

ORIGINAL

Decision No. 68257

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

| | | |
|--|---|-------------------------|
| Application of AIRPORT COACH SERVICE, |) | |
| a Corporation, operating as a Passenger |) | |
| Stage Corporation under an existing |) | |
| in lieu Certificate of Public Convenience |) | Application No. 46939 |
| and Necessity between Orange County and |) | (Filed August 27, 1964) |
| Los Angeles County points and the |) | |
| Los Angeles International Airport, |) | |
| Los Angeles, California, to abandon and |) | |
| discontinue its Operating Certificate |) | |
| on the route between Whittier, California, |) | |
| Pico Rivera, California, and the |) | |
| Los Angeles International Airport, |) | |
| Los Angeles, California. |) | |

O P I N I O N

Applicant requests authority to discontinue its airport service between Whittier and Pico Rivera, on the one hand, and the Los Angeles International Airport, on the other hand. On August 26, 1964, copies of the application were mailed to said cities and their Chambers of Commerce, and to the Department of Public Works, Board of Supervisors of Los Angeles County, Industrial Council of the City of Commerce, and Department of Airports of the City of Los Angeles. Notices of proposed discontinuance of service have been posted on buses and at terminals since September 17, 1964. No protests have been received.

This service, which was started on June 1, 1963, has operated at a loss since its inception. Initially, 12 round trips per day were scheduled. After 60 days of experience, the service was reduced to nine round trips daily, and on September 10, 1963 it was further reduced to seven round trips daily.

Applicant alleges that with this reduction, the operation resulted in excess of \$5,000 loss per month. On February 16, 1964, the service was reduced to two round trips daily and since that time has continued to operate at a loss.

Exhibit "C" of the application indicates a loss of \$71,159 as of August 1, 1964, based on a total cost basis. On an out-of-pocket cost basis, a Commission traffic engineer estimates a loss of \$35,000. Only an average of 2.1 passengers per one-way trip have been transported, resulting in revenue of 19.2 cents per mile, which is approximately one half of the out-of-pocket cost. Applicant's net loss for the entire operation for the period January 1 through June 30, 1964, was \$3,648. The record clearly shows that applicant's Orange County Airport service has been subsidizing the Whittier-Pico Rivera service since its inception.

The Commission staff recommends that the application be granted as this service is having a material adverse effect on applicant's overall operation.

The Commission finds that public convenience and necessity no longer require applicant's airport passenger stage service between Whittier and Pico Rivera, on the one hand, and the Los Angeles International Airport, on the other hand.

The application will be granted. A public hearing is not necessary.

O R D E R

IT IS ORDERED that:

1. Airport Coach Service may discontinue passenger stage service between Whittier and Pico Rivera, on the one hand, and Los Angeles International Airport, on the other hand.

2. Notices of proposed discontinuance of service shall remain posted in applicant's buses and terminals until the effective date of this decision.

3. Appendix A of Decision No. 65057, as heretofore amended, is further amended by incorporating therein First Revised Page 2, attached hereto, in revision of Original Page 2 and First Revised Page 5, attached hereto, in revision of Original Page 5.

4. Within sixty days after the effective date hereof and on not less than five days' notice to the Commission and to the public, applicant shall amend its tariffs and timetables, now on file with this Commission, to reflect the authority herein granted.

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

Dated at San Francisco, California, this 24th day of November, 1964.

Fredrick B. Holcloff
President
John E. Mitchell
Everett W. Leape
George H. Grover
William A. Bennett
Commissioners

SECTION 1. GENERAL AUTHORIZATIONS, RESTRICTIONS,
LIMITATIONS, AND SPECIFICATIONS.

The certificate hereinafter noted supersedes all operating authority heretofore granted to Airport Coach Service, a corporation, or its predecessors.

*Airport Coach Service is authorized to transport passengers, their baggage and express, between Newport Beach, Santa Ana, Orange, 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 hereinafter described, subject, however, to the authority of this Commission to change or modify said routes at any time and subject to the following provisions:

- 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 Newport Beach, Santa Ana, Orange, Disneyland, Anaheim, Fullerton, Buena Park, and the Los Angeles International Airport. Specific points shall be named in applicant's tariff.
- c. Baggage and express shall be transported in passenger-carrying vehicles only, and limited to a weight of not more than 100 pounds per shipment.
- d. When route descriptions are given in one direction, they apply to operation in either direction, unless otherwise indicated.
- e. Motor vehicles may be turned at termini or intermediate points, in either direction, at intersections of streets or by operating around a block contiguous to such intersections, in accordance with local traffic regulations.

Issued by California Public Utilities Commission.

*Changed by Decision No. 68257, Application No. 46939.

Appendix A
(Decision 65057)

AIRPORT COACH SERVICE
(a corporation)

First Revised Page 5
Cancels
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SECTION 2 (Continued)

* Whittier-Pico Rivera operating authority revoked.

Issued by California Public Utilities Commission.

*Changed by Decision No. 68257 Application No. 46939.