

ORIGINALDecision No. 49922

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
 Dean, William K. and David M. Carson,
 individuals, dba copartners under the
 name of CROSS TOWN BUS LINES, to
 transfer certain portions of its
 routes to SOUTHERN CITIES TRANSIT,
 INC., and to abandon certain portions
 of its routes; and SOUTHERN CITIES
 TRANSIT, INC., a corporation, to
 acquire certain routes from CROSS
 TOWN BUS LINES, to extend certain
 existing routes and to abandon certain
 portions of existing routes.

Application No. 34897

In the Matter of the Application of
 LOS ANGELES TRANSIT LINES, for
 authority to discontinue and abandon
 service on part of Hollydale Motor
 Coach Line No. 51.

Application No. 34954

Charles Boehm, for Southern Cities Transit, Inc.,
 and Cross Town Bus Lines, applicants in Application
 No. 34897.

Gibson, Dunn and Crutcher, by Richard L. Wells,
 for Los Angeles Transit Lines, applicants in Applica-
 tion No. 34954, and protestants in Application No.
 34897.

Clyde Woodworth, City Attorney of the City of
 South Gate, and F. W. Turcotte, for the City of South
 Gate, protestant in both applications.

Turcotte and Goldsmith, by F. W. Turcotte, for
 South Gate Chamber of Commerce, Hollydale Business-
 men's Association, East Hollydale Businessmen's
 Association, Hollydale Civic Council, and McKinley
 Property Owners' Association, protestants in both
 applications.

Turcotte and Goldsmith, by F. W. Turcotte, and
Morris Christensen, for South Gate Chamber of Commerce,
 protestants in both applications.

Roberta Coney and Lois Burdett, protestants in Application No. 34954.

Leslie C. Carroll, for Downey Chamber of Commerce, Della M. Clark, Harold W. Atwood, Mrs. John F. Stacer, Jr., Herbert B. Atkinson, for Atkinson Transportation Co. and South Los Angeles Transportation Company, James F. Hooper, for citizens of Hollydale, protestants.

Dale Harlan, for Metropolitan Coach Lines, James G. Butler, for City of Compton Chamber of Commerce, and John W. Chapman, for Holbrook-Benton Bus Lines, interested parties.

Glenn E. Newton, Associate Transportation Engineer, Fred G. Ballenger, Associate Transportation Engineer, and Lloyd C. Young, Assistant Transportation Engineer, for the California Public Utilities Commission.

O P I N I O N

Cross Town Bus Lines (hereinafter referred to as Cross Town) is a partnership consisting of Dean Carson, William K. Carson and David M. Carson. It is authorized to render service as a passenger stage corporation in and around the cities of Los Angeles, Lynwood and Compton, as follows:¹

Route No. 1 - Compton Route.

From Oleander Street in the city of Compton, along Myrrh Street, Tamarind Avenue, Rosecrans Avenue, Santa Fe Avenue, Pine Avenue, Long Beach Boulevard, Imperial Highway, Atlantic Avenue, Fernwood Avenue, Bullis Road and Century Boulevard to its intersection with Atlantic Boulevard; also from Tamarind Avenue along Laurel Street and Oleander Street to Myrrh Street; also from Santa Fe Avenue along Rosecrans Avenue and Chester Avenue to Santa Fe Avenue.

¹ Decision No. 42517, dated February 15, 1949, on Application No. 29934. Decision No. 47865, dated October 28, 1952, on Application No. 33722.

Route No. 2 - Imperial Highway Route.

From the intersection of Sepulveda Boulevard and Imperial Highway, via Imperial Highway, Acacia Avenue, 116th Street, Hawthorne Avenue, and Imperial Highway to its intersection with Long Beach Boulevard, in Lynwood; also from Imperial Highway along Fernwood Avenue and Alameda Street back to Imperial Highway.

Route No. 3 - Lynwood Local Route.

From Tweedy Boulevard in the city of Lynwood, along Long Beach Boulevard, Orchard Avenue, Bullis Road, Agnes Avenue, Broadway, Atlantic Avenue, Abbott Road, Century Boulevard to Long Beach Boulevard; also from Long Beach Boulevard along Tweedy Boulevard and State Street to Long Beach Boulevard.

Route No. 4 - Hollywood Park Race Track Route.

In the operation of this route applicants may operate along any of the hereinabove described routes (Routes Nos. 1 to 3, inclusive) and also along Prairie Avenue between Imperial Highway and the Hollywood Park Race Track entrance or entrances.

In addition Cross Town may carry school children via any appropriate route between any two points within the following described area:

The area to be served is bounded on the north by Michigan Avenue and the extensions thereof, on the west by Alameda Street, on the east by the Los Angeles River, and on the south by Tucker Street and McMillan Street and the extension thereof to the east.

The foregoing rights of Cross Town are subject to the following restrictions:

- (a) No passengers shall be carried having both origin and destination between the intersections of Peck Street with Santa Fe Avenue and Chester Avenue (Compton), and applicants' terminus at Compton Junior College, all points inclusive.
- (b) No race track passengers shall be carried whose origin and destination are both westerly of the intersection of Imperial Highway and Wilmington Avenue.

- (c) The Hollywood Park Race Track service shall be operated only on days when horse racing is conducted at such track.
- (d) Only school children may be transported on routes other than Routes Nos. 1 through 4, above described.
- (e) Applicant shall not transport any person having both origin and destination between the intersection of Imperial Highway and Inglewood Avenue and the intersection of Imperial Highway and Aviation Boulevard, both points inclusive.
- (f) Applicants shall not transport any person having both origin and destination between the intersection of Imperial Highway and Aviation Boulevard and the intersection of Imperial Highway and Sepulveda Boulevard, both points inclusive.²

Cross Town's fares are ten cents for any point it serves east of the intersection of Imperial Highway and Alameda Street. An additional ten-cent fare is collected for service along Imperial Highway between Alameda Street and Hawthorne Boulevard, and an additional ten cents for service along Imperial Highway between its intersections with Hawthorne Boulevard and Sepulveda Boulevard. School children are carried for six and one-half cents per ride on regular buses and ten cents per ride on school buses.³

There are no transfer privileges between Cross Town and other passenger stage companies.

Southern Cities Transit, Inc. (hereinafter called Southern Cities) is a passenger stage corporation operating as such via the following routes in and around the city of Compton:⁴

² Restrictions (e) and (f) were imposed by Decision No. 47865 which extended the Imperial Highway route granted by Decision No. 42517.

³ Cross Town's Local Passenger Tariff No. 5, Cal. P.U.C. No. 5.

⁴ Decision No. 48493, dated April 14, 1953, on Application No. 34074.

Willowbrook Line -

Beginning at the intersection of 124th Street and Wilmington Avenue, thence along Wilmington Avenue, Rosecrans Avenue, Willowbrook Avenue to its intersection with Compton Boulevard.

Also, along Acacia Street between Compton Boulevard and Rosecrans Avenue.

Also, 133d Street between Wilmington Avenue and Compton Boulevard, Compton Boulevard to 130th Street, and 130th Street to its intersection with Wilmington Avenue.

East Rosecrans-Sears-Lynton Manor Line -

Beginning at the intersection of Willowbrook Avenue and Compton Boulevard, thence along Compton Boulevard, Tamarind Street, Rosecrans Avenue, Bullis Road (Temple Street), Orchard Avenue, Olanda Street, Cookacre Street, Carlin Avenue, El Segundo Boulevard, Millrace Street, Clark Street, Edgebrook Avenue, McMillan Street, Gibson Street, Rosecrans Avenue, Locust Avenue (also known as Thorsen Avenue), Pine Avenue, Bradfield Avenue to its intersection with Orchard Avenue.

Greenleaf Line -

Beginning at the intersection of Willowbrook Avenue and Compton Boulevard, thence west on Compton Boulevard, Dwight Street, Poplar Street, Tajauta Avenue, Rosecrans Avenue, Wilmington Avenue, Compton Boulevard, Long Beach Boulevard, Temple Street, Caldwell Street, Burris Avenue Greenleaf Drive, Tanner Avenue (now Harris Avenue), Caldwell Street, White Avenue, Olive Street, Caress Avenue, Pauline Street, Long Beach Boulevard to Temple Street.

Richland Farms Line -

Beginning at the intersection of Compton Boulevard and Willowbrook Avenue, thence along Willowbrook Avenue Olive Street, Aprilia Street, Reeve Street, Nestor Avenue, Tichenor Street, Cliveden Avenue, Caldwell Street, and Wilmington Avenue to Olive Street.

Also along Olive Street between Willowbrook Avenue and Tamarind Street, and along Tamarind Street between Olive Street and Compton Boulevard.

Hollydale-Downey Line -

Beginning at the intersection of Compton Boulevard and Willowbrook Avenue, thence along Compton Boulevard, Paramount Boulevard, Century Boulevard, Garfield Avenue, Main Street, Paramount Boulevard, County Farm Drive, Consuelo Avenue, Eucalyptus Street, Horton Lane, Imperial Highway, Paramount Boulevard, Firestone Boulevard, Downey Avenue, to its intersection with Third Street.

Also, Paramount Boulevard between Compton Boulevard and Flower Avenue.

Also, along Garfield Avenue between Compton Boulevard and Century Boulevard.

Also, Orange Avenue between Compton Boulevard and Olive Street, Olive Street to Paramount Boulevard.

The foregoing authority of Southern Cities is subject to the following restriction:

Passengers shall not be transported locally between the intersection of Main Street and Paramount Boulevard and the intersection of Imperial Highway and Rives Avenue, both points inclusive. (Hollydale-Downey Line).

Southern Cities now collects fifteen cents for all transportation west of Garfield Avenue, and five cents additional for points east of Garfield Avenue. The minimum fare is fifteen cents. School tickets are sold at the rate of \$2.25 for thirty rides in one zone, or \$3.50 for thirty rides in two zones.⁵

There are no transfer privileges between the Southern Cities and Cross Town services.

Route No. 51 of the Los Angeles Transit Lines (hereinafter referred to as L.A.T.L.) runs from Palm Place and Seville Avenue in the city of South Gate via Seville, Long Beach Boulevard, Firestone Boulevard, Santa Fe Avenue, Truba Avenue,

⁵ Southern Cities Local Passenger Tariff No. 8, Cal. P.U.C. No. 8.

Tweedy Boulevard, Atlantic Avenue, Imperial Highway, Garfield Avenue, Main Street, Paramount Boulevard, Consuelo Street, Eucalyptus Street and Horton Lane to its intersection with Imperial Highway. Except for the Consuelo Street-Eucalyptus Street-Horton Lane portion, this route is entirely in the city of South Gate. Fares on this line are fifteen cents in one zone or twenty cents for two zones. The fare-break point is at the intersection of Atlantic Boulevard and Imperial Highway.

By Application No. 34897, Cross Town and Southern Cities seek authority to do the following:

(1) Transfer the following portions of the following routes from Cross Town to Southern Cities:

(a) Compton Route -

From the intersection of Rosecrans Avenue and Santa Fe Avenue, along Santa Fe Avenue, Pine Avenue, Long Beach Boulevard, Imperial Highway, Atlantic Avenue and Fernwood Avenue to its intersection with Bullis Road, also Century Boulevard between Bullis Road and Atlantic Avenue.

(b) Lynwood Local Route -

Long Beach Boulevard between Tweedy Boulevard and Imperial Highway; also Century Boulevard between Long Beach Boulevard and San Carlos Street.

Also Tweedy Boulevard between Long Beach Boulevard and State Street, and State Street to its intersection with Long Beach Boulevard.

(c) Imperial Highway Route -

Imperial Highway between Long Beach Boulevard and Sepulveda Boulevard.

(d) Hollywood Race Track Route -

Along any of the hereinabove described streets and, in addition, Prairie Avenue between Imperial Highway and any entrance to Hollywood Park Race Track.

(e) School Bus Operations conducted within the following boundaries:

The area to be served is bounded on the north by Michigan Avenue and the extensions thereof, on the west by Alameda Street, on the east by the Los Angeles River, on the south by Tucker Street and McMillan Street and the extensions thereof to the east.

(2) Southern Cities requests authority to extend the hereafter listed routes as follows:

(a) East Rosecrans-Sears-Lynton Manor Line -

Temple Street between Compton Boulevard and Rosecrans Avenue; Pine Avenue between Bullis Road and Bradfield Avenue; Wright Road between McMillan Street and Josephine Street; Josephine Street between Wright Road and Atlantic Avenue; Atlantic Avenue between Josephine Street and Fernwood Avenue; Oaks Avenue between Santa Fe Avenue and Long Beach Boulevard, and Long Beach Boulevard between Oaks Avenue and Pine Avenue.

(b) Willowbrook Line -

Wilmington Avenue between 124th Street and Imperial Highway.

(c) Imperial Highway Route -

Imperial Highway between Atlantic Avenue and Horton Lane.

Also, from the intersection of Main Street and Garfield Avenue, along Garfield Avenue to its intersection with McKinley Avenue, with turn-around privileges.

(d) Lynwood Local Line -

Century Boulevard between San Carlos Street and Bullis Road.

(d) Lynwood Local Line (Continued) -

Also, Fernwood Avenue between Bullis Road and Long Beach Boulevard.

Also, State Street from Imperial Highway to Santa Fe Avenue, Santa Fe Avenue to El Segundo Boulevard, and El Segundo Boulevard to Wilmington Avenue.

(3) The following portions of routes are proposed to be abandoned:

(a) Cross Town's Compton Line -

From the intersection of Oleander Street and Myrrh Street, along Myrrh Street, Tamarind Street and Rosecrans Avenue to its intersection with Chester Avenue.

Also, Laurel Street between Tamarind Street and Oleander Street, and Oleander Street to Myrrh Street.

Also, Chester Avenue between Rosecrans Avenue and Santa Fe Avenue.

Also, Bullis Road between Century Boulevard and Fernwood Avenue.

(b) Cross Town's Imperial Highway Line -

Fernwood Avenue between Imperial Highway and Alameda Street, Alameda Street between Fernwood Avenue and Imperial Highway.

(c) Cross Town's Lynwood Local Line -

Orchard Avenue between Long Beach Boulevard and Bullis Road, Bullis Road to Agnes Avenue, Agnes Avenue to Broadway, Broadway to Atlantic Avenue, and Atlantic Avenue to Josephine Street.

Also, Atlantic Avenue between Imperial Highway and Abbott Road and Abbott Road to its intersection with Century Boulevard (at San Carlos Avenue).

(d) Southern Cities' East Rosecrans-
Sears-Lynton Manor Line -

Rosecrans Avenue between Santa Fe Avenue and Temple Street.

Also, from the intersection of Bullis Road and Pine Avenue along Bullis Road, Orchard Avenue, Olanda Street, Cookacre Street, Carlin Avenue, El Segundo Boulevard, Millrace Street, Clark Street, Edgebrook Avenue and McMillan Street to its intersection with Wright Road.

Also, Bradfield Avenue (extension of Temple Street) between Pine Avenue and Orchard Avenue.

(4) By Application No. 34954, Los Angeles Transit Lines seeks authority to abandon service on the following portion of Line No. 51: between the intersection of Atlantic Avenue and Imperial Highway, on the one hand, and the intersection of Horton Lane and Imperial Highway, on the other hand.

The applications were consolidated for hearing and public hearings were held before Examiner Rogers on January 19 and 20, 1954 in Lynwood, and January 28, 1954 in Los Angeles. Prior to the first hearing, notices thereof were posted and published by all applicants, as required by this Commission. The notices posted and published by the applicants Southern Cities and Cross Town advised the readers thereof that if the application were granted certain fare increases would result.⁶

6 Mr. Turcotte, the attorney for numerous protestants, objected to any action being taken which would increase the fares of those using Cross Town's services on the ground that the application fails to meet the requirements of this Commission relative to rate increase applications (Rule 23, P.U.C. Rules of Practice and Procedure). This objection is not well taken for the reason that the increase of rates is but a resulting incident of the authority herein requested. The application primarily involved the transfer of operating authority.

The two applications are interdependent to this extent: L.A.T.L. favors the granting of the Cross Town-Southern Cities application provided L.A.T.L. is permitted to abandon as hereinbefore stated. If L.A.T.L. is not permitted to abandon, it requests that the proposed extension of service by Southern Cities along Imperial Highway between Atlantic Avenue and Horton Lane be denied, and also that no consolidation of service by Southern Cities and Cross Town be permitted. Protestants other than L.A.T.L. desire that the L.A.T.L. service be continued as at present and that any change in Southern Cities-Cross Town service which would jeopardize the continuance of the L.A.T.L. service be prohibited.

Disregarding Southern Cities proposed extension along Imperial Highway east from Atlantic Avenue and L.A.T.L.'s request for authority to abandon service east of Atlantic Avenue, there are four items to be considered: (1) the request of Cross Town to transfer its Lynwood-Compton-Imperial Highway-school-race track rights to Southern Cities; (2) the requests of Southern Cities and Cross Town for authority to abandon portions of lines; (3) the request of Southern Cities for authority to operate over certain additional routes; and (4) the request of Southern Cities to increase rates on the lines it may be authorized to acquire from Cross Town.

Southern Cities is an experienced, well-financed,⁷
and adequately equipped⁸ operator. The proposed transfer is

⁷ Exhibit No. 7.

⁸ Cross Town's buses will be transferred to Southern Cities without consideration.

not adverse to the public interest. There is no consideration for the proposed transfer other than an agreement giving Dean Carson, one of the owners of Cross Town, the option to purchase all outstanding stock of Southern Cities.⁹

Concerning the request of Cross Town to abandon certain portions of lines, the record shows that those portions, with three exceptions, are duplications of Southern Cities' lines or have been operated only once per day for eight or nine months. Where the lines are duplications of Southern Cities' lines the service will be continued if the transfer is permitted. The once-a-day service is equivalent to no service, is an unwarranted financial drain, and should obviously be discontinued. Three portions of Cross Town's lines now being served will lose service: (1) on the Imperial Highway Line an alternate route via Fernwood Avenue and Alameda Street; (2) on the Compton-Lynwood Line, Chester Avenue between Rosecrans Avenue and Santa Fe Avenue; and (3) on the Compton-Lynwood Line the loop at the Compton end thereof from Tamarind Street via Laurel Street, Oleander Street and Myrrh Street to its intersection with Tamarind Street.

It is approximately 900 feet from the intersection of Alameda Street and Fernwood Avenue via Alameda Street to its intersection with Imperial Highway. This is a reasonable walking distance and this abandonment should be permitted to facilitate operations. It is less than 300 feet from Chester Avenue to Santa Fe Avenue where service will be continued. This abandonment will be permitted. The Laurel Street-Oleander Street-Myrrh Street loop is a terminal operation. As a rule, one-way

⁹ Exhibit No. 9.

loop operations are unsatisfactory. It is less than one-quarter mile from the Oleander Street end of this loop to Tamarind Street where service will be continued. This abandonment should be permitted. None of Cross Town's abandonments are adverse to the public interest.

Concerning Southern Cities proposed abandonments, the record shows that the purpose thereof is to avoid duplication of routes in the event the application is granted. There is very little traffic originating at any intersection where service is to be discontinued.¹⁰ Most of these intersections will be within reasonable walking distance from Southern Cities remaining services. There were no protests. The evidence shows that Southern Cities proposed abandonments are not adverse to the public interest.

Southern Cities has proposed extensions on Temple Street between Compton Boulevard and Rosecrans Avenue, on Pine Avenue between Temple Street and Bradfield Avenue, on Wright Road between McMillan Street and Josephine Street, on Josephine Street between Wright Road and Atlantic Avenue, on Fernwood Avenue between Bullis Road and Long Beach Boulevard, on Atlantic Avenue between Josephine Street and Fernwood Avenue, on Century Boulevard between San Carlos Street and Bullis Road, on Oaks Avenue between Santa Fe Avenue and Long Beach Boulevard, and on Long Beach Boulevard between Oaks Avenue and Pine Avenue. These extensions are for the purpose of providing a single carrier service by Southern Cities between Compton and Lynwood, cities now served by Southern Cities and Cross Town, with in some instances a duplication of service. The proposal will give a broader

¹⁰ Exhibit No. 4.

coverage and passengers will be able to travel to any point in the service area without changing lines and paying extra fares as they do at present in order to travel from a point on a Southern Cities route to a point on a Cross Town route. There was no opposition to these proposed reroutings. We find that public convenience and necessity require that applicant Southern Cities be authorized to serve the above listed routes.

The requested authority to serve from the intersection of Wilmington Avenue and El Segundo Boulevard via El Segundo Boulevard, Santa Fe Avenue and State Street to its intersection with Imperial Highway will be denied at this time. The sole reason for this request was that "in the future" Southern Cities will locate its terminal at the intersection of Alameda Street and El Segundo Boulevard. When and if that event happens, the matter can be handled through an appropriate application.

The request for authority to extend service along Wilmington Avenue between 124th Street and Imperial Highway will be denied. Atkinson Transportation Company serves via Wilmington Avenue between these points. Applicant presented no evidence of need for an additional service.

As heretofore stated, Southern Cities local fares are 15 cents and Cross Town fares are 10 cents. If Cross Town lines are acquired by Southern Cities the fares necessarily must be equalized. Cross Town attempted to justify an increase to equalize the fares of Cross Town with those of Southern Cities by presenting a forecast based on the experience for the eight months ending August 31, 1953.¹¹ The comparison between past

¹¹ Exhibit No. 8.

experience at Cross Town's existing rates and the forecast based on the requested rates is as follows:

	<u>Present Fares</u>	<u>Increased Fares</u>
<u>Total Income</u>	\$ 36,360.00	\$ 50,600.00
<u>Expenses</u>		
Equipment, maintenance and garage expense	6,220.00	6,220.00
Transportation expenses	24,180.00	26,598.00
Insurance and safety expense	2,690.00	3,685.00
Administrative expense	2,400.00	2,400.00
Depreciation expense	5,380.00	5,380.00
Taxes and licenses	3,980.00	4,405.00
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Total expense	\$ 44,850.00	\$ 48,688.00
Net profit from operation	\$ (8,490.00)	\$ 1,912.00
Operating ratio	102.3%	96.22%
Rate base	\$ 42,500.00	\$ 42,500.00
Rate of return		4.49%

(red figure)

The only evidence in the record concerning the results of operations of Cross Town shows that that company is operating at a loss. We are of the opinion that the Cross Town-Southern Cities estimates fairly reflect the results that may be expected from the revised fare schedule as set forth in and authorized by the order of this decision, which fares we find have been justified and will be authorized.

In addition to the foregoing matters, Southern Cities seeks authority to extend its services from the intersection of Imperial Highway and Atlantic Avenue via Imperial Highway to Horton Lane, thence via Horton Lane, Eucalyptus Street, Consuelo Avenue, County Farm Drive, Paramount Boulevard, Main Street and Garfield Avenue to its intersection with McKinley Avenue. This extension is allegedly for the purpose of permitting Southern Cities to render a direct service between Lynwood, the Hollydale section of South Gate (located on Main Street and Paramount Boulevard) and Downey without routing passengers through
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Compton.

Los Angeles Transit Lines serves via its No. 51 line from the intersection of Palm Place and Seville Avenue in the city of South Gate (at which point it connects with other L.A.T.L. buses running into the city of Los Angeles) via Seville Avenue, Long Beach Boulevard, Firestone Boulevard, Santa Fe Avenue, Truba Avenue, Tweedy Boulevard, Atlantic Avenue, Imperial Highway, Garfield Avenue, Main Street, Paramount Boulevard, and the route to be followed by Southern

¹² Dean Carson, who has the option to purchase all of the outstanding stock of Southern Cities (Exhibit No. 9), now holds authority to serve along Imperial Highway between its intersections with Rives Avenue on the east (about 600 feet east of Horton Lane), and its intersection with Atlantic Avenue on the west (Decision No. 44208, dated May 23, 1950, on Application No. 31102; Decision No. 49493, dated January 5, 1954, on Application No. 34967). He may not carry passengers having both origin and destination between the intersection of Atlantic Avenue and Imperial Highway and the intersection of Garfield Avenue and Imperial Highway, both points inclusive.

Cities to the intersections of Horton Lane and Imperial
Highway.¹³

Southern Cities proposed schedules are about the same as the existing schedules of L.A.T.L. from the intersection of Atlantic Avenue and Imperial Highway,¹⁴ and include Sunday and holiday service.

Southern Cities presented no convincing evidence that public convenience and necessity require that it be given authority to extend service along Imperial Highway east of Atlantic Avenue. Its request for authority to serve via Imperial Highway between its intersections with Atlantic Avenue and Horton Lane will, therefore, be denied.

Its sole support came from two women living on Beak Avenue about 300 feet north of Imperial Highway. (Beak Avenue is about half way between Horton Lane and Garfield Avenue where the L.A.T.L. service turns off of Imperial Highway). These women now go into both South Gate and the Lynwood-Compton area to shop or for medical services and must walk 900 to 1200 feet on Imperial Highway for services. The Commission will take judicial notice of the fact that Holbrook Transit Company renders a service which will enable these witnesses to secure transportation from the intersection of Beak Avenue and Imperial Highway to the intersection of Atlantic Avenue and Imperial Highway.

¹³ Southern Cities now has authority to serve all but Imperial Highway between its intersections with Atlantic Avenue and Horton Lane (Decision No. 48493, dated April 14, 1953, on Application No. 34074.)
¹⁴ Exhibit No. 5.

In support of its request for authority to discontinue service on its No. 51 line, L.A.T.L. presented evidence intended to show that the number of passengers using the portion of the line sought to be abandoned had declined since 1948.¹⁵ While this evidence shows that the traffic declined in 1950 and 1951 from 1948 and 1949, it also shows that the number of passengers carried increased in 1952 and remained about constant in 1953. L.A.T.L. also presented evidence showing that it is operating the portion of the line sought to be abandoned at a loss.¹⁶

Several interested individuals, groups and civic organizations appeared in opposition to the abandonment of any portion of Line No. 51. The consensus of their testimony is that Hollydale is a portion of the city of South Gate, that the main travel from Hollydale is to the city of South Gate or beyond to Los Angeles and vicinity, and that they want the existing service continued.

We note that the record shows that L.A.T.L. Line No. 51 is approximately eight miles in length one way, and that the portion sought to be abandoned is approximately three miles in length. The evidence presented by L.A.T.L. dealt with the traffic carried and the results of operation of the three-mile portion of the eight-mile run. Line No. 51 is but a small portion of the extensive services of L.A.T.L.

¹⁵ Exhibit F.

¹⁶ Column A, Exhibit G. The Commission is denying the application of Southern Cities to extend service on Imperial Highway, so Column B, Exhibit G, is disregarded.

The record herein is not only barren of any evidence concerning applicant's over-all financial picture, but it even fails to show the results of its operations over the whole of its No. 51 line. As there appears to be a substantial need for the continuance of Line No. 51 in toto, and L.A.T.L. has failed to show either that Line No. 51 is not operating at a profit or that its over-all operations are not compensatory, the application will be denied.

O R D E R

The above applications having been heard on a consolidated record, argued and submitted, and the Commission having made the findings set forth in the opinion herein, and based on such findings,

IT IS ORDERED:

(1) That Dean Carson, William K. Carson and David M. Carson, partners doing business under the name of Cross Town Bus Lines, be and they hereby are authorized to abandon those portions of their Lynwood and Compton area services performed via the following routes:

- (a) From the intersection of Oleander Street and Myrrh Street, along Myrrh Street, Tamarind Street and Rosecrans Avenue to its intersection with Chester Avenue.
- (b) Along Laurel Street between Tamarind Street and Oleander Street.
- (c) Along Oleander Street between Laurel Street and Myrrh Street.
- (d) Along Chester Avenue between Rosecrans Avenue and Santa Fe Avenue.

- (e) Along Bullis Road between Century Boulevard and Fernwood Avenue.
- (f) Along Fernwood Avenue between Imperial Highway and Alameda Street.
- (g) Along Alameda Street between Fernwood Avenue and Imperial Highway.
- (h) Along Orchard Avenue between Long Beach Boulevard and Bullis Road.
- (i) Along Bullis Road between Orchard Avenue and Agnes Avenue.
- (j) Along Agnes Avenue between Bullis Road and Broadway.
- (k) Along Broadway between Agnes Avenue and Atlantic Avenue.
- (l) Along Atlantic Avenue between Broadway and Josephine Street.
- (m) Along Atlantic Avenue between Imperial Highway and Abbott Road.
- (n) Along Abbott Road between Atlantic Avenue and Century Boulevard.

(2) That prior to the discontinuance of service pursuant to subparagraphs (a) to (n), inclusive, above, Cross Town (or Southern Cities) shall post plainly visible notices in all of the buses and terminals used in the present Cross Town services. Such notices shall remain posted for at least five days prior to the abandonment of service as herein authorized.

IT IS FURTHER ORDERED:

(3) That Southern Cities Transit, Inc. be, and it hereby is, authorized to abandon those portions of its Compton service now rendered via the following routes:

- (a) Rosecrans Avenue between Santa Fe Avenue and Temple Street.
- (b) From the intersection of Bullis Road and Pine Avenue along Bullis Road, Orchard Avenue, Olanda Street, Cookacre Street, Carlin Avenue, El Segundo Boulevard, Millrace Street, Clark Street, Edgebrook Avenue and McMillan Street to its intersection with Wright Road.
- (c) Along Bradfield Avenue between its intersections with Pine Avenue and Orchard Avenue.

(4) That prior to the discontinuance of service pursuant to subparagraphs (a) to (c) inclusive, above, Southern Cities shall post plainly visible notices in all of its buses and terminals. Such notices shall remain posted for at least five days prior to the abandonment of service as herein authorized.

IT IS FURTHER ORDERED:

(5) That Cross Town Bus Lines be, and it hereby is, authorized to amend its passenger tariff, Cal. P.U.C. No. 5, on not less than five days' notice to the Commission and to the public, to increase its fares in conformity with those proposed by Southern Cities in its proposed Local Passenger Tariff No. 9, Cal. P.U.C. No. 9 (Exhibit 6 herein).

(6) That the authority herein granted shall expire unless (a) exercised within sixty days from the effective date hereof, and (b) Cross Town's operative rights are transferred from Cross Town to Southern Cities prior to or concurrently with the placing in effect of such increased fares.

(7) That appropriate notice explaining such fare increases shall be posted in the terminals of Cross Town (or Southern Cities where the latter is involved) at least five days prior to the date upon which such increased fares become effective.

IT IS FURTHER ORDERED:

(8) That Dean Carson, William K. Carson and David M. Carson, partners doing business under the name of Cross Town Bus Lines, may sell and transfer to Southern Cities Transit, Inc., a corporation, the certificate of public convenience and necessity acquired by Decision No. 42517, dated February 15, 1949, on Application No. 29934, and the certificate of public convenience and necessity acquired by Decision No. 47865, dated October 28, 1952, on Application No. 33722, less those portions of routes hereinbefore in this order authorized to be abandoned, and Southern Cities Transit, Inc. be, and it hereby is, authorized to acquire and operate said rights, less said abandonments. There is to be no cash consideration for the transfer.

(9) That applicants shall file in triplicate, and concurrently make effective, appropriate tariffs within sixty days from the effective date hereof and on not less than one day's notice to the Commission and to the public.

IT IS FURTHER ORDERED:

(10) That a certificate of public convenience and necessity be, and it hereby is, granted to Southern Cities Transit, Inc., authorizing the establishment and operation of a service as a passenger stage corporation, as defined in Section 226 of the Public Utilities Code, for the transportation of passengers between the following points and via the following routes, as extensions of and to be consolidated with its existing rights:

- (a) Temple Street between Compton Boulevard and Rosecrans Avenue.

- (b) Pine Avenue between Bullis Road and Bradfield Avenue.
- (c) Wright Road between McMillan Street and Josephine Street.
- (d) Josephine Street between Wright Road and Atlantic Avenue.
- (e) Atlantic Avenue between Josephine Street and Fernwood Avenue.
- (f) Oaks Avenue between Santa Fe Avenue and Long Beach Boulevard.
- (g) Long Beach Boulevard between Oaks Avenue and Pine Avenue.
- (h) Century Boulevard between San Carlos Street and Bullis Road.
- (i) Fernwood Avenue between Bullis Road and Long Beach Boulevard.

(11) That in providing service pursuant to the certificate herein granted, Southern Cities Transit, Inc. 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 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.

IT IS FURTHER ORDERED that Southern Cities may consolidate its lines with those lines it is authorized to acquire from Cross Town pursuant to this order.

IT IS FURTHER ORDERED that an in lieu certificate be, and it hereby is, granted to Southern Cities Transit, Inc. in place of the certificate granted to Southern Cities Transit, Inc. by Decision No. 48493, dated April 14, 1953, on Application

No. 34074, and the certificate granted to Cross Town Bus Lines by Decision No. 42517, dated February 15, 1949, on Application No. 29934, as amended by Decision No. 47865, dated October 28, 1952, on Application No. 33722, which said certificates are hereby cancelled, and Southern Cities Transit, Inc. is authorized to render passenger stage service over the following routes and in the following areas, including the service authorized by this decision, and subject to the restrictions as set forth below:

A. Willowbrook Line

Beginning at the intersection of 124th Street and Wilmington Avenue, thence along Wilmington Avenue, Rosecrans Avenue, Willowbrook Avenue to its intersection with Compton Boulevard.

Also, Acacia Street between Compton Boulevard and Rosecrans Avenue.

Also, 133d Street between Wilmington Avenue and Compton Boulevard, Compton Boulevard to 130th Street, and 130th Street to its intersection with Wilmington Avenue.

B. Greenleaf Line

Beginning at the intersection of Willowbrook Avenue and Compton Boulevard, thence via Compton Boulevard, Dwight Street, Poplar Street, Tajauta Avenue, Rosecrans Avenue, Wilmington Avenue, Compton Boulevard, Long Beach Boulevard, Temple Street, Caldwell Street, Burris Avenue, Greenleaf Drive, Tanner Avenue, Caldwell Street, White Avenue, Olive Street, Caress Avenue, Pauline Street, Long Beach Boulevard to Temple Street.

C. Richland Farms Line

Beginning at the intersection of Compton Boulevard and Willowbrook Avenue, thence via Willowbrook Avenue, Olive Street, Aprilia Street, Reeve Street, Nestor Avenue, Tichenor Street, Cliveden Avenue, Caldwell Street and Wilmington Avenue to Olive Street.

Also, along Olive Street between Willowbrook Avenue and Tamarind Street, and along Tamarind Street between Olive Street and Compton Boulevard.

D. Hollydale - Downey Line

Beginning at the intersection of Compton Boulevard and Willowbrook Avenue, thence via Compton Boulevard, Paramount Boulevard, Century Boulevard, Garfield Avenue, Main Street, Paramount Boulevard, County Farm Drive, Consuelo Avenue, Eucalyptus Street, Horton Lane, Imperial Highway, Paramount Boulevard, Firestone Boulevard, Downey Avenue to its intersection with Third Street.

Also, Paramount Boulevard between Compton Boulevard and Flower Avenue.

Also, along Garfield Avenue between Compton Boulevard and Century Boulevard.

Also, Orange Avenue between Compton Boulevard and Olive Street, and Olive Street to Paramount Boulevard.

E. Compton - Lynwood Line

Beginning at the intersection of Compton Boulevard and Tamarind Street, thence via Tamarind Street, Rosecrans Avenue, Santa Fe Avenue, Pine Avenue, Long Beach Boulevard, Imperial Highway, Atlantic Avenue, Josephine Street, Wright Road, McMillan Street, Gibson Street, Rosecrans Avenue, Locust Avenue, Pine Avenue, Bullis Road, Temple Street to its intersection with Compton Boulevard.

Also, Oaks Avenue between Santa Fe Avenue and Long Beach Boulevard and Long Beach Boulevard between Oaks Avenue and Pine Avenue.

F. Lynwood Local Line

Beginning at the intersection of State Street and Imperial Highway, thence via Imperial Highway, Long Beach Boulevard, Tweedy Boulevard, and State Street to its intersection with Long Beach Boulevard.

Also, from the intersection of Long Beach Boulevard and Century Boulevard, thence via Century Boulevard, Atlantic Avenue and Fernwood Avenue to its intersection with Long Beach Boulevard.

G. Imperial Highway Line

From the intersection of Sepulveda Boulevard and Imperial Highway, via Imperial Highway, Acacia Avenue, 116th Street, Hawthorne Avenue, and Imperial Highway to its intersection with Atlantic Avenue.

H. School Bus Service

The area to be served is bounded on the north by Michigan Avenue and the extensions thereof, on the west by Alameda Street, on the east by the Los Angeles River, and on the south by Tucker Street and McMillan Street and the extensions thereof to the east.

I. Hollywood Race Track

Along any of the herein described streets, and in addition thereto, Prairie Avenue between Imperial Highway and any entrance to the Hollywood Park Race Track.

Restrictions

1. No race track passengers shall be carried whose origin and destination are both westerly of the intersection of Imperial Highway and Wilmington Avenue.
2. The Hollywood Park Race Track service shall be operated only on days when horse racing is conducted at such track.
3. Only school children may be transported on routes other than Routes A through G and other than Route I above described.
4. Southern Cities shall not transport any person having both origin and destination between the intersection of Imperial Highway and Inglewood Avenue and the intersection of Imperial Highway and Aviation Boulevard, both points inclusive.
5. Southern Cities shall not transport any person having both origin and destination between the intersection of Imperial Highway and Aviation Boulevard, and the intersection of Imperial Highway and Sepulveda Boulevard, both points inclusive.
6. Passengers shall not be transported locally between the intersection of Main Street and Paramount Boulevard and the intersection of Imperial Highway and Rives Avenue, both points inclusive (Hollydale - Downey Line).

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.

IT IS FURTHER ORDERED that except as herein specifically granted, Application No. 34897 is denied.

IT IS FURTHER ORDERED that the application of Los Angeles Transit Lines to discontinue service over that portion of Line No. 51 from the intersection of Atlantic Avenue and Imperial Highway to the intersection of Imperial Highway and Horton Lane be, and the same hereby is, denied.

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

Dated at San Francisco, California,
this 13th day of April, 1954.

R. Z. Anderson
President

Justice Z. Calver

Robert Mitchell

Walter Rogers

Commissioners

Commissioner Kenneth Potter, being necessarily absent, did not participate in the disposition of this proceeding.