

Decision No. 55516

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
SOUTHERN CITIES TRANSIT, INC.,
operating as CROSS TOWN SUBURBAN BUS
LINE, for authority to operate over
certain streets as extensions of
existing routes, and for authority
to abandon certain portions of existing
routes.

ORIGINAL

Application No. 39012

In the Matter of the Application of
WHITTIER BUS LINES, INC., for authority
to abandon a certain existing route.

Application No. 39176

- Guy H. Benton, for Southern Cities Transit, Inc.,
and Whittier Bus Lines, Inc., applicants.
James C. Carson, for Southern Cities Transit, Inc.,
applicant.
David B. Canning, for Los Angeles Transit Lines,
and Herbert S. Atkinson, for South Los Angeles
Transportation Co., protestants.
Dale Haylan, for Metropolitan Coach Lines, and
Henry E. Jordan, for City of Long Beach, interested
parties.
Wm. F. Hibbard, for the Commission Staff.

O P I N I O N

Southern Cities Transit, Inc., in Application No. 39012, requests authority to make certain specified reroutings, extensions and abandonments of its passenger stage operations in the vicinity of Huntington Park, Compton, Downey, Bellflower, Norwalk, La Mirada and Whittier. In Application No. 39176 authority is requested to revise certain routes of Whittier Bus Lines, Inc., and to abandon an existing route.

Public hearings were held in Los Angeles on June 18, July 1, and July 17, 1957, before Examiner Grant E. Syphers. On the last named date, the matter was submitted subject to the filing by applicant of a corrected route description. This now has been filed and the matter is ready for decision.

Southern Cities Transit Lines, Inc., has recently purchased Whittier Bus Lines, Inc., (Decision No. 54742, dated

March 26, 1957, in Application No. 38852). It now proposes to operate Whittier Bus Lines Inc. as a connected and integrated service with that of Southern Cities Transit, Inc. In order to effect this, it proposes to reroute certain of the existing routes. In addition, changes are proposed in various portions of the present routes of Southern Cities Transit, Inc., in order to better meet the public needs and the growth of the area.

The exhibits introduced at the hearings consist of maps, time schedules and descriptions of the present and proposed routes. Testimony was presented by witnesses for the applicants as to the desirability of the requested changes and essentially it was their opinion that these proposals would result in more efficient operations and would better serve the public convenience and necessity. No public witnesses appeared at the hearings although notices thereof were posted and published.

There was opposition to two of applicants' proposals presented by other passenger stage companies. Los Angeles Transit Lines objected to a route change in the Huntington Park area wherein applicant intends to operate along Florence Avenue, west of Los Angeles River, and along Pacific Boulevard in Huntington Park between Florence Avenue and Gage Avenue. The Los Angeles Transit Lines is presently operating along Pacific Boulevard and also along parts of Florence Avenue. That company contended that the proposed rerouting would, in effect, provide other services which would interfere with the present services of Los Angeles Transit Lines. It was observed that since no public witnesses were offered to support the proposed changes applicant

had failed to show any need therefor.

The South Los Angeles Transportation Company protested a proposed rerouting by applicant along Wilmington Avenue between Rosecrans and Compton Boulevard and along Compton Boulevard between Wilmington and Willowbrook. The basis of this protest was that the South Los Angeles Transportation Company is now operating along Compton Boulevard and that there is no need for any additional service. The applicant presented no public witnesses in support of this rerouting and it was contended that to permit this change would merely dilute the patronage of the existing company.

A consideration of all of the evidence adduced in this matter leads us to the conclusion and we now find that public convenience and necessity require the granting of these two applications with the exception of the two areas protested and with the further exception of a proposed change in the Bellflower area along Compton Boulevard, Wilmington Avenue, Washington Street, Woodruff Avenue and Foster Road between Bellflower Boulevard and Park Street. In connection with this last-mentioned proposal, the record shows that patronage is light on the present route along Compton Boulevard and Clark Street between Bellflower Boulevard and Foster Street. However, there was no showing by applicant that any additional patronage would be obtained by operating over the proposed route. In addition to this, the proposed route would be circuitous in that it would add approximately one mile to the length of the present operation.

With these exceptions the applications will be granted.

Inasmuch as the corrected route descriptions filed by applicants constitute a complete description of all of the routes over which each applicant desires to operate, and inasmuch as the exceptions above noted do not deprive applicants of any existing rights, the certificate granted hereinafter to Southern Cities Transit, Inc. will be in lieu in nature and will replace all existing operating authorities of that applicant.

O R D E R

Applications therefor having been filed, public hearings having been held thereon, and it having been found that public convenience and necessity so require,

IT IS ORDERED,

1. That a certificate of public convenience and necessity is hereby granted to Southern Cities Transit, Inc., a corporation, authorizing the establishment and operation of service as a passenger stage corporation as that term is defined in Section 226 of the Public Utilities Code for the transportation of passengers, their baggage, and express between the termini and all points intermediate thereto and over the routes as described and specified in Appendix A of Southern Cities Transit, Inc., which is attached hereto and by this reference made a part hereof subject to the provisions, restrictions, limitations and specifications contained therein.

2. That a certificate of public convenience and necessity is hereby granted to Whittier Bus Lines Inc., a corporation, authorizing the establishment and operation of service as a

passenger stage corporation as that term is defined in Section 226 of the Public Utilities Code for the transportation of passengers, their baggage, and express between the termini and all points intermediate thereto and over the routes as described and specified in Appendix A of Whittier Bus Lines Inc., which is attached hereto and by this reference made a part hereof, subject to the provisions, restrictions, limitations and specifications contained therein.

3. That the certificate of public convenience and necessity granted in paragraph (1) of this order is not, in addition to, nor an enlargement of applicant's existing operative rights or authorities, as otherwise granted, but supersedes all presently existing certificates of public convenience and necessity or other passenger stage operative rights held by that applicant.

4. That the certificate of public convenience and necessity granted in paragraph (2) of this order is, in addition to, and to be consolidated with that applicants existing operative rights.

5. That in providing service pursuant to the authorization herein granted, applicants shall comply with and observe the following service regulations:

- a. Applicant shall file a written acceptance of the certificate herein granted within a period of not to exceed thirty days after the effective date hereof.

- b. Applicant shall comply with the provisions of General Orders Nos. 79, 80 and 98 by filing in triplicate, and concurrently making effective, appropriate tariffs and timetables satisfactory to the Commission within thirty days after the effective date hereof and on not less than one day's notice to the Commission and the public.

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

Dated at San Francisco, California, this 3rd day of SEPTEMBER, 1957.

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

Commissioner Matthew J. Doolay, being necessarily absent, did not participate in the disposition of this proceeding.

SOUTHERN CITIES TRANSIT INC.

DBA:

CROSS TOWN SUBURBAN BUS LINE

CERTIFICATE

OF

PUBLIC CONVENIENCE AND NECESSITY

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

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

Issued under authority of decision number _____ dated _____.

Of the Public Utilities Commission of the State of California, on application number 39012 dated April 22, 1957.

ISSUED BY CALIFORNIA PUBLIC UTILITIES COMMISSION

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SECTION 1

GENERAL AUTHORIZATIONS, RESTRICTIONS, LIMITATIONS AND SPECIFICATIONS

The Certificate hereinafter noted supersedes all operative authority, heretofore granted to Southern Cities Transit, Inc., DBA: Cross Town Suburban Bus Line.

Southern Cities Transit, Inc., by the Certificate of public convenience and necessity granted in the decision noted in the margin, is authorized to transport passengers between Huntington Park, Bell, Bell Gardens, Rivera, Whittier, Los Nietos, South Whittier, La Mirada, Santa Fe Springs, Norwalk, Artesia, Bellflower, Paramount, Downey, Compton, and Lynwood.

- (A) Motor vehicles may be turned at termini or intermediate points, in either direction, at intersections of streets or by operating around a block contiguous to such intersections, in accordance with local traffic regulations.
- (B) When route descriptions are given in one direction, they apply to operation in either direction, unless otherwise indicated.
- (C) Off Route Service to Schools: The Company is authorized to divert from its authorized routes, either on its regular schedules or on special schedules, for the purpose of transporting bonafide pupils attending institutions of learning between said authorized routes and such institutions of learning, provided that such divergence shall not exceed $\frac{1}{2}$ mile and schedules thereof are filed in the same manner as other time schedules and if special rates are provided, schedules thereof are also filed.

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Section 2. ROUTES AND SPECIAL RESTRICTIONS

ROUTE 1 - BELLFLOWER - HUNTINGTON PARK
(Via: Downey-Bell Gardens-Bell)

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

ALTERNATE ROUTE

Over the regular route from the intersection of Bellflower Boulevard and Flower Avenue (Bellflower) to the intersection of Paramount Boulevard and Florence Avenue (Downey), thence along Paramount Boulevard, Suva Street, Foster Bridge Road, Perry Road, and Gage Avenue to its intersection with Pacific Boulevard (Huntington Park).

RESTRICTION

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.

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SECTION 2. (Continued)

ROUTE 2 - WHITTIER-HUNTINGTON PARK
(Via Rivera-Bell Gardens-Bell)

Beginning at the intersection of College Street and Pickering Avenue (Whittier), then loop via College Street, Comstock Avenue, Bailey Street, and Pickering Avenue to its intersection with Bailey Street, thence along Pickering Avenue, Washington Boulevard, Parsons Boulevard, Rex Road, Serapis Avenue (Rivera), Slauson Avenue, Gage Avenue, Garfield Avenue, Eastern Avenue (Bell Gardens), and Gage Avenue to its intersection with Pacific Boulevard (Huntington Park).

ALTERNATE SATURDAY ROUTE

Over the regular route from the intersection of College Street and Pickering Avenue (Whittier) to the intersection of Gage and Garfield Avenues (Bell Gardens), thence along Gage Avenue to its intersection with Pacific Boulevard (Huntington Park).

RESTRICTION

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.

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SECTION 2 (Continued)

ROUTE 3 - COMPTON-DOWNEY-WHITTIERA. VIA RIVERA

Beginning at the intersection of Compton Boulevard and Willowbrook Avenue (Compton), thence along Compton Boulevard, Paramount Boulevard, Firestone Boulevard (Downey), Downey Avenue, Gallatin School House Road, Paramount Boulevard, Anaheim Telegraph Road, Passons Boulevard, Slauson Avenue, Serapis Avenue (Rivera), Rex Road, Passons Boulevard, Washington Boulevard, Broadway, Winchell Street, Cedarcliff Avenue, Roschedge Drive, Gretna Avenue, Hadley Street, and Pickering Avenue to its intersection with Bailey Street (Whittier), then loop via Bailey Street, Washington Avenue, Philadelphia Street, and Pickering Avenue to its intersection with Bailey Street.

B. VIA SANTA FE SPRINGS AND LOS NIETOS

Over the regular route from the intersection of Compton Boulevard and Willowbrook Avenue (Compton) to the intersection of Downey and Florence Avenues (Downey), thence along Florence Avenue (Santa Fe Springs), Orr and Day Road, Pioneer Boulevard, Charlesworth Road, Alburdis Avenue, Los Nietos Road (Los Nietos) and Norwalk Boulevard to its intersection with Washington Boulevard, thence over the regular route to the intersection of Pickering Avenue and Bailey Street (Whittier).

SANTA FE SPRINGS-LOS NIETOS-WHITTIER ALTERNATE

Over the regular route (B) from the intersection of Orr and Day and Telegraph Roads (Santa Fe Springs) to the intersection of Norwalk and Washington Boulevards, thence along Washington Boulevard and Pickering Avenue to its intersection with College Street (Whittier), then loop via College Street, Comstock Avenue, Bailey Street, and Pickering Avenue to its intersection with College Street.

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SECTION 2 (Continued)

ROUTE L - RICHLAND FARMS-COMPTON-LYNWOOD

Beginning at the intersection of McKinley Avenue and Caldwell Street (Richland Farms), thence along Caldwell Street, Wilmington Avenue, Olive Street, Acacia Street, Compton Boulevard (Compton), Santa Fe Avenue, Oaks Avenue, and Long Beach Boulevard to its intersection with Orchard Avenue, then loop alternately in each direction via Long Beach Boulevard (Lynwood), Imperial Highway, Atlantic Avenue, Century Boulevard, Bullis Road, and Orchard Avenue to its intersection with Long Beach Boulevard.

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SECTION 2 (Continued)

ROUTE 5 - GREENLEAF-WILLOWBROOK

Beginning at the intersection of Wilmington Avenue and Imperial Highway, thence along Wilmington Avenue, Rosocrans Avenue, Acacia Street, Compton Boulevard, Santa Fe Avenue, and Olive Street to its intersection with Mayo Avenue, then loop alternately in each direction via Olive Street, Atlantic Avenue, Atlantic Drive, Greenleaf Drive, Burris Avenue, Caldwell Street, and Mayo Avenue to its intersection with Olive Street.

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SECTION 2 (Continued)

ROUTE 6 - COMPTON-NORWALK-LA MIRADA-ARTESIA

- (a) Beginning at the intersection of Compton Boulevard and Willowbrook Avenue (Compton), thence along Compton Boulevard, Paramount Boulevard (Paramount), Flower Avenue, Bellflower Boulevard (Bellflower), and Rosecrans Avenue (through Norwalk) to its intersection with Luitweiler Avenue (La Mirada).
- (b) Over the regular route from the intersection of Compton Boulevard and Willowbrook Avenue (Compton) to the intersection of Rosecrans Avenue and Pioneer Boulevard (Norwalk), thence along Pioneer Boulevard to its intersection with South Street (Artesia).

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SECTION 2 (Continued)

ROUTE 7 - WHITTIER-SOUTH WHITTIER-LA MIRADA

- (a) Beginning at the intersection of Philadelphia Street and Painter Avenue, then loop via Painter Avenue, Bailey Street, Milton Avenue, and Philadelphia Street to its intersection with Painter Avenue, thence along Painter Avenue, Whittier Boulevard, Laurel Avenue, Carnell Street, Jacmar Avenue, Chestnut Street, Walnut Way, La Forge Street, Cedargrove Avenue, La Forge Street, Gunn Avenue, Carnell Street, Mills Avenue, Mulberry Drive, and Gunn Avenue to its intersection with Anaheim Telegraph Road, then loop via Anaheim Telegraph Road, Leffingwell Road, Carmenita Avenue, and Anaheim Telegraph Road to its intersection with Gunn Avenue.
- (b) Over the regular route from the intersection of Philadelphia Street and Painter Avenue to the intersection of Mills Avenue and Mulberry Drive, thence along Mills Avenue, Broadway, Valley View Avenue, and Rosecrans Avenue to its intersection with Santa Gertrudes Avenue (La Mirada).

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SECTION 2 (Continued)

ROUTE 8 - IMPERIAL HIGHWAY

Beginning at the intersection of Sepulveda Boulevard and Imperial Highway, thence along Imperial Highway (through Inglewood, Hawthorne, and Lynwood) to its intersection with Long Beach Boulevard, then loop via Long Beach Boulevard, Century Boulevard, and Imperial Highway to its intersection with Long Beach Boulevard.

RESTRICTIONS

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.

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.

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APPENDIX "A"
SECTION 3

SOUTHERN CITIES TRANSIT, INC.

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SCHOOL BUS SERVICE LYNWOOD

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 McMillian Street (about 2 blocks north of Rosecrans Avenue), and extensions thereof to the east.

ISSUED BY CALIFORNIA PUBLIC UTILITIES COMMISSION

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ROUTE 1

Beginning at the intersection of Philadelphia Street and Painter Avenue, then loop via Painter Avenue, Bailey Street, Milton Avenue, and Philadelphia Street to its intersection with Painter Avenue, thence along Painter Avenue, Whittier Boulevard, Laurel Avenue, Carnell Street, Jacmar Avenue, Chestnut Street, Walnut Way, La Forge Street, Cedargrove Avenue, La Forge Street, Gunn Avenue, Carnell Street, Mills Avenue, Anaconda Street, Colima Road, Cullen Street, and Cole Road to its intersection with Santa Fe Street, then loop via Santa Fe Street, Stany Road, Hornell Street, Luitweiler Avenue, Goodhue Street, Arroyo Drive, Leffingwell Road, Scott Avenue, and Santa Fe Street to its intersection with Cole Road.

ISSUED BY CALIFORNIA PUBLIC UTILITIES COMMISSION

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ROUTE 2

Beginning at the intersection of Monte Vista Drive and Palm Avenue, then loop via Palm Avenue, Beverly Boulevard, Norwalk Boulevard, Orange Grove Avenue, Pioneer Boulevard, Floral Drive, Norwalk Boulevard, and Monte Vista Drive to its intersection with Palm Avenue, thence along Palm Avenue, Floral Drive, Pickering Avenue, Beverly Boulevard, Greenleaf Avenue, Woxley Drive, Shoemaker Avenue, Oval Drive, Painter Avenue, and Mulberry Drive to its intersection with Gunn Avenue, then loop via Mulberry Drive, Mills Avenue, Oval Drive, and Gunn Avenue to its intersection with Mulberry Drive.

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APPENDIX "A"

WHITTIER BUS LINES, INC.

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Cancels
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ROUTE 3

Abandoned

ISSUED BY CALIFORNIA PUBLIC UTILITIES COMMISSION
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ROUTE 5 (Formerly portions of Routes 1 and 4)

Beginning at the intersection of Vicki Drive and Washington Boulevard, thence along Vicki Drive, Glengarry Avenue, Bexley Drive, Redman Avenue, Loch Avon Drive, Norwalk Boulevard, Howard Street, El Rancho Drive, Broadway, Pickering Avenue, Hadley Street, Greenleaf Avenue, Short Street, Fourth Street, California Avenue, Second Street, Ocean View Avenue, Anaconda Street, Chestnut Street, and Gunn Avenue to its intersection with La Forge Street.

ISSUED BY CALIFORNIA PUBLIC UTILITIES COMMISSION

DECISION NO. 5554S APPLICATION NO. 39176