

ORIGINAL

Decision No. 67149

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the Application of AIRPORT SERVICE, INCORPORATED, A Corporation operating Limousine Service as a Passenger Stage Corporation of Passengers, Baggage, Express, Newspapers and Mail between Long Beach and Los Angeles International Airport, Pasadena and Los Angeles International Airport, and Long Beach and Lockheed Air Terminal, and Ontario International Airport and Pasadena and Long Beach, to change operation of service between Long Beach and Lockheed Air Terminal from a daily scheduled service to "ON CALL" service, also to reduce the one-way fares between Ontario International Airport on the one hand and Pasadena and Long Beach on the other hand, also to revise the minimum number of passengers and minimum charges for special "ON CALL" trips as outlined on Second Revised Page No. 9 of AIRPORT SERVICE INCORPORATED Local Passenger and Express Tariff No. 1, also to add an alternate route between Ontario International Airport and Long Beach, also to delete "ON CALL" service between Long Beach and Los Angeles International Airport.

Application No. 46174

(Filed February 3, 1964)

O P I N I O N

Airport Service, Incorporated, is engaged in the business of transporting persons, baggage and express, as a passenger stage corporation, between Long Beach, Lakewood, and Pasadena, on the one hand, and the Los Angeles International Airport, the Lockheed Air Terminal at Burbank and the Ontario International Airport, on the other hand. Its services to and from the Los Angeles International

Airport and the Lockheed Air Terminal are operated on a scheduled and nonscheduled basis; those to the Ontario International Airport are operated on a nonscheduled basis.¹

Applicant requests authority to make the following changes in its operation:

1. Reduce service between Long Beach and the Lockheed Air Terminal in Burbank from a daily schedule basis to an "on call" basis.
2. Reduce one-way fares between Ontario International Airport and Long Beach from \$4.40 to \$4.00 and reduce one-way fares between the Ontario International Airport and Pasadena from \$3.25 to \$3.00.
3. Discontinue "on call" service between Long Beach and the Los Angeles International Airport.
4. Establish an alternate route between the Ontario International Airport and Long Beach.

Applicant alleges that in 1963 it carried an average of less than one passenger per week to the Lockheed Air Terminal and no passengers from said terminal. In addition to the annual mileage of 15,330 miles required to perform the present service between the Los Angeles International Airport and the Lockheed Airport, applicant has been paying \$50 per month to the latter for terminal privileges. Applicant has tentatively agreed, subject to authorization by this Commission, to continue to serve said facility on an "on call" basis for a minimum of eight passengers per trip at the present per passenger rate of \$3.25, or \$26.00 per one-way bus trip. Lockheed

¹ Applicant's services between Pasadena and the Lockheed Air Terminal are on a nonscheduled basis only. Its present operating authority is set forth in Decisions Nos. 56496, 60336, 60755, 62339, 65229, and 65464.

Airport has indicated that it will waive the monthly payment for terminal privileges.

Applicant desires to reduce its present one-way fares of \$4.25 and \$3.25 between the Ontario International Airport and Long Beach and between said airport and Pasadena, respectively, because it had originally inadvertently asked the Commission to authorize said fares, whereas its intention had been to request authorization of a \$4.00 and \$3.00 fare, respectively, plus the Federal tax. This service is performed only when the Los Angeles International Airport is not usable due to unfavorable weather conditions.

Applicant maintains a frequent scheduled service between Long Beach and the Los Angeles International Airport; therefore, the present "on call" service is not necessary. It is alleged that there has been "little or no call" for the "on call" service during the past five years.

The proposed alternate route between Long Beach and the Ontario International Airport via Holt Avenue, Euclid Avenue, Riverside Freeway, Garden Grove Freeway (to be completed approximately in the fall of 1964), San Diego Freeway and Long Beach Boulevard will be used for operational convenience only as there are no points of service along said route. The regular San Bernardino route at times becomes congested or is not usable for other reasons.

The application is not opposed. The proposals are recommended by the Commission's staff, and the staff report is hereby made a part of the record as Exhibit 1.

The Commission finds that public convenience and necessity require the granting of applicant's proposed service changes and that applicant's revised fares are justified. The application will be granted as hereinafter set forth. A public hearing is not necessary.

O R D E R

IT IS ORDERED that:

1. A certificate of public convenience and necessity is hereby granted to Airport Service, Incorporated, a corporation, authorizing the establishment and operation of service as a passenger stage corporation as that term is defined in Section 226 of the Public Utilities Code, for the transportation of passengers between the points and over the routes set forth in Third Revised Page 2 and First Revised Page 5, attached hereto, as an extension and enlargement of, consolidation with and subject to all the limitations and restrictions set forth in the certificate granted by Decision No. 56496, as amended.

2. Appendix A of Decision No. 56496, as amended, is hereby further amended by incorporating therein Third Revised Page 2 and First Revised Page 5, attached hereto, in revision of Second Revised Page 2 and Original Page 5.

3. In providing service pursuant to the certificate herein granted, applicant 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.

- (b) Within one hundred twenty days after the effective date hereof, applicant shall establish the service herein authorized and file tariffs and timetables, in triplicate, in the Commission's office.
- (c) The tariff and timetable filings shall be made effective not earlier than ten days after the effective date of this order on not less than ten days' notice to the Commission and the public, and the effective date of the tariff and timetable filings shall be concurrent with the establishment of the service herein authorized.
- (d) The tariff and timetable filings made pursuant to this order shall comply with the regulations governing the construction and filing of tariffs and timetables set forth in the Commission's General Orders Nos. 79 and 98.

4. Applicant is authorized (1) to discontinue its "on call" service between the City of Long Beach and the Los Angeles International Airport, and (2) to discontinue its present scheduled service between the City of Long Beach and the Lockheed Air Terminal and, in place thereof, establish and operate an "on call" service.

5. Applicant is authorized to amend its Local Passenger and Express Tariff No. 1, Cal. P.U.C. No. 1 to effect the proposed change in fares and service as hereinabove described, and tariff publications authorized to be made as a result of this order may

be made effective not earlier than ten days after the effective date on not less than ten days' notice to the Commission and to the public.

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

Dated at San Francisco, California, this 28th day of April, 1964.

Halloran A. Bernard
President
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George J. Hoover
Fredrick B. Hallock
Commissioners

- c. passengers shall be picked up or discharged in accordance with local traffic rules, at or near the intersections or points listed in the applications;
- d. when service is rendered on an "on-call" basis, tariffs and timetables of Airport Service, Inc., shall show the conditions under which such "on-call" service will be rendered.

Subject to the authority of the Commission to change or modify such at any time, applicant shall conduct said passenger stage operation over and along the following described routes:

*LONG BEACH-LOS ANGELES INTERNATIONAL AIRPORT-
LOCKHEED AIR TERMINAL ROUTE

Beginning at the Breakers International Hotel at 210 East Ocean Boulevard in Long Beach, thence along Ocean Boulevard, Linden Avenue to Lafayette Hotel, continuing to Third Street, thence along Third Street to Long Beach Freeway, Long Beach Freeway to Artesia Avenue, East on Artesia Avenue to Oscar's Restaurant at Artesia Avenue and Atlantic Avenue, West on Artesia Avenue to Harbor Freeway, Harbor Freeway, Century Boulevard to Los Angeles International Airport, thence along Airport Road, La Tijera Boulevard, Slauson Avenue, La Brea Avenue, Edgewood Place, Highland Avenue, Cahuenga Boulevard-Hollywood Freeway, Barham Road, Olive Avenue and Hollywood Way to Lockheed Air Terminal, and return via same route to the intersection of Long Beach Freeway and Broadway, thence along Broadway, Pacific Avenue, Ocean Boulevard to point of beginning.

Service between Los Angeles International Airport and Lockheed Air Terminal may be operated on an "on-call" basis.

Issued by California Public Utilities Commission.

*Changed by Decision No. 67149, Application No. 46174.

PASADENA-ONTARIO INTERNATIONAL AIRPORT ROUTE

Beginning at the airline passenger terminal at Ontario International Airport, thence along Vineyard Avenue to the San Bernardino Freeway, thence along San Bernardino Freeway to Azusa Avenue in West Covina, thence along Azusa Avenue to Foothill Boulevard, thence along Foothill Boulevard, Huntington Drive to Colorado Place, thence along Colorado Place, Colorado Street to Lake Avenue, thence along Lake Avenue, Oak Knoll Circle and Oak Knoll Street to the Huntington-Sheraton Hotel at Oak Knoll Street and Pinehurst Drive in Pasadena.

*LONG BEACH-ONTARIO INTERNATIONAL AIRPORT ROUTE

Beginning at the airline passenger terminal at Ontario International Airport, thence along Vineyard Avenue to the San Bernardino Freeway, thence along San Bernardino Freeway to Atlantic Avenue in Monterey Park, thence along Atlantic Avenue to the Long Beach Freeway, thence along Long Beach Freeway to Broadway Street in Long Beach, thence along Broadway, Pacific Avenue and Ocean Boulevard to the Wilton Hotel.

ALTERNATE ROUTE

Commencing at the Ontario International Airport, thence along Vineyard Avenue, Holt Avenue, Euclid Avenue, California State Highway 71, Riverside Freeway, Santa Ana Freeway, Garden Grove Freeway, San Diego Freeway, Long Beach Boulevard, First Street, Pine Avenue, Ocean Boulevard, to Breakers International Hotel, 210 East Ocean Boulevard, Long Beach.

Pending the completion of the Garden Grove and San Diego Freeways along said alternate route applicant is authorized to use the most direct and appropriate streets between Anaheim and Long Beach.

Applicant is authorized to turn its motor vehicles at termini and 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.

Issued by California Public Utilities Commission.

*Changed by Decision No. 67149, Application No. 46174.