

ORIGINAL

Decision No. 49170

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application)
of LONG BEACH MOTOR BUS COMPANY)
for a certificate of Public)
Convenience and Necessity to)
operate within and between the)
City of Long Beach and contiguous)
areas.)

Application No. 34659

John Munnolland, Attorney, for applicant, Long Beach Motor Bus Company, and Long Beach City Lines, interested party.

Pray & Price, by Russel H. Pray and William C. Price, attorneys, and Pete Drake, for Terminal Island Transit Company; Walter M. Strong, for Los Altos District, protestants.

Irving M. Smith, City Attorney, and Joseph B. Lamb, Assistant City Attorney, for City of Long Beach and the Bureau of Franchises and Public Utilities; Henry E. Jordan, Chief Engineer-Secretary, for Bureau of Franchises and Public Utilities; Samuel E. Vickers, City Manager, Bazil Carleson, Councilman, Glenn Hughes, Councilman, and Lynn Parmley; Captain M. C. Heine, U. S. Naval Base Commander, Carlisle M. Terry, Mrs. Sarah Cashman, Mrs. Margarita Smith, Richard H. Marron, Rae Patterson, D. C. Davisson, and E. Curtis Clark, interested parties.

Hal F. Wiggins and W. F. Hibbard for the Commission staff.

O P I N I O N

Long Beach Motor Bus Company, a California corporation (hereinafter referred to as Bus Company), now operates a motor bus service, as a passenger stage corporation, in the City of Long Beach and immediate vicinity, pursuant to the authority granted by this Commission. Seven routes are operated, all of which are partially within and partially outside the Long Beach city limits.

Applicant herein requests a certificate of public convenience and necessity to operate a passenger stage motor bus service over eight additional described routes principally within the limits

of the City of Long Beach, which routes are, generally, the same as the routes which are now being operated by the Long Beach City Lines, a corporation (hereinafter referred to as City Lines), under a franchise from the City of Long Beach. Said eight routes are at present entirely within the city limits. Applicant proposes to extend two of said routes, Nos. 1 and 4, beyond the city limits and discontinue the operation of a portion of two branches of Route No. 5. A minor route revision of one of its present lines, Route No. 13A, and elimination of the East Anaheim branch of Route No. 15 is also requested.

A public hearing was held in the City of Long Beach on September 16 and 17, 1953, before Examiner Chiesa. Oral and documentary evidence having been adduced, the matter was submitted for decision.

The evidence shows that Bus Company and City Lines have common ownership and management. Pacific City Lines, a corporation, having its principal place of business in Oakland, California, operates and manages both companies as well as several other similar transportation companies operating in this state. All three companies are wholly owned subsidiaries of the National City Lines, a holding corporation, having its principal place of business outside of the State of California.

Bus Company has a franchise from the City of Long Beach which expires August 31, 1969, and City Lines has a franchise from said city which will expire October 6, 1953. The latter company does not propose to continue its present bus operations after October 6, 1953, under said franchise, which is the reason applicant is applying for a certificate of public convenience and necessity as herein set forth.

A lease agreement (Exhibit No. 9) has been executed by the two companies whereby City Lines will lease to Bus Company all of its land, buildings, motor buses, office equipment, and all other

material except City Lines' supply of spare parts, oil, greases, gasoline, kerosene and diesel fuel which will be sold to Bus Lines at cost as required. By reason of said agreement applicant will be able to continue said bus service without interruption.

The application is not protested except by Pete Drake, doing business as Terminal Island Transit Company, and patrons of the Los Altos District. Terminal Island Transit Company operates a route similar to Route No. 7 of the City Lines, between the Long Beach Naval Shipyards and downtown Long Beach. The Los Altos District patrons objected to applicant's proposed changes in said area. Drake and City Lines operate on practically the same streets between the Naval Shipyards and Long Beach, and, in addition, the City Lines operates several direct tripper services from different parts of the Long Beach area for the convenience of civilian personnel employed at the naval shipyards. Protestant Drake contends that the operation of both lines is not compensatory but applicant offered evidence showing that bus mile revenue exceeded expense. The Commander of the Long Beach Naval Shipyard testified that both services were satisfactory and necessary to meet the needs of the employees and navy personnel. Upon the evidence of record the position of the protestant Drake has not been justified.

The City of Long Beach did not protest the granting of the application but did take the position, as did its Bureau of Franchises and Public Utilities, and others, that applicant should be required to operate the same schedule frequencies and routes which were operated by City Lines prior to August 10, 1953. Two councilmen, several civic and business groups, and numerous resident patrons also objected to the proposed operational changes in so far as they affected service in the areas where they were respectively interested.

The City's position revolves around a one-cent increase in fare which would result from the transfer of the operation of said lines from City Lines to applicant and a recent curtailment of service by City Lines. City Lines' basic fare is now ten cents as compared with Bus Company's eleven-cent fare. The City contends that on August 10, 1953, City Lines, after a denial of its application to the City for a fare increase from ten to eleven cents, drastically reduced its coach miles by changing schedule frequencies; that City Lines acted arbitrarily without notice, and contrary to the provision of its franchise; that there was no justification for reduction of service as the City's Bureau of Franchises and Public Utilities had recommended a fare increase from ten cents to eleven cents or eight tokens for 85 cents; that the City Lines refused to accept said recommended increase, and immediately curtailed service. (1)

Applicant was recently granted a fare increase from 10 to 11 cents in the first zone, 15 to 16 cents for two zones, and 20 to 21 cents for three zones. The increase became effective September 21, 1953 (Decision No. 49044). It is proposed to apply the same rates and fares which are now in effect on applicant's lines. All lines will be integrated into one operation which will serve an area with a population of approximately one-half million. City Lines' present two zones conform with applicant's first and second zone and no fare increase will result by reason of the adoption of said

(1) Coach miles operated by both Bus Company and City Lines prior to August 10, 1953, were approximately 5,140,299 miles. Coach miles that would be operated, giving effect to the curtailment of August 10, 1953, and herein proposed reroutings and abandonments, are approximately 4,719,695 miles. There were 86 weekday, 112 Saturday, and 103 Sunday trips reduced on August 10, 1953 (Exhibit No. 10).

two zones into applicant's system except that resulting from the one-cent higher fare applicable on the Bus Company system.

The evidence shows that considerable industrial, commercial and residential growth is being experienced not only in the City of Long Beach, but in the surrounding communities which are now served by applicant, such as Terminal Island, Dominguez, Signal Hill, Paramount, Bellflower, Lakewood and Seal Beach.

Concerning applicant's proposed route changes, the record shows that present Route No. 2 of the City Lines will not be changed as was proposed in the application, and that the proposed minor re-routing of applicant's Route No. 13A is not seriously opposed and appears to be in the public interest.

The proposed discontinuance of a portion of the Orange Avenue and Cherry Avenue branches of City Lines' present Route No. 5 was opposed by the City and others. In support of this change applicant submitted traffic checks showing that for three week days, one Saturday, and one Sunday (September 2, 3, 4, 5, 6) the travel on said lines was negligible. The evidence, however, was contradicted by two councilmen, business representatives and riders. It appears that said two branches are the only direct public transportation available between an important business section situated along Long Beach Boulevard near Market Street and the areas north and east thereof. The abandonment of the service would make transfer necessary from Routes Nos. 6 and 13 to the remaining portion of branch line No. 5 operating on South Street. With poor bus connections a rider might have to wait as much as 54 minutes, as the present base headway would be 24 minutes on one line and 30 minutes on the other.

We are not satisfied, in view of the importance of the proposed change, that applicant's five-days' check justifies its request. The City, as well as this Commission's staff, and applicant, should have an opportunity to make and present a more extensive

study pertaining to the said area. Considering the proximity of several of the lines of both companies, as well as the present duplication on some routes, an over-all system study may also be desirable.

Although applicant's proposed reroutings of City Lines Routes Nos. 1 and 4 and one of the applicant's branches of Route No. 15 in the Los Altos area was protested, we are of the opinion that the new routes will be in the public interest. The extension of Route No. 4 beyond the city limits along Anaheim Road will serve a residential area which has heretofore been without public transportation, while the extension of Route No. 1 along Atherton Street and Stearns Street in the Los Altos area will provide a reasonably adequate service for more people. The present Los Altos route was established through the center of the Los Altos residential community at a time when there was no development north of Stearns Street. Now the proposed Stearns Street route will serve persons living north and south thereof, and the Atherton Street line will serve persons living north of said street. The Stearns Street branch will also provide service to the area now served by the Palo Verde Avenue and Nipomo Avenue branch of Route No. 15 which will be discontinued. This is a desirable operational improvement. We recommend, however, that studies also be made of the service requirements on both branches of the proposed Route No. 1, with particular attention to headways and the proposed change in Route No. 1 from 17th Street and Wilton Street to Pacific Coast Highway. The latter rerouting will result in a more direct operation, with some inconveniences to present patrons who will have to walk on the average of not more than two blocks to the Highway. Considering the entire change as proposed for this line, and also Route No. 4, we find applicant's proposal to be in the public interest.

Applicant also requested authority to operate an "on-call" service, as a portion of Route No. 7, southerly of the intersection of Pico Avenue and Seaside Boulevard along Embarcadero Channel Way

end along Panorama Drive. Such service appears to be in the public interest and will be authorized.

There was no evidence presented in support of the City's request that Terminal Island Transit Company and Bus Company be required to interchange transfers; nor that applicant be required to operate buses not more than eight years old; nor that applicant be required to acquire title to all the equipment and facilities of the City Lines.

Having carefully considered the evidence of record, we find that public convenience and necessity require that applicant be granted authority to operate a passenger stage service upon the terms and conditions as hereinbelow set forth.

For clarification and in order to eliminate the necessity of amending numerous decisions heretofore granted to applicant, the Commission will grant a new certificate of public convenience and necessity in place of all authority heretofore granted to applicant to operate a passenger stage service in Long Beach and vicinity.

Long Beach Motor Bus Company is hereby placed upon 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, they extend to the holder a full or partial monopoly of a class of business over a particular route. This monopoly feature may be changed or destroyed at any time by the state, which is not, in any respect, limited to the number of rights which may be given.

ORDER

A public hearing having been held in the above-entitled proceeding, 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 Long Beach Motor Bus Company, a California corporation, authorizing the establishment and operation of a passenger stage service, as that term is defined in Section 226 of the Public Utilities Code, for the transportation of persons within the City of Long Beach and between said city and contiguous communities, along the routes as described in Appendix "A", attached hereto and made a part of this order, and intermediate points, subject to the following conditions and restrictions.

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.
- (b) Within sixty days after the effective date hereof, and upon 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 tariffs and time schedules satisfactory to the Commission.
- (c) Subject to the authority of this Commission to change or modify such at any time, Long Beach Motor Bus Company shall conduct said passenger stage operations over and along the routes as described in Appendix "A" attached hereto and made a part hereof.

3. That the foregoing certificate of public convenience and necessity is granted in place of, and shall supersede, all certificates of public convenience and necessity for the transportation of persons as a passenger stage corporation heretofore granted to Long Beach Motor Bus Company, and any and all such certificates and operating rights are hereby annulled and revoked.

4. That Long Beach Motor Bus Company, a corporation, be and it hereby is authorized to apply the rates and fares as set forth

in its effective tariff on file with this Commission, and it shall adopt or establish zones conforming with the zones as now established.

5. That until further order of this Commission Long Beach Motor Bus Company shall immediately restore the service that was in effect on all the Long Beach City Lines' routes prior to August 10, 1953, except as to Routes Nos. 1 and 4, as rerouted, and as to said lines frequency of service shall be substantially the same as that in effect prior to August 10, 1953.

The effective date of this order shall be October 7, 1953.

Dated at San Francisco, California, this 1st day of October, 1953.

A. F. Johnson
President

Samuel H. Lotter

Justus J. Cramer

John E. Mitchell

Commissioners

APPENDIX "A"

LONG BEACH MOTOR BUS COMPANY ROUTESRoute No. 1 - Pacific Coast Highway Line

Beginning at the intersection of Pine Avenue and First Street in the City of Long Beach, around a terminal loop along Pine Avenue, Ocean Boulevard, Pacific Avenue, First Street, to its intersection with Pine Avenue, thence along Pine Avenue, Pacific Coast Highway, Los Alamitos traffic circle, Los Coyotes Diagonal, Stearns Street, Palo Verde Avenue, Willow Street, Nipomo Avenue, Barrios Street, Ladoga Avenue, Spring Street, Nipomo Avenue to its intersection with Barrios Street.

Also, beginning at the intersection of Gladys Avenue and Pacific Coast Highway in the City of Long Beach, around a terminal loop, thence along Gladys Avenue, Seventeenth Street, Temple Avenue to its intersection with Pacific Coast Highway.

Also, beginning at the intersection of Los Coyotes Diagonal and Ximeno Avenue in the City of Long Beach, along Ximeno Avenue, Atherton Street to its intersection with Palo Verde Avenue.

Route No. 2 - Pacific Avenue Line

Beginning at the intersection of Pacific Avenue and First Street in the City of Long Beach, around a terminal loop along First Street, Pine Avenue, Ocean Boulevard, Pacific Avenue to its intersection with First Street, thence along Pacific Avenue, Willow Street, Adriatic Avenue, Twenty-fifth Street, Santa Fe Avenue, Willow Street to its intersection with Adriatic Avenue.

Also, beginning at the intersection of Easy Avenue and Willow Street, around a terminal loop along Easy Avenue, Twenty-fifth Street, Delta Avenue to its intersection with Willow Street.

Route No. 3 - Third-Magnolia Line

Beginning at the intersection of Magnolia Avenue and Thirty-second Street in the City of Long Beach, around a terminal loop along Magnolia Avenue, Wardlow Road, Appian Way, Cedar Avenue, Thirty-second Street to its intersection with Magnolia Avenue, thence along Magnolia Avenue, Third Street, Nieto Avenue, Broadway, Bayshore Avenue, Second Street, Claremont Avenue, The Toledo, Santa Ana Avenue to its intersection with Broadway.

Route No. 4 - Fourth-Anaheim Line

Beginning at the intersection of Fourth Street and Roycroft Avenue in the City of Long Beach, thence along Fourth Street, Pacific Avenue, Anaheim Street, Los Altos Plaza, Anaheim Road, Bellflower Boulevard, Anaheim Road to State College Parking Lot.

Also, beginning at the intersection of Anaheim Street and Clark Avenue in the City of Long Beach, thence along Clark Avenue, Pacific Coast Highway to its intersection with Anaheim Street.

Route No. 5 - North Long Beach Line

Beginning at the intersection of Fifth Street and American Avenue in the City of Long Beach, thence along Fifth Street, Locust Avenue, First Street, American Avenue to its intersection with Fifth Street, thence along American Avenue, which becomes Long Beach Boulevard, to Greenleaf Drive.

Also, beginning at the intersection of Long Beach Boulevard and Market Street in the City of Long Beach, thence along Market Street, Dairy Avenue, South Street, Cherry Avenue, Artesia Street, Paramount Boulevard, Thompson Street, Eureka Avenue, Lincoln Street, Paramount Boulevard to its intersection with Thompson Street.

Also, beginning at the intersection of Long Beach Boulevard and Market Street in the City of Long Beach, thence along Market Street, Orange Avenue to Seventy-first Street.

Also, beginning at the intersection of Artesia Street and Orange Avenue in the City of Long Beach, thence along Artesia Street, Cerritos Avenue, Sixty-seventh Street to its intersection with Orange Avenue.

Also, beginning at the intersection of Atlantic Avenue and Market Street, thence along Atlantic Avenue to its intersection with South Street.

Route No. 6 - Atlantic-Orange Line

Beginning at the intersection of Seventh Street and American Avenue in the City of Long Beach, thence along Seventh Street, Locust Avenue, First Street, American Avenue to its intersection with Seventh Street, thence along Seventh Street, Atlantic Avenue, Seventieth Street, Eastondale Avenue, Seventy-first Street, Atlantic Avenue to its intersection with Seventieth Street.

Also, beginning at the intersection of Atlantic Avenue and Wardlow Road in the City of Long Beach, thence along Wardlow Road, California Avenue, Thirty-seventh Street, Orange Avenue to Seventy-first Street.

Also, beginning at the intersection of Orange Avenue and Artesia Street, in the City of Long Beach, around a terminal loop, thence along Artesia Street, Cerritos Avenue, Sixty-seventh Street to its intersection with Orange Avenue.

Route No. 7 - West Ocean Boulevard Line

Beginning at the intersection of Ocean Boulevard and Pacific Avenue in the City of Long Beach, thence along Pacific Avenue, First Street, Pine Avenue, Ocean Boulevard to its intersection with Pacific Avenue, thence along Ocean Boulevard, Golden Avenue, Broadway, Pico Avenue, Seaside Boulevard, Santa Barbara Avenue, Ocean Boulevard to its intersection with Golden Avenue.

Also, beginning at the intersection of Seaside Boulevard and Santa Barbara Avenue, in the City of Long Beach, thence along Seaside Boulevard to Gate No. 1 - U. S. Naval Operating Base.

Also, beginning at the intersection of Seaside Boulevard and (no name street) in the City of Long Beach, thence along (no name street) to Gate No. 5 - U. S. Naval Shipyard.

Also, beginning at the intersection of Seaside Boulevard and Pico Avenue in the City of Long Beach, thence along Pico Avenue, Embarcadero, Channel Way. (On-call service by U.S.Navy.)

Also, beginning at the intersection of Pico Avenue and Embarcadero in the City of Long Beach, thence along Pico Avenue, Panorama Drive to Pierpont Landing. (On-call service.)

Route No. 8 - Tenth-Easy Line

Beginning at the intersection of Arlington Street and Delta Avenue in the City of Long Beach, thence along Arlington Street, Caspian Avenue, 22³rd Street, Delta Avenue to its intersection with Arlington Street, thence along Delta Avenue, Wardlow Road, Easy Avenue, Twentieth Street, Harbor Avenue, Pacific Coast Highway, Pine Avenue, First Street, American Avenue, Tenth Street to Recreation Park Club House.

Route No. 11 - Bellflower-Lakewood Line

Beginning at the intersection of American Avenue and Ocean Boulevard in the City of Long Beach, around a terminal loop along Ocean Boulevard, Locust Avenue, Broadway, American Avenue to its intersection with Ocean Boulevard, thence along Ocean Boulevard, Livingston Drive, Ximeno Avenue, Pacific Coast Highway, Los Alamitos traffic circle, Lakewood Boulevard, Flower Avenue, Bellflower Boulevard, Center Street, Orchard Avenue, Harvard Avenue to its intersection with Bellflower Boulevard.

Also, beginning at the intersection of Redondo Avenue and Ocean Boulevard in the City of Long Beach, thence along Redondo Avenue, Second Street, Redondo Avenue, Pacific Coast Highway, to its intersection with Los Alamitos Traffic Circle.

Also, beginning at the intersection of Spring Street and Lakewood Boulevard in the City of Long Beach, thence along Spring Street, Clark Avenue, to its intersection with Flower Avenue.

Also, beginning at the intersection of South Street and Lakewood Boulevard, around a terminal loop, thence along South Street, Oliva Avenue, Ashworth Street to its intersection with Lakewood Boulevard.

Also, beginning at the intersection of Del Amo Boulevard and Clark Avenue, thence along Del Amo Boulevard, Graywood Avenue, Candlewood Street to its intersection with Clark Avenue.

Also, beginning at the intersection of Graywood Avenue and B Street, thence along B Street, Hazelbrook Avenue, C Street, to its intersection with Graywood Avenue.

Route No. 12 - Broadway-Santa Fe Line

Beginning at the intersection of Harbor View Avenue and Harrison Street, thence along Harrison Street, Prospect Avenue, Dominguez Street, Harbor View Avenue, Carson Street, Bataan Avenue, 218th Street, McHelen Avenue, 223rd Street, Santa Fe Avenue, Anaheim Street, Harbor Avenue, Ninth Street, Pico Avenue, Broadway, Park Avenue, Second Street, Granada Avenue, Ocean Boulevard, Main Street in Seal Beach, Electric Avenue, Bay Boulevard, Westminster Boulevard to main administration gate of the United States Naval Ordnance Depot.

Also, beginning at the intersection of Pico Avenue and Broadway in the City of Long Beach, thence along Pico Avenue, Ocean Boulevard, Golden Avenue to its intersection with Broadway.

Also, beginning at the intersection of Hill Street and Santa Fe Avenue in the City of Long Beach, thence along Hill Street, Monitor Avenue, Willard Street to its intersection with Santa Fe Avenue.

Also, beginning at the intersection of Second Street and Granada Avenue in the City of Long Beach, thence along Second Street, The Toledo, Venetia Drive to its intersection with Second Street.

Also, beginning at the intersection of Second Street and Park Avenue in the City of Long Beach, thence along Second Street, Roycroft Avenue, Livingston Drive to its intersection with Park Avenue.

Also, beginning at the intersection of Thirty-third Street and Santa Fe Avenue, around a terminal loop in the City of Long Beach, thence along Thirty-third Street, Adriatic Avenue, Wardlow Road to its intersection with Santa Fe Avenue.

Route No. 13 - Paramount-Orange

Beginning at the intersection of Seventh Street and American Avenue in the City of Long Beach, thence along Seventh Street, Locust Avenue, First Street, American Avenue to its intersection with Seventh Street, thence along Seventh Street, Alamitos Avenue, Orange Avenue, Wardlow Road, Walnut Avenue, Carson Street, Cherry Avenue, Artesia Street, Paramount Boulevard, Center Street, California Avenue, Monroe Street to its intersection with Paramount Boulevard.

Also, beginning at the intersection of Carson Street and Cherry Avenue in the City of Long Beach, thence along Carson Street, Paramount Boulevard, Village Road, Obispo Avenue, Candlewood Street, Graywood Avenue, B Street, Hazelbrook Avenue, C Street, Graywood Avenue to its intersection with B Street.

Also, beginning at the intersection of Cherry Avenue and Carson Street in the City of Long Beach, around a terminal loop, thence along Cherry Avenue, Marshall Place, Gardenia Avenue to its intersection with Carson Street.

TEMPORARY ALTERNATE ROUTE

(To be used until Candlewood Street between Coke Avenue and Lakewood Boulevard has been cut through)

From Candlewood Street and Downey Avenue, thence along Downey Avenue, Hardwick Street and Lakewood Boulevard to Candlewood Street.

Route No. 13A - Carson Street Line

Beginning at the intersection of Business Street and San Antonio Drive in the City of Long Beach, around a terminal loop along Business Street, Carson Street, Long Beach Boulevard, San Antonio Drive to its intersection with Business Street, thence along San Antonio Drive, Atlantic Avenue, Carson Street, Woodruff Avenue, Harvey Way, Nipomo Avenue, Centralia Avenue, Palo Verde Avenue, Del Amo Boulevard, Graywood Avenue, B Street, Hazelbrook Avenue, C Street to its intersection with Graywood Avenue.

Route No. 14 - Cherry Avenue

Beginning at the intersection of American Avenue and Ocean Boulevard in the City of Long Beach, around a terminal loop, along Ocean Boulevard, Locust Avenue, Broadway, American Avenue to its intersection with Ocean Boulevard, thence along Ocean Boulevard, Cherry Avenue, Spring Street to its intersection with Lakewood Boulevard.

Also, beginning at the intersection of Cherry Avenue and Twenty-first Street, thence along Twenty-first Street, Kelly Drive, Alamitos Avenue to its intersection with Twenty-first Street.

Also, beginning at the intersection of Redondo Avenue and Spring Street, along Redondo Avenue to its intersection with Willow Street.

Also, beginning at the intersection of Twenty-seventh Street and Cherry Avenue, around a terminal loop, thence along Twenty-seventh Street, St. Louis Avenue, Willow Street to its intersection with Cherry Avenue.

Route No. 15 - Seventh Street-Bellflower Line

Beginning at the intersection of Seventh Street and American Avenue in the City of Long Beach, along Seventh Street, Locust Avenue, First Street, American Avenue to its intersection with Seventh Street, thence along Seventh Street, Bellflower Boulevard, Center Street, Orchard Avenue, Harvard Avenue to its intersection with Bellflower Boulevard.

Also, beginning at the intersection of Spring Street and Bellflower Boulevard, thence along Spring Street, San Anselme Avenue, Mezzanine Way, Woodruff Avenue, Hardwick Street, Ocana Avenue, Candlewood Street, Graywood Avenue, B Street, Hazelbrook Avenue, C Street, Graywood Avenue to its intersection with B Street.

Also, beginning at the intersection of Carson Street and Bellflower Boulevard, thence along Carson Street, Lakewood Boulevard, Norse Way to its intersection with Carson Street.

Also, beginning at the intersection of Del Amo Boulevard and Bellflower Boulevard, thence along Del Amo Boulevard, Graywood Avenue, B Street, Hazelbrook Avenue, C Street, to its intersection with Graywood Avenue.

Route No. 16 - South Street Line

Beginning at the intersection of South Street and Bellflower Boulevard, around a terminal loop along Bellflower Boulevard, Rocket Street, Adenmoor Avenue, South Street to its intersection with Bellflower Boulevard, thence along South Street, Dairy Avenue, Market Street, Long Beach Boulevard, Louise Street to its intersection with Dairy Avenue.

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.