

Decision No. 60027**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application
of CROSS TOWN SUBURBAN BUS LINES,
INC., for authority to reroute
and extend its Routes 1 through
10 and Route 23, in its Inglewood
Division.

Application No. 41666

John J. Cayer, for applicant.
Robert K. Dower and Marshall A. Chamberlain, for
the City of Torrance, protestants.
Agnes Wright, Councilwoman, City of Redondo Beach;
Edward Just, for Redondo Beach Chamber of
Commerce; Robert S. Hartman, for Hawthorne
Chamber of Commerce; Frank W. Shaw, for South
Bay Center Merchants Association; Dante
Bauchiero and Ruben Neubarth, for Inglewood
Chamber of Commerce; interested parties.
Fred G. Ballenger, for the Commission staff.

O P I N I O N

Applicant operates a passenger stage service, generally, in the southernmost portion of Los Angeles County (south of the City of Inglewood and south and west of the City of Whittier) and in the northwestern portion of Orange County. This application affects only its service on the so-called Inglewood Division serving the cities or communities of Inglewood, Lennox, Hawthorne, Lawndale, Manhattan Beach, Hermosa Beach, Redondo Beach, and portions of Torrance.

Protestant Torrance Municipal Bus System (hereinafter referred to as Torrance Bus) is a municipal bus service operating in Torrance and serving also the cities and communities of Lomita, Harbor City, Waveria, Hollywood Riviera, El Nido, and portions of

Redondo Beach. It also operates a line into Los Angeles and one into Long Beach.

Applicant and protestant now operate along several routes which compete somewhat in the El Camino College, South Bay Shopping Center and Hollywood Riviera areas. It was not shown that said competition adversely affects either operator to any material extent.

By this application Cross Town Suburban Bus Lines, Inc., (hereinafter referred to as Cross Town) seeks (1) to make several minor route changes and abandonments, (2) reroute a portion of its Route No. 7 line along 174th Street in the vicinity of the South Bay Shopping Center, and (3) extend its Routes Nos. 2 and 6 to the Del Amo Shopping Center, situated along Hawthorne Boulevard between Carson Street and Sepulveda Boulevard.

A public hearing was held in Redondo Beach before Examiner Mark V. Chiesa on February 17, 1960, at which time the matter was submitted for decision.

Many witnesses, civic and business leaders representing several cities and large business establishments with stores in said shopping centers, as well as residents and riding patrons of applicant, appeared and testified in support of the application. On the other hand, the manager and superintendent of operations of Torrance Bus was the only protesting witness.

Torrance Bus contends that applicant's proposed rerouting and extensions of Routes Nos. 2, 6 and 7 will parallel portions of its present lines along Hawthorne Boulevard south of 182nd Street, and along 174th Street between Hawthorne Boulevard and Crenshaw Boulevard. Applicant's proposed No. 7 route change will reroute a portion of this line from Redondo Beach Boulevard (between Hawthorne

and Crenshaw Boulevards) to 174th Street where one of protestant's present lines is operating. Protestant's present schedule along this portion of its route is irregular, varying between twenty minutes and two hours and five minutes depending on the time of day. Most schedules operate on headways between forty-five minutes and one hour and twenty-five minutes. The evidence shows that along applicant's present route the north side of Redondo Beach Boulevard and portions of the south side are undeveloped and that a better service could be rendered by operating along Crenshaw Boulevard to 174th Street, thence along 174th Street to the South Bay Shopping Center situated at Hawthorne Boulevard. Its proposed schedule along 174th Street is on a thirty-minute headway. The record does not show that applicant or protestant will be materially affected financially by the proposed change along 174th Street as traffic along said route segment is comparatively light. On the other hand, with both lines operating the headways would be more frequent, thereby benefiting the public and might result in future additional benefits to both operators.

A somewhat similar situation will result from applicant's proposed service along Hawthorne Boulevard between 182nd Street and Pacific Coast Boulevard. This service would provide transportation for Inglewood area residents to the new Del Amo Shopping Center situated along Hawthorne Boulevard between Carson Street and Sepulveda Boulevard. The proposed Routes Nos. 2 and 6 extensions will provide a bus service to said Center from several residential areas not served by the protestant. Here too the general public would benefit by services not now available. Although it is operating at a loss (Exhibit No. 12), protestant has not shown that applicant's proposed service would have a material adverse effect on its revenues.

Other minor route changes are not opposed and appear to be in the public interest. Discontinuance of service along portions of present routes is justified due to lack of patronage and the resulting over-all improvement in system operations.

At the hearing applicant, for the first time, proposed to curtail Saturday and Sunday schedules on several of its lines. No financial data was presented to support such proposal and neither the Commission nor the public was aware that applicant had such intentions. In May of 1959, by Decision No. 58366, applicant was granted an increase in fares which was based, in part, upon the operation of Saturday and Sunday schedules which it now seeks to discontinue. The Commission is of the opinion that curtailment of weekend and/or holiday schedules has not been justified, and therefore applicant's request to curtail such service will be denied.

The Commission having duly considered the application and record, including protestant's objections, is of the opinion and finds that public convenience and necessity require that applicant be authorized to make the extensions and changes as hereinafter set forth.

The application will be granted in part and denied in part.

O R D E R

A public hearing having been held, the Commission being fully advised in the premises and finding that public convenience and necessity so require,

IT IS ORDERED:

1. That a certificate of public convenience and necessity be, and it hereby is, granted to Cross Town Suburban Bus Lines, Inc.,

authorizing it to establish and operate a service for the transportation of persons as a "passenger stage corporation", as defined in Section 226 of the Public Utilities Code, between the points and along the routes set forth in Appendix A attached hereto and made a part hereof.

2. That in providing service pursuant to the certificate herein granted, Cross Town Suburban Bus Lines, Inc., shall comply with the following service regulations:

- a. Within thirty days after the effective date hereof, applicant shall file a written acceptance of the certificate herein granted. 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 insurance requirements of the Commission's 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 Orders Nos. 98 and 101, may result in a cancellation of the operating authority granted by this decision.
- b. Within sixty days after the effective date hereof, and on not less than ten 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 timetables satisfactory to the Commission.

3. That applicant is hereby authorized to discontinue present service along the following streets:

Beginning at the intersection of Reese Road and Doris Way, thence along Reese Road, Linda Drive, Sharynne Lane, Doris Way and Roberts Road to its intersection with Pacific Coast Highway.

Beginning at Manhattan Beach Boulevard, thence along Johnson Avenue and Dow Avenue to its intersection with Manhattan Beach Boulevard.

Marine Avenue between Sepulveda Boulevard and Aviation Boulevard.

El Segundo Boulevard between Hawthorne Boulevard and Inglewood Avenue.

Redondo Beach Boulevard between Crenshaw Boulevard and Hawthorne Boulevard.

Doty Avenue and Compton Boulevard between Manhattan Beach Boulevard and Kornblum Avenue.

Maria Avenue and Beryl Street between Diamond Street and Prospect Avenue.

Flagler Lane and Harriman Lane between Beryl Street and Rindge Lane.

4. That within sixty days after the effective date hereof, and on not less than five days' notice to the Commission and to the public, applicant shall amend its tariff and time schedule to reflect the authority herein granted.

5. That except as herein authorized, Application No. 41666 be, and it hereby is, denied.

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

Dated at San Francisco, California, this 3rd day of May, 1960.

[Signature]
President

[Signature]

[Signature]

[Signature]

[Signature]
Commissioners

CROSS TOWN SUBURBAN BUS LINES, INC.

Appendix A

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Issued by California Public Utilities Commission.

*Changed by Decision No. 60027, Application No. 41666.

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SECTION 1 (Continued)

- * (e) 1. Alternate routes may be operated only in combination with or as a part of the regular routes to which they are related.
2. Routes 3 and 4 may be operated separately or combined at the southerly termini.
- (f) Except as authorized in Paragraph (e), two or more routes or portions of separate routes shall not be consolidated or operated in combination with one another.
- (g) The authority to operate alternate or special school routes and within school bus service areas is for the transportation of school children only. Such authority is not an extension or enlargement of applicant's other certificated rights.
- * (h) Off-route Service to Schools. Authorization is granted to divert from certificated routes, for the transportation of bona fide pupils attending institutions of learning, to and from such institutions, as follows:
1. Routes 1 to 8, inclusive, and 24 and 27. Diversions not authorized except via alternate or special school routes.
 2. Routes 11 to 17, inclusive, and 22. Diversions shall be limited to and from schools located within one-half mile of said routes, on special schedules only.
 3. Routes 18, 19 and 20. Diversions may be made to and from schools located in the vicinity of said lines, on either regular or special schedules.
 4. Three copies of a map showing the location of schools served and the routes traversed shall be filed with the Commission. Schedules shall be filed in the same manner as other time schedules.

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SECTION 2. ROUTES AND RESTRICTIONS.

*Route No. 1 - Grant Line

Beginning at the intersection of Market and Regent Streets, thence along Market Street, La Brea Avenue, Hawthorne Boulevard, 174th Street, Redondo Beach Boulevard, Pier Avenue, Hermosa Avenue, Harbor Drive, Pacific Avenue, Torrance Boulevard, Catalina Avenue, Emerald Street, Pacific Coast Highway to its intersection with Avenue "I".

*Route No. 2 - Aviation Line

Beginning at the intersection of Market and Regent Streets, thence along Market Street, La Brea Avenue, Hawthorne Boulevard, Manhattan Beach Boulevard, Aviation Boulevard, Robinson Street, Aviation Boulevard, Redondo Beach Boulevard, Gould Lane, Pacific Coast Highway, Pier Avenue, Hermosa Avenue, Harbor Drive, Pacific Avenue, Torrance Boulevard, Catalina Avenue, Emerald Street, Pacific Coast Highway, and Hawthorne Boulevard to its intersection with 174th Street.

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SECTION 2. (Continued)

*Route No. 3 - Manhattan Beach

Beginning at the intersection of Market and Regent Streets, thence along Market Street, La Brea Avenue, Hawthorne Boulevard, Broadway, 124th Street, Tahoe Avenue, Stacy Street, Anza Avenue, El Segundo Boulevard, Ocean Gate Avenue, Rosecrans Avenue, Aviation Boulevard, Manhattan Beach Boulevard, Sepulveda Boulevard, Rosecrans Avenue, Highland Avenue, 12th Street, Manhattan Avenue, Greenwich Village, Hermosa Avenue, Pier Avenue, Pacific Coast Highway, Diamond Street, Pacific Avenue and Torrance Boulevard to its intersection with Catalina Avenue.

Also, Catalina Avenue between Torrance Boulevard and Diamond Street.

Also, Highland Avenue and Manhattan Beach Boulevard between 12th Street and Manhattan Avenue.

*Route 4 - Inglewood Avenue Line

Beginning at the intersection of Market and Regent Streets, thence along Market Street, La Brea Avenue, Hawthorne Boulevard, Broadway, Inglewood Avenue, Robinson Avenue, Vail Avenue, Redondo Beach Boulevard, Rindge Lane, Beryl Street, Prospect Avenue, Diamond Street, Catalina Avenue and Torrance Boulevard to its intersection with Pacific Avenue.

Also, Pacific Avenue and Diamond Street between Torrance Boulevard and Catalina Avenue.

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SECTION 2. (Continued)

*Route No. 5 - Airport Line

Beginning at the intersection of Torrance Boulevard and Pacific Avenue, thence along Pacific Avenue, Harbor Drive, Hermosa Avenue, Greenwich Village, Manhattan Avenue, Manhattan Beach Boulevard, Highland Avenue, Rosecrans Avenue, Sepulveda Boulevard, Imperial Highway, Aviation Boulevard, and Century Boulevard to Los Angeles International Airport.

Also, along 12th Street and Manhattan Avenue between Highland Avenue and Manhattan Beach Boulevard.

Also, along Aviation Boulevard and Rosecrans Avenue between Imperial Highway and Sepulveda Boulevard.

*Route No. 6 - El Nido Line

Beginning at the intersection of Market and Regent Streets, thence along Market Street, La Brea Avenue, and Hawthorne Boulevard to its intersection with Sepulveda Boulevard; thence along Hawthorne Boulevard, Carson Street, Palos Verdes Boulevard, Torrance Boulevard and Pacific Avenue to its intersection with Diamond Street.

Also, along Diamond Street and Catalina Avenue between Pacific Avenue and Torrance Boulevard.

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* Changed by Decision No. 60027, Application No. 41666.

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SECTION 2. (Continued)

*Route No. 7 - Crenshaw Line

Beginning at the intersection of Market and Regent Streets, thence along Market Street, La Brea Avenue, Hawthorne Boulevard, 174th Street, and Crenshaw Boulevard to its intersection with Manchester Boulevard.

Also, beginning at the intersection of Prairie Avenue and 174th Street, thence along Prairie Avenue, 177th Street and Hawthorne Boulevard to its intersection with 174th Street.

*Route No. 8 - Prairie - Kornblum Line

Beginning at the intersection of Hawthorne Boulevard and 174th Street, thence along Hawthorne Boulevard, 177th Street, Prairie Avenue, and Broadway to its intersection with Hawthorne Boulevard; thence along Broadway, Prairie Avenue, El Segundo Boulevard, and Kornblum Avenue to its intersection with Compton Boulevard.

Also, along 174th Street between Hawthorne Boulevard and Prairie Avenue.

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SECTION 2. (Continued)

Route No. 11 - Bellflower-Huntington Park
(via Downey-Bell Gardens-Bell)

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

Also, beginning at the intersection of Paramount Boulevard and Florence Avenue in Downey, thence along Paramount Boulevard, Suva Street, Foster Bridge Road, Perry Road, Gage Avenue, Eastern Avenue, Florence Avenue, and Pacific Boulevard to its intersection with Clarendon Avenue in Huntington Park.

Restrictions

No passenger shall be transported having both origin and destination between the Los Angeles River and Gage Avenue and the intersection of Clarendon Avenue and Pacific Boulevard in Huntington Park, both points inclusive.

No passenger shall be transported having both origin and destination between the Los Angeles River and Florence Avenue and the intersection of Pacific Boulevard and Clarendon Avenue in Huntington Park, both points inclusive.

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Appendix A

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SECTION 3. (Continued)

Alternate Routes for Transportation of
School Children Only

*Alternates to Routes 1, 2, 6, and 7:

Beginning at the intersection of Hawthorne Boulevard and Rosecrans Avenue, thence along Rosecrans Avenue, Jefferson Avenue, and 142nd Street to its intersection with Hawthorne Boulevard.

Also, beginning at the intersection of Hawthorne Boulevard and Rosecrans Avenue, thence along Rosecrans Avenue, Avis Avenue, and 147th Street to its intersection with Hawthorne Boulevard.

*Alternates to Route 7, Crenshaw Line:

Beginning at the intersection of Crenshaw Boulevard and Manchester Boulevard, thence along Crenshaw Boulevard, 8th Avenue, 80th Street, and Crenshaw Boulevard to its intersection with Manchester Boulevard.

Also, beginning at the intersection of Crenshaw Boulevard and Century Boulevard, thence along Century Boulevard, Yukon Avenue, and 104th Street to its intersection with Crenshaw Boulevard.

Issued by California Public Utilities Commission.

* Changed by Decision No. 60027, Application No. 41666.