

**ORIGINAL**Decision No. 70379

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of  
 CREW TRANSIT, INC., dba COACH TRANSIT  
 for certificate of public convenience  
 and necessity to operate passenger  
 and express baggage service between  
 Los Angeles International Airport and  
 Marineland of the Pacific, Palos  
 Verdes Estates, California.

Application No. 47972  
 (Filed October 13, 1965)

Harry B. Dowsing, for applicant.  
Howard C. Beardsley, for Southern  
 California Rapid Transit District; and  
William T. Meinhold, for Greyhound Lines,  
 Inc., Western Greyhound Lines Division,  
 protestants.  
William R. Kendall, for the Commission  
 staff.

O P I N I O N

This application was heard before Examiner DeWolf at Los Angeles, California, on December 7, 1965, on which date it was submitted. Copies of the application and the notice of hearing were served in accordance with the Commission's procedural rules.

The protestants are Southern California Rapid Transit District and Greyhound Lines, Inc.

Applicant requests authorization to institute and conduct operations as a passenger stage corporation for the transportation of passengers and their baggage between Los Angeles International Airport and Marineland of the Pacific, and intermediate points, over the following route: Leaving Los Angeles International Airport on

Sepulveda Boulevard heading south on Coast Highway #1, to Redondo Beach, using Catalina Avenue, through Redondo Beach, making stops at the Portofino Inn and the Plush Horse Inn and at Redondo Beach; upon leaving Redondo Beach, use Palos Verdes Drive to the Palos Verdes Plaza for a scheduled stop; continue on Palos Verdes Drive to Marineland. Return trip to Los Angeles International Airport over the same route.

Applicant presently does not possess any authority to transport passengers within the State of California, other than a charter party permit.

Applicant proposes to charge fares from Los Angeles International Airport to:

	Full Fare	Half Fare
Redondo Beach	\$1.25	\$ .60
Palos Verdes Plaza	1.50	.75
Palos Verdes Peninsula	1.75	.85
Marineland of the Pacific	2.00	1.00

Return fares to the airport to be the same.

The service is to be maintained seven days a week and holidays, and thirteen schedules are to be operated, starting at 5:15 a.m. at the International Airport and the last schedule ending at the airport at 11:40 p.m. Two new Checker Aero-Bus 12-passenger limousines are to be used in the service, with seven drivers, and two other units will be available as relief equipment.

Applicant's operating manager and executive officer testified that a cost study of operating the buses shows costs of 38 cents to 40 cents per mile for the equipment; that the drivers are to be paid \$2.00 per hour; and that

ticket arrangements at the airport are expected to cost \$200 per month for the operation. Applicant's witness also testified that the taxi fare for this transportation would average \$8.50 to \$9.00; that he has received requests from the airlines to institute the service; and that he now has a supervisor stationed at the airport in connection with his charter trips, who will handle this service.

Applicant's profit and loss statement and balance sheet attached to the application, for the year March 1, 1964, to February 28, 1965, show gross sales of \$53,300, gross profit of \$13,582.44 and total assets of \$24,196.30.

Applicant's manager testified that an express service was needed for service from International Airport to the above-named hotels and to Redondo Beach and Palos Verdes Plaza; and that other types of transportation are not available or scheduled to provide such service for airport passengers and their baggage.

Two protestants appeared and opposed the application. The Southern California Rapid Transit District introduced in evidence its route map and schedule of operations in this area (Exhibit 1 and Exhibit 2, respectively). A transportation engineer for the District testified that the District operates Line 51 along the route applied for by applicant and the fare is 49 cents, four stops being made at the airport, one at the Theme Building and one each at TWA, American, and United Air Lines. The District witnesses testified that the bus makes numerous stops enroute and that the curb stops nearest the hotels proposed to be served by applicant are about a quarter of a mile from the passenger loading zones at the hotels.

Greyhound Lines, Inc., introduced in evidence Exhibit 3, its bus passenger schedule No. 10, showing the schedule of its route in this area, that it makes six northbound and six southbound trips daily, and Exhibit 4, a passenger revenue and operating cost statement for the year November 1, 1964 to October 31, 1965, showing that it is not now paying the cost of operations. The Greyhound witness testified that the fare from the airport to Redondo Beach is 35 cents and that it makes several stops in Redondo Beach and numerous other stops, and that the losses on the line for the year total \$38,952.

Witnesses for each protestant testified that they had vacant seats in their buses and could handle more passengers and that they feared the proposed service would reduce the traffic using their buses.

#### Findings

Upon consideration of the evidence, the Commission finds as follows:

1. A public need exists for a more direct express bus service to the hotels and locations between Los Angeles International Airport and the Portofino Inn, Plush Horse Inn, and Marineland of the Pacific, on a scheduled basis, with the handling of baggage.
2. Applicant has arranged for ticket services at the airport and for use of bus loading facilities for the purpose of conducting the proposed operations.

3. Applicant has experience in operating passenger buses on charter parties for the airline employees at the airport.

4. The service offered by the protestants, Southern California Rapid Transit District, and Greyhound Lines, Inc., does not satisfactorily meet all the needs of the public as established in this proceeding.

5. The fares proposed by applicant of \$1.25 to Redondo Beach per adult passenger will not be likely to reduce patronage of the protestants, whose fares are from 35 cents to 49 cents. The proposed service will be restricted to passengers traveling to and from the Los Angeles International Airport.

6. Applicant possesses the experience, equipment, personnel and financial resources to institute and maintain the proposed service.

7. Protestants will not provide the service proposed by applicant to the satisfaction of the Commission.

Public convenience and necessity require that the application be granted as set forth in the ensuing order.

Applicant is hereby placed on notice that operative rights, as such, do not constitute a class of property which may be capitalized or used as an element of value in rate fixing for any amount of money in excess of that originally paid to the State as the consideration for the grant of such rights. Aside from their purely permissive aspect, such rights extend to the holder a full or partial monopoly of a class of business over a particular route. This monopoly feature may be modified or canceled at any time by the State, which is not in any respect limited as to the number of rights which may be given.

O R D E R

IT IS ORDERED that:

1. A certificate of public convenience and necessity is granted to Crew Transit, Inc., a corporation, doing business as Coach Transit, 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 particularly set forth in Appendix A attached hereto and made a part hereof.

2. 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. 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 comply with and observe the safety rules of the California Highway Patrol, the rules and other regulations of the Commission's General Order No. 98-A and insurance requirements of the Commission's General Order No. 101-A. Failure to comply with and observe the safety rules, or the provisions of General Orders Nos. 98-A or 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, 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-A.
- (e) Applicant shall maintain its accounting records on a calendar year basis in conformance with the applicable Uniform System of Accounts or Chart of Accounts as prescribed or adopted by this Commission and shall file with the Commission, on or before March 31 of each year, an annual report of its operations in such form, content, and number of copies as the Commission, from time to time, shall prescribe.

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

Dated at San Francisco, California, this 23<sup>rd</sup> day of FEBRUARY, 1966.

Fredrick B. Holoboff  
President

John E. ...

George J. ...

Wogahn

William M. Bennett  
Commissioners

CREW TRANSIT, INC.  
doing business as  
COACH TRANSIT

Appendix A

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CERTIFICATE  
of  
PUBLIC CONVENIENCE AND NECESSITY

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Showing passenger stage operative rights, restrictions,  
limitations, exceptions, and privileges applicable thereto.

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All changes and amendments as authorized by the Public  
Utilities Commission of the State of California will be  
made as revised pages or added original pages.

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Issued under authority of Decision No. 70379  
dated FEBRUARY 22, 1966, of the Public Utilities  
Commission of the State of California, on Application  
No. 47972.



CREW TRANSIT, INC.  
doing business as  
COACH TRANSIT

Appendix A

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

Crew Transit, Inc., doing business as Coach Transit, is authorized to transport passengers, and their baggage, between Marineland of the Pacific, 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 and 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 Redondo Beach, Palos Verdes Estates, Marineland and the Los Angeles International Airport. Specific points shall be named in applicant's tariff.
- (c) Baggage shall be transported in passenger-carrying vehicles only, and limited to a weight of not more than 100 pounds.
- (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.

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CREW TRANSIT, INC.  
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Appendix A

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## SECTION 2. ROUTE DESCRIPTIONS

Subject to the authority of this Commission to change or modify such at any time, Crew Transit, Inc., doing business as Coach Transit, shall conduct its passenger stage operations between the following points and over and along the following described routes:

Los Angeles International Airport - Redondo Beach,  
Palos Verdes Estates, Marineland

Commencing at the Los Angeles International Airport, thence along Sepulveda Boulevard, Pacific Coast Highway, Pacific Avenue (Redondo Beach), Beryl Street, Portofino Way, Beryl Street, Pacific Avenue, Catalina Avenue, Palos Verdes Boulevard, Pacific Coast Highway to (Plush Horse Inn), Pacific Coast Highway, Palos Verdes Boulevard, Palos Verdes Plaza, Palos Verdes Drive West, Yarmouth Road, via Pacheco, via Anacapa, Palos Verdes Drive West, to Marineland entrance.

Return via the reverse of the going route.

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