

**ORIGINAL**Decision No. 53588

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of )  
 SOUTHERN CITIES TRANSIT, INC. for )  
 authority to extend existing routes )  
 and reroute and abandon certain )  
 portions of existing routes. )

Application No. 37843

James C. Carson and Dean M. Carson, for applicant.

Dale Harlan, for Metropolitan Coach Lines; David D. Ganning, for Los Angeles Transit Lines; Charles Boehm, for Eastern Cities Transit, Inc.; protestants.

Wahlfred Jacobson, City Attorney, by Loslie E. Still, Jr., Deputy City Attorney, for the City of Long Beach; Henry E. Jordan, for the Bureau of Franchises and Public Utilities of the City of Long Beach; Earl B. Myer, for the Norwalk Chamber of Commerce; Edward W. Koehler, for the Downey Chamber of Commerce; Hazel D. Curran; Dorothy H. Curran; interested parties.

W. F. Hibbard, for the Commission staff.O P I N I O N

Southern Cities Transit, Inc., hereinafter referred to as applicant, is a passenger stage corporation rendering service as such, pursuant to authority from this Commission, to, from and between points in a large area roughly bounded by and including Huntington Park, Whittier, Norwalk, Hawaiian Gardens and Compton, and including the intermediate cities and communities of Bell, Bell Gardens, Rivera, Los Nietos, South Whittier, Artesia, Bellflower, Santa Fe Springs, Downey, Paramount, Hollydale, Lynwood, South Gate, and Willowbrook. Its present operations are the result of the consolidation into one system

of services formerly rendered by Dean Carson, William K. Carson and David M. Carson, doing business as Cross Town Bus Lines; Southern Cities Transit, Inc.; Benton Bus Lines and Holbrook Transit.<sup>1/</sup> The various authorities were subject to certain restrictions. Applicant has, without asking or receiving authority from this Commission, abandoned portions of certificated routes and has rerouted sections of its routes. The authorized routes, the routes over which applicant presently operates, and the proposed routes are shown on Exhibit No. 3 herein. As will be seen from that exhibit, any similarity between applicant's authorized routes and its presently operated routes appears to be strictly coincidental.

By the application herein, filed on March 15, 1956, applicant requests authority to alter its present routes.

Public hearings on the application were held in Norwalk on April 12, 1956, and in Los Angeles on April 24 and May 14, 1956, before Examiner Kent C. Rogers.

The financial results of applicant's operations.

In addition to passenger stage operations, applicant performs charter bus operations which are not under the jurisdiction of this Commission. Applicant attached an income statement to the

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<sup>1/</sup> See Decision No. 50948, dated January 4, 1955, in Application No. 35592; Decision No. 49922, dated April 15, 1954, in Application No. 34897; Decision No. 47660, dated September 2, 1952, in Application No. 33566; and Decision No. 49493, dated January 5, 1954, in Application No. 34966.

application herein which shows that for the year 1955 it made a net profit of \$12,350. This statement, the applicant's witness said, includes a substantial income from applicant's charter operations. Actually, the witness said, applicant's passenger stage operations resulted in a net loss of \$15,917 for the year 1955 (Exhibit No. 6 A, page 19). Applicant's witness stated that the main purpose of the application is to permit it to reduce the number of miles operated by providing more direct service through areas which will give applicant a better passenger and revenue per mile average. Actually the applicant is proposing to extend the territorial coverage and reduce the frequency in service with the result that the daily mileage average will be approximately the same in the future as at present (see page 4 of Exhibit 6 A). In many instances, the service past a given point will be greatly reduced (Exhibit No. 13).

#### Fares

The proposed changes in routing will in some instances result in fare increases and in some instances in fare decreases. In the majority of cases the fares will remain the same as at present. Applicant's base fare is 15 cents with five-cent increments to a maximum of 35 cents. Free transfers will be issued. There was no opposition to the fare increases.

#### School service

There are numerous parochial schools in applicant's present and proposed service area (see Exhibit No. 10). Applicant requests that it be given authority to deviate from its authorized routes in the mornings only to deliver children to the schools, which are, its witness stated, not to exceed six blocks

from the routes. No deviations are proposed to pick up children at night. The Los Angeles Transit Lines objected to any deviation from the regular routes in its service area. The applicant submitted no substantial evidence in support of this request. It will be denied for lack of justification.

Equipment

Applicant will require sixteen stages to render the proposed service. It has this equipment at present.

Applicant's proposed routes:

Line No. 1 - Huntington Park -Bellflower

Line No. 1 will extend between Pacific Boulevard and Gage Avenue in Huntington Park, and Flower Avenue and Bellflower Boulevard in Bellflower, passing through the cities or communities of Bell, Bell Gardens, and Downey en route. Service will be approximately hourly between 6 a.m. and 7 p.m., with reduced service on Saturdays. The proposed route is approximately the same as existing route No. 1 with the exception that in Bellflower service now rendered via Clark Avenue will be rerouted one-half mile east to Bellflower Boulevard. There was no opposition to this proposal. However, passenger counts show that a number of people use the portion of the route along Clark Boulevard and Compton Boulevard and the request to abandon service over these streets will be denied.

Line No. 2 - Huntington Park-Whittier

Line No. 2 will extend from Central Avenue and 63d Street (returning via 64th Street) in Los Angeles to Whittier, passing

through Huntington Park, Bell, Bell Gardens, and Rivera, enroute. Four schedules per day are to traverse the entire route in each direction. Two additional trips per day will be operated over segments of this line and reduced service will be provided on Saturdays. The proposed route will require the abandonment of portions of present Line No. 2 south of Slauson Avenue between Parsons Boulevard and Chalet Drive (Rivera-Downey Area), and, there will be some other minor reroutings. The proposed route includes an extension from Pacific Boulevard and Gage Avenue in Huntington Park via Gage Avenue to Central Avenue in Los Angeles. The Watts car line of Metropolitan Coach Lines runs north and south along a private right of way about midway between Central Avenue and Pacific Boulevard, the present western terminus of Line No. 2. Los Angeles Transit Lines has service along Florence Avenue into Huntington Park. The latter two carriers have a joint transfer arrangement, and a zone fare of 17 cents applies to a one-way trip between Huntington Park, served by Los Angeles Transit Lines, and points on the Watts line between Slauson Avenue and Florence Avenue. Service is rendered by these lines 18 hours or more per day, seven days per week. In addition Atkinson Transportation Company provides service parallel to the Watts car line of Metropolitan Coach Lines to 103d Street, and service from that point into Huntington Park. The fare on this line is 10 cents, but there are no transfer privileges between the Atkinson line and any other line involved.

Two witnesses residing near the Watts line and about six blocks north of Gage Avenue appeared in support of the proposed

extension of Line No. 2. The consensus of their testimony was that the Atkinson service for 10 cents through Watts took from one hour to one and one-half hours. By using the combination of the Watts line and Los Angeles Transit Lines service on Florence Avenue passengers could get to or from Huntington Park in 20 minutes; but the combination fare is 17 cents. Los Angeles Transit Lines objected to this extension on the grounds that the area is adequately served. The evidence supports this conclusion, and authority to extend service via Gage Avenue west of Pacific Boulevard will be denied.

Line No. 3 - Huntington Park-Lakewood Center

The proposed line is almost entirely new. It will extend from the intersection of Florence Avenue and Pacific Boulevard in Huntington Park, through Bell Gardens, Downey, and Paramount to Lakewood Center at Lakewood Boulevard and Hardwick Street. Five schedules per day in each direction will be operated between 7:45 a.m. and 4:45 p.m., and reduced service will be provided on Saturdays. The extension west of the Los Angeles River on Florence Avenue was protested by Los Angeles Transit Lines which provides local service along Florence Avenue by means of its Line No. 46 (see Exhibit No. 12). Its representative suggested

that if applicant is authorized to operate along Florence Avenue west of the Los Angeles River it be restricted against providing local service on that portion of the line. The restriction seems reasonable under the circumstances and will be imposed.

A representative of the Lakewood Chamber of Commerce testified in support of the request for authority to provide service along Downey Avenue and Hardwick Street into the Lakewood Center. He said that many employees of stores in the Lakewood Center, and prospective shoppers, had requested the proposed service.

Metropolitan's objection was made upon the premise that some of its passengers now travelling between Lakewood Center and Downey would be diverted to applicant's proposed Line No. 3. It is recognized that some few passengers might be lost to Metropolitan. However, we do not believe it would be in the public interest to restrict applicant's proposed service between these two points. Applicant does propose a restriction along Downey Avenue and Hardwick Street between Michaelson Street and Lakewood Boulevard in order to eliminate competition with services of the Long Beach Motor Bus Company.

Line No. 4 - Huntington Park-La Mirada

This line will extend from the intersection of Pacific Boulevard and Gage Avenue in Huntington Park through Bell Gardens, Downey, and Norwalk to La Mirada. It is a new line in the main.

There will be five schedules per day in each direction on this line between 6:45 a.m. and 6:45 p.m., and reduced service will be provided on Saturdays.

The spokesman for a group of 2,000 homeowners in the La Mirada area appeared in support of this extension, stating that La Mirada, a new community, has no service at present. There was no opposition to this proposal.

Line No. 5 - Compton-Downey-Rivera

This line is described by applicant as comprising proposed line No. 12, Line No. 5, and a portion of Line No. 2. It is to be operated as one line, however, and will extend from McKinley Avenue and Caldwell Street southwest of Compton, through Compton, Paramount, Hollydale, Downey, and Rivera to the intersection of Washington Boulevard and Broadway, an area known as "Washington Downs." A portion of this proposed route includes the portion of applicant's existing Route No. 4 between Compton Boulevard and Imperial Highway. This route now goes via Century Boulevard, Garfield Avenue, Main Street, Paramount Boulevard, and private roads through Rancho Los Amigos to Imperial Highway. The proposed service would be along Paramount Boulevard between Imperial Highway and Compton Boulevard. Applicant now has twelve schedules per day in each direction on this line. A weekday passenger count by applicant showed that in both directions 81 people boarded and 65 alighted on the existing route between the intersection of Imperial Highway and Eucalyptus Drive and the intersection of Paramount Boulevard and Century Boulevard. Applicant has shown no reason why service via the described portion of existing Route No. 4 should be abandoned, and this portion of the application will be denied.



As a portion of its proposed abandonments and not included in any proposed route is that portion of existing Line No. 5 from the intersection of Imperial Highway and Rives Avenue via Rives Avenue, Stewart and Gray Road, Old River School Road and Third Street to Downey Avenue in Downey. There are only two schedules per day on the described portion of the route, and a passenger check for one day showed six passengers boarding and two alighting at the various stops thereon. One lady residing on Old River School Road, a short distance south of Firestone Boulevard, protested the abandonment of service.

Upon the evidence herein it would appear that applicant should continue to provide service through the Rancho Los Amigos and along Century Boulevard, Garfield Avenue and Main Street between Imperial Highway and Compton Boulevard. Service via Rives Avenue, Stewart and Gray Road, Old River School Road and Third Street to Downey Avenue should be abandoned.

Line No. 6 - Compton-Lynwood

This line will extend from the intersection of Compton Boulevard and Acacia Street in the City of Compton, and will include a large loop from the intersection of Long Beach Boulevard and Orchard Avenue through Lynwood. Buses will alternate directions from the last named intersection so one bus will be operating one way around the loop and the next will operate in the opposite direction. Hourly service will be rendered in each

direction from the starting point between 7 a.m. and 6:30 p.m., with reduced service on Saturdays. Service on Fernwood Avenue between Atlantic Avenue and Bullis Road will be abandoned. It is a little over one-quarter of a mile from the existing route to the proposed route. There were no protests.

Line No. 7 - Greenleaf -Compton

This line will include Line No. 13 and will extend from the intersection of Imperial Highway and Wilmington Avenue through Compton via Wilmington Boulevard, Santa Fe Avenue, Olive Street, Mayo Avenue, Caldwell Street, Burris Avenue, Greenleaf Drive, Atlantic Drive, Atlantic Avenue and Olive Street to Mayo Avenue. Approximately half-hourly service is to be provided between 6:50 a.m. and 6:20 p.m., with reduced service on Saturdays. In the morning service will be routed via Mayo Avenue, Caldwell Street, Burris Avenue and eastbound on Greenleaf Drive to provide service to the Compton Junior College. In the afternoon the direction of service on the loop will be reversed.

This line is an enlargement of applicant's present Line No. 3 which had a smaller loop. It will not be over one-quarter of a mile between points on the present route and points on the proposed route. There were no protests.

Line No. 8 - Compton-Bellflower-Norwalk-Artesia-Hawaiian Gardens

This line will extend from the intersection of Compton Boulevard and Acacia Street in Compton through Paramount, Bellflower, Norwalk and Artesia into Hawaiian Gardens. It is largely comprised of applicant's existing Line No. 5, but service along

Center Street between Paramount Boulevard and Downey Avenue, a distance of one-half mile, will be abandoned and service along Flower Avenue substituted therefor. This abandonment will cause no one to walk over one-quarter mile in addition to the distance now travelled to have service. Applicant presently operates from the intersection of Bellflower Boulevard and Compton Boulevard via Compton Boulevard, Fleming Avenue, Washington Street and Woodruff Avenue to Rosecrans Avenue. Applicant proposes to re-route this service via Bellflower Boulevard and Rosecrans Avenue. It does not appear that this proposed change will require any prospective passenger to walk over one-quarter mile to the re-routed service. Applicant also proposes to abandon service now rendered from the intersection of Flower Avenue and Bellflower Boulevard via Bellflower Boulevard, Artesia Avenue, Woodruff Avenue and Artesia Boulevard to Pioneer Boulevard. In lieu thereof it will serve via Bellflower Boulevard, Rosecrans Avenue and Pioneer Boulevard to the present terminus in Hawaiian Gardens. Numerous residents of Artesia supported the changed routes. There were no protests.

Line No. 9 - Norwalk-Los Nietos-Whittier-So. Whittier

This line will originate at the intersection of Florence Avenue and Fairford Avenue in the Norwalk area. It will then go south into Norwalk to Rosecrans Avenue, east to Studebaker Road, north to Florence Avenue and through Los Nietos into Whittier and south from Whittier into South Whittier. The proposed routing in Norwalk is an entirely new service. From Los Nietos to Whittier it will follow the applicant's existing Line No. 2 with minor

deviations. South of Whittier to the intersection of Leffingwell Road and Telegraph Road the route will follow the existing routes of Line No. 2 with the exception of a small loop west of Carmenita Avenue and another loop north of Telegraph Road. The small loop west of Carmenita Avenue is not over one-quarter of a mile across. Applicant provides only twice-a-day service to the large loop north of Telegraph Road. Twice-a-day service is equivalent to no service and should be abandoned. Applicant proposes to extend service from the intersection of Telegraph Road and Leffingwell Road via Leffingwell Road, Luitweiler Avenue, and Telegraph Road to Leffingwell Road (see Exhibit No. 1). This extension was supported by a representative of La Mirada who stated that residents of that area shop in Whittier also. The requested extension was opposed by a representative of Eastern Cities Transit Inc., which carrier has a line extending from Whittier to the intersection of Arroyo Drive and Leffingwell Road. Eastern Cities Transit, Inc., makes thirteen round trips per day over its route. It averages, its witness said, 41 passengers per day on the end of its line adjacent to applicant's proposed route. Applicant proposes six schedules per day over the proposed extension. The record will show that public convenience and necessity require that applicant be authorized to extend its service to a connection with its proposed Line No. 4 on Imperial Highway. There is not, however, any showing by applicant that there is enough traffic to support two carriers, in the vicinity of the intersection of Luitweiler Avenue and Leffingwell Road. Authority to operate via Leffingwell Road and Luitweiler Avenue between Telegraph Road and Imperial Highway will therefore be denied.

Line No. 10 - East Rosecrans

This line will operate in Compton between the intersection of Greenleaf Drive and Tamarind Street, along Tamarind Street, Rosecrans Avenue, Gibson Street, and Compton Boulevard to Acacia Street. Service is to be provided approximately hourly between 7:30 a.m. and 5:30 p.m., with reduced service on Saturdays. The line is mostly new but replaces service along Temple Street. No present passenger will be required to walk over one-quarter of a mile in addition to the distance now travelled in order to use the rerouted services.

Line No. 11 - Imperial Highway to Norwalk

This line extends from Imperial Highway and Sepulveda Boulevard to Pioneer Boulevard and Rosecrans Avenue. It is a new service east of Paramount Boulevard and very limited schedules are to be provided. There will be two full round trips plus three partial trips. There were no protests to this proposal.

Existing Line No. 6 - East Rosecrans-  
Compton-Greenacres.

This line extends from Long Beach Boulevard and Compton Boulevard via Compton Boulevard, Dwight Street, Poplar Street, Tajauta Avenue, Rosecrans Avenue and Willowbrook Avenue to Compton Boulevard in Compton. Applicant proposes to abandon all of this line south of Rosecrans Avenue west of Wilmington Avenue, and west of Acacia Street (see Exhibit No. 10). The patrons now using Line No. 6 will not be left without service, however, as the South Los Angeles Transportation Company provides a service along Central Avenue about three-eighths of a mile west of the

present north-south portion of this route, and the Gardena Municipal Bus Lines provides a service along Compton Boulevard west to Wilmington Avenue which is less than one-quarter mile east of Dwight Street, the present end of applicant's Compton Boulevard service.

We have fully considered the record herein and are of the opinion and find that public convenience and necessity require that applicant be authorized to extend service as set forth in the order herein and that the proposed abandonments of service are not adverse to the public interest. The requests will be granted to the extent set forth in the order herein.

O R D E R

Public hearings having been held, evidence presented thereat, the Commission being fully advised and having made the foregoing findings, and based upon said findings,

IT IS ORDERED:

(1) That a certificate of public convenience and necessity be, and it hereby is, granted to Southern Cities Transit, Inc. a corporation, authorizing it to establish and operate as a "passenger stage corporation," as defined in Section 226 of the Public Utilities Code, for the transportation of persons between points and over routes more particularly set forth in Appendix A, attached hereto and made a part hereof, and subject to the conditions and restrictions, if any, set forth in said appendix.

(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 therein 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 file annual reports of its operations and to comply with and observe the safety rules and other regulations of the Commission's General Order No. 98, and provide insurance protection as required by General Order No. 101. Failure to file such reports, in such form and at such time as the Commission may direct, or to comply with and observe the provisions of General Order No. 98 and General Order No. 101 may result in cancellation of the operating authority granted by this decision.
- (b) Within sixty days after the effective date hereof and not less than five days' notice to the Commission and to 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.

(3) That the certificate of public convenience and necessity herein granted by paragraph (1) of this order shall be in lieu of any and all operating authority heretofore granted to the Southern Cities Transit, Inc., and/or any of its predecessors in interest, and all prior operating authority heretofore granted to Southern Cities Transit, Inc., and/or its predecessors in interest is hereby revoked.

(4) That Southern Cities Transit, Inc., shall post in each bus in service, a map setting forth the routes for each line. Such map shall remain continuously posted in each bus for not less than 10 days prior to any change in routing and service pursuant to this order.

Southern Cities Transit, Inc., is hereby placed on notice that this Commission expects and requires that in render-

ing service pursuant to the certificate herein granted applicant shall render service via the routes herein authorized and only via said routes, and that it shall, unless and until it secures authority in writing from this Commission, provide service on each of the routes described in Appendix A attached hereto at least as often and at approximately the time set forth in Exhibit 6 A herein. Southern Cities Transit, Inc., is further advised that any unauthorized reduction in service or changes in authorized routings will be considered by this Commission as sufficient cause for the commencement of proceedings looking toward the cancellation of applicant's authority or such other appropriate action as this Commission may determine to be proper in the circumstances.

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

Dated at San Francisco, California, this 7th day of August, 1956.

[Signature]  
President  
[Signature]  
[Signature]  
[Signature]

Commissioners

Commissioner Ray E. Untereiner, being necessarily absent, did not participate in the disposition of this proceeding.



Southern Cities Transit, Inc., by the certificate of public convenience and necessity granted in the decision noted in the margin is authorized to transport persons between the points and over the routes hereinbelow described, subject, however, to the conditions and restrictions hereinbelow set forth, and subject to the authority of this Commission to change or modify said routes at any time:

1. Huntington Park - Bellflower

From the intersection of Pacific Boulevard and Gage Avenue (Huntington Park), via Gage Avenue, Eastern Avenue (Bell Gardens), Clara Street, Priam Drive, Florence Avenue (Downey), Paramount Boulevard, Firestone Boulevard, Downey Avenue, Gardendale Street Foster Road, Clark Avenue, Compton Boulevard and Bellflower Boulevard to Flower Avenue (Bellflower).

2. Huntington Park - Whittier

From the intersection of Pacific Boulevard and Gage Avenue (Huntington Park), along Gage Avenue, Eastern Avenue, Garfield Avenue, Gage Avenue, Slauson Avenue, Serapis Avenue (Rivera), Rex Road, Passons Boulevard, Washington Boulevard, Pickering Avenue, College Street (Whittier), Comstock Avenue, Baily Street, and Pickering Avenue to College Street.

3. Huntington Park - Lakewood Center

From the intersection of Pacific Boulevard and Florence Avenue (Huntington Park), via Florence Avenue, Wiley Burke Avenue (Downey), Firestone Boulevard, Downey Avenue, and Hardwick Street to Lakewood Boulevard (Lakewood).

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4. Huntington Park - La Mirada

From the intersection of Pacific Boulevard and Gage Avenue (Huntington Park), via Gage Avenue, Perry Road (Bell Gardens), Foster Bridge Boulevard, Suva Street (Downey), Paramount Boulevard, Florence Avenue, Pioneer Boulevard, Rosecrans Avenue, Luitwieler Avenue (La Mirada), Imperial Highway, and Valley View Avenue to Rosecrans Avenue.

5. Compton - Downey - Rivera

From the intersection of Acacia Street and Compton Boulevard (Compton), via Compton Boulevard, Paramount Boulevard, Century Boulevard (Hollydale), Garfield Avenue, Main Street, Paramount Boulevard, Consuelo Street, Eucalyptus Street, Imperial Highway, Paramount Boulevard, Firestone Boulevard (Downey), Downey Avenue, Gallatin School House Road, Paramount Boulevard, Telegraph Road, Passons Boulevard (Rivera), Slauson Avenue, Serapis Avenue, Rivera Road, and Passons Boulevard to Slauson Avenue.

6. Compton - Lynwood

From the intersection of Compton Boulevard and Acacia Street (Compton), via Compton Boulevard, Santa Fe Avenue, Oaks Avenue, Long Beach Boulevard, Imperial Highway (Lynwood), Atlantic Avenue, Century Boulevard Bullis Road, Agnes Avenue, Atlantic Avenue, Levinia Avenue, Wright Road, Olanda Street, El Segundo Boulevard, Carlin Avenue, Waldorf Drive, Olanda Street, and Orchard Avenue to Long Beach Boulevard.

7. Greenleaf - Compton

From the intersection of Compton Boulevard and Acacia Street (Compton), via Compton Boulevard, Santa Fe Avenue, Olive Street, Mayo Avenue, Caldwell Street, Burris Avenue, Greenleaf Drive, Atlantic Drive, Atlantic Avenue, and Olive Street to Mayo Avenue.

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8. Compton-Bellflower-Norwalk-Artesia-Hawaiian Gardens

From the intersection of Compton Boulevard and Acacia Street (Compton), via Compton Boulevard, Paramount Boulevard, Flower Avenue (Bellflower), Bellflower Boulevard, Rosecrans Avenue, Pioneer Boulevard, Carson Street (Hawaiian Gardens), Norwalk Boulevard, and Orange-thorpe Boulevard to Pioneer Boulevard.

9. Norwalk - Los Nietos - Whittier - South Whittier

From the intersection of Florence Avenue and Fairford Avenue (Norwalk area), via Fairford Avenue, Kenny Street, Orr and Day Road (Norwalk), Firestone Boulevard, Imperial Highway, Pioneer Boulevard, Firestone Boulevard, San Antonio Drive, Rosecrans Avenue, Studebaker Road, Little Lake, Fairford Avenue, Florence Avenue, Orr and Day Road, Charlesworth Road (Los Nietos), Alburdis Avenue, Los Nietos Road, Norwalk Boulevard, Washington Boulevard, Pickering Avenue, College Street (Whittier), Comstock Avenue, Baily Street, Pickering Avenue, Whittier Boulevard, Santa Fe Springs Road, Los Nietos Road, Painter Avenue, and Anaheim Telegraph Road to Imperial Highway.

10. East Rosecrans

From the intersection of Greenleaf Drive and Tamarind Street, via Tamarind Street, Rosecrans Avenue (Compton), Gibson Street, and Compton Boulevard to Acacia Street.

11. Imperial Highway to Norwalk

From the intersection of Sepulveda Boulevard and Imperial Highway, via Imperial Highway, Long Beach Boulevard (Lynwood), Century Boulevard, Imperial Highway, Fairford Avenue, Foster Road (Norwalk), and Pioneer Boulevard to Rosecrans Avenue.

Also from the intersection of Lakewood Boulevard and Imperial Highway, via Lakewood Boulevard and Clark Avenue to Imperial Highway.

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12. Compton - Richland Farm

From the intersection of Willowbrook Avenue and Compton Boulevard (Compton), via Compton Boulevard, Acacia Street, Olive Street, Wilmington Avenue, and Caldwell Street to McKinley Avenue.

13. Compton - Willowbrook

From the intersection of Willowbrook Avenue and Compton Boulevard (Compton), via Compton Boulevard, Acacia Street, Rosecrans Avenue, and Wilmington Avenue to Imperial Highway.

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.

Hollywood Race Track Service

Along any of the routes described in this appendix, within the area south of Firestone Boulevard, west of Paramount Boulevard and north of Flower Avenue and in addition thereto, Prairie Avenue between Imperial Highway and any entrance to Hollywood Park Race Track.

School Bus Service

For the transportation of pupils only to and from any school in the area bounded on the north by Michigan Avenue (2 blocks north of Imperial Highway) 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 (about 2 blocks north of Rosecrans Avenue), and the extensions thereof to the east.

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The authority above referred to is subject to the following 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. No passengers will be transported 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 (Line No. 11).
4. No passengers will be transported locally between the intersection of Main Street and Paramount Boulevard and the intersection of Imperial Highway and Rives Avenue, both points inclusive (Line No. 5).
5. No passengers shall be transported having both origin and destination between the Los Angeles River and Gage Avenue and the intersection of Pacific Boulevard and Gage Avenue, both points inclusive (Lines 1, 2 and 4).
6. No passengers shall be transported having both origin and destination between the Los Angeles River and Florence Avenue, and the intersection of Florence Avenue and Pacific Avenue, both points inclusive (Line No. 3).
7. No passengers shall be transported having both origin and destination between the intersection of Atlantic Avenue and Imperial Highway and the intersection of Main Street and Paramount Boulevard, both points inclusive (Lines 5 and 11).

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8. No passengers shall be transported having both origin and destination between the intersection of Imperial Highway and Sepulveda Boulevard and the intersection of Imperial Highway and Aviation Boulevard, both points inclusive.
9. No passengers shall be transported having both origin and destination between the intersection of Downey Avenue and Micholson Street and the intersection of Hardwick Street and Lakewood Boulevard, both points inclusive.

End of Appendix A

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