at Santa Ana, Disneyland, Anaheim, Fullerton, and Buena Park and the Los Angeles International Airport.

Routes

SANTA ANA-LOS ANGELES INTERNATIONAL AIRPORT ROUTE:

Commencing at the Union Bus Depot, 220 East Third Street in Santa Ana, thence via Spurgeon Street, Second Street to Main Street to Santa Ana Hotel, 6th and Main Streets in Santa Ana, thence via Sixth Street, Sycamore Avenue, Tenth Street, Main Street, Santa Ana Freeway to Placentia Avenue-Chapman Avenue turnoff, thence via Los Angeles Street, Katella Avenue and West Street to Disneyland Hotel, 1441 South West Street, Anaheim, continuing on West Street, Ball Road, Santa Ana Freeway to Manchester Avenue-Grand Avenue turnoff, thence via Manchester Avenue (Buena Park), Artesia Boulevard, 174th Street, Crenshaw Boulevard, Century Boulevard to Los Angeles International Airport.

Issued by California Public Utilities Commission.

Decision No. 62339, Application No. 43242.

Routes (Continued)

Returning same route to Katella Avenue and Santa Ana Freeway, thence via Santa Ana Freeway, Main Street in Santa Ana to Santa Ana Hotel, at Sixth and Main Streets, thence circle block using Sixth Street, Sycamore Avenue, Eighth Street and Main Street to Fifth Street, thence Fifth Street, Bush Street, Fourth Street, Spurgeon Street to point of beginning.

Also along Santa Ana Freeway between (a) Manchester Avenue-Grand Avenue turnoff and Artesia Boulevard and (b) between Katella Avenue and Ball Road.

ALTERNATE ROUTE BETWEEN SANTA ANA AND
LOS ANGELES INTERNATIONAL AIRPORT:

Commencing at the junction of Santa Ana Freeway and Artesia Boulevard, thence via Santa Ana Freeway, Harbor Freeway, Century Boulevard to Los Angeles International Airport.

Return via the reverse thereof.

SHUTTLE SERVICE ROUTE BETWEEN FULLERTON AND ANAHEIM:

Beginning at the California Hotel, 305 North Spadra Road, in Fullerton, California, thence Spadra Road, Palm Street, Los Angeles Street to the Pickwick Hotel, 225 South Los Angeles Street in Anaheim, California, continuing on Los Angeles Street, Ball Road and West Street to Disneyland Hotel, 1441 South West Street, Anaheim, California. Return same route to Santa Fe Avenue in Fullerton, thence circle block via Santa Fe Avenue, Malden Avenue, Whiting Avenue and Spadra Road to point of beginning.

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Decision No. 62339, Application No. 43242.

Routes (Continued)

ALTERNATE ROUTE BETWEEN FULLERTON AND
LOS ANGELES INTERNATIONAL AIRPORT

Beginning at the California Hotel, 305 North Spadra Road, Fullerton, California, thence along Spadra Road, Commonwealth Avenue and Manchester Avenue to Santa Ana Freeway at Artesia Boulevard, thence via authorized route via Artesia Boulevard, 174th Street, Crenshaw Boulevard, Century Boulevard to Los Angeles International Airport. Return same route to point of beginning.

ADDITIONAL ALTERNATE ROUTES

Between Artesia Boulevard and Century Boulevard along Harbor Freeway:

Beginning at the intersection of Century Boulevard and Airport Blvd., thence along Airport Blvd., 96th Street, Sepulveda Boulevard and Century Boulevard to point of beginning, or reverse of said route, to be operated in conjunction with other routes in serving the new terminal area at the Los Angeles International Airport, and in accordance with local traffic rules.

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Decision No. 42770, Application No. 43242.

THIRD ALTERNATE ROUTE: LONG BEACH-LOS ANGELES
INTERNATIONAL AIRPORT

Beginning at the Wilton Hotel in Long Beach, thence along Ocean Boulevard, Linden Avenue to Lafayette Hotel, continuing to Third Street, along Third Street, Pacific Avenue, Pacific Coast Highway (U.S. Alternate Highway 101), Sepulveda Boulevard, Century Boulevard to Los Angeles International Airport. Return via same route to the intersection of Pacific Avenue and Third Street, thence along Pacific Avenue and Ocean Boulevard to point of beginning.

SHUTTLE SERVICE ROUTE BETWEEN LONG BEACH MUNICIPAL AIRPORT,
LAKEWOOD AND INTERSECTION OF ATLANTIC AVENUE AND ARTESIA AVENUE

Beginning at Long Beach Municipal Airport in Long Beach, along Lakewood Boulevard to Hody's Restaurant at the intersection of Lakewood Boulevard and Candlewood Street, continuing along Lakewood Boulevard to South Street, along South Street and Atlantic Avenue to the intersection of Atlantic Avenue and Artesia Avenue. Return via the same route to point of beginning.

PASADENA-LOS ANGELES INTERNATIONAL AIRPORT ROUTE

Beginning at the Green Hotel at Fair Oaks Avenue and Green Street in Pasadena, thence along Green Street, Arroyo Seco, California Street, Los Robles Avenue, Glenarm Street, El Molino Avenue, Elliott Drive, Oak Knoll Avenue to Huntington-Sheraton Hotel, thence along Oak Knoll Avenue, Elliott Drive, El Molino Avenue, Glenarm Street, Arroyo Seco Parkway, Harbor Freeway, Century Boulevard to Los Angeles International Airport. Return to Pasadena along previously described route.

ALTERNATE PASADENA ROUTE

Along Arroyo Seco Parkway between Green Street and Glenarm Street.

ALTERNATE LONG BEACH AND PASADENA ROUTE

Beginning at the intersection of Century Boulevard and Airport Blvd., thence along Airport Blvd., 96th Street, Sepulveda Boulevard and Century Boulevard to point of beginning, or the reverse of said route, to be operated in conjunction with other routes in serving the new terminal area at the Los Angeles International Airport, and in accordance with local traffic rules.

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Decision No. 62339, Application No. 43243.