

**ORIGINAL**Decision No. 60239

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of CROSS TOWN SUBURBAN  
BUS LINES, INC. for authority to ex-  
tend its Route 22 Imperial Highway  
Line to the Cities of Inglewood  
and Compton.

Application No. 41897

John J. Cayer, for applicant.  
A. W. Howe, for Inglewood City Lines and  
Herbert B. Atkinson, for South Los Angeles  
Transportation Company and Atkinson Trans-  
portation Company, protestants.  
Lloyd A. Bulloch and Harold R. Lindemulder, for  
the City of Compton, interested parties.  
Fred G. Ballenger, for the Commission staff.

O P I N I O N

By the application herein, filed with this Commission on  
January 28, 1960, Cross Town Suburban Bus Lines, Inc., seeks auth-  
ority to modify its Route 22 Imperial Highway Line as follows:

Present Route

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.

Restriction: No passenger will be transported having  
both origin and destination between the intersection  
of Imperial Highway and Inglewood Avenue and the in-  
tersection of Imperial Highway and Aviation Boulevard,  
both points inclusive.

Proposed Extensions

- (a) Beginning at the intersection of Imperial  
Highway and Hawthorne Boulevard, thence along  
Hawthorne Boulevard to its intersection with  
Regent Street.

- (b) Beginning at the intersection of Imperial Highway and Wilmington Avenue, thence along Wilmington Avenue, Rosecrans Avenue, Acacia Street and Compton Boulevard to its intersection with Willowbrook Avenue.
- (c) Beginning at the intersection of Imperial Highway and Sepulveda Boulevard, thence along Imperial Highway to its intersection with Vista Del Mar.

Restriction: No passenger will be transported having both origin and destination between the intersection of Imperial Highway and Sepulveda Boulevard and the intersection of Imperial Highway and Vista Del Mar, both points inclusive.

A public hearing on the application was held in Inglewood, California, on April 14, 1960, before Examiner Kent C. Rogers, at the conclusion of which the submission was deferred pending the filing by a protestant of an exhibit within ten days. The exhibit was not filed within said time and the matter was, therefore, submitted.

According to applicant's authority, service via Route No. 22 should be operated from Century Boulevard on the east via Imperial Highway to Sepulveda Boulevard on the west. Actually, applicant gives hourly service from 9 a.m. to 6 p.m., five days per week, on that portion of the line from Wilmington Avenue on the east to Sepulveda Boulevard on the west, and runs one trip westbound in the morning only between Lynwood and Sepulveda Boulevard. The hourly service on Imperial Highway is operated in conjunction with applicant's Route No. 15 which extends from Imperial Highway and Wilmington Avenue, through Compton, to Atlantic Avenue.

It is now proposed to combine Route No. 15 with a portion of Route No. 22 and extend service from Imperial Highway and Hawthorne Boulevard via Hawthorne Boulevard to Inglewood as one line.

Those portions of Route No. 22 between Hawthorne Boulevard and Sepulveda Boulevard on the west and between Wilmington Avenue and Century Boulevard on the east would be retained for shift-hour service to and from the aircraft plants located near Aviation Boulevard.

Applicant also requests authority to inaugurate service with one trip per day, five days per week, during the period of June 15 to September 15, annually, between the intersection of Sepulveda Boulevard and Imperial Highway via Imperial Highway to the beach area of Playa del Rey. During the balance of the year service would be on call, with a minimum of twenty passengers. The one trip per day to the beach would be operated by discontinuing one of the proposed trips to or from Inglewood.

The net result of the application, if granted as prayed, would be to reduce service along Imperial Highway between Hawthorne Boulevard and Sepulveda Boulevard to one a.m. trip and one p.m. trip; to provide seasonal service between Sepulveda Boulevard and Playa del Rey; to extend through service between Compton and Inglewood; and to leave the Lynwood service as it is with one morning westbound trip only.

The proposed schedules are shown on Exhibit No. 4 herein. Therefrom it can be determined that one a.m. trip would leave Lynwood at 6:10 a.m., five days per week, and will go to Imperial and Sepulveda (the aircraft plants). During the summer months two trips per day would operate five days per week between Compton and Playa del Rey, and seven trips per day would operate between Compton and Inglewood (Market and Regent). During the winter months an additional schedule per day would operate to and from Inglewood due to the discontinuance of the service to Playa del Rey.

The fares for existing services will be as at present, i.e., 15 cents for one zone and 5 cents for each additional zone. The resulting fares would be 25 cents between Lynwood or Compton and Inglewood, and 30 cents between Playa del Rey and Compton.

Applicant operates six routes along Hawthorne Boulevard between Inglewood and the south beach cities of Manhattan, Hermosa and Redondo and another route along Crenshaw Boulevard. For some reason it does not permit transfers between the Imperial line and these lines although there appears no reason it could not. As a result, passengers desiring to use applicant's service between Lynwood or Compton and Inglewood or Hawthorne pay 40 cents, i.e., 25 cents on the Imperial line, and 15 cents on the connecting line. Since there is an apparent need for a transfer arrangement, applicant will be required to establish such an arrangement between the Imperial line and all connecting lines.

Only one woman testified in support of the extension of service to Playa del Rey to enable her children to go to the beach from Compton. The applicant also presented some testimony that it had had inquiries for such service. No showing having been made that public convenience and necessity require such service, and since it would result in reduced service to and from Inglewood, the request will be denied.

The record (Exhibit No. 5) shows that there are very few passengers picked up or discharged on Imperial Highway between Hawthorne Boulevard and Sepulveda Boulevard, and that applicant is restricted against picking up or discharging passengers along Imperial Highway between Aviation Boulevard and Inglewood Avenue. The

reduction in service in this area from hourly to twice a day does not appear adverse to the public interest and will be permitted.

The record also shows that applicant has had many requests for service between Compton and Inglewood, and Inglewood and the Crenshaw-Imperial shopping center (Exhibit No. 5).

The through service was opposed by Inglewood City Lines which operates between the Crenshaw-Imperial shopping center and Inglewood via Prairie Avenue. It renders no service on Hawthorne Boulevard.

Representatives of the Inglewood Chamber of Commerce and the Lennox Chamber of Commerce testified that the proposed through service had been requested by many of the residents of Inglewood and Lennox and businesses along Imperial Highway between Crenshaw Boulevard and Hawthorne Boulevard.

The Commission having considered the matter, is of the opinion and finds that public convenience and necessity require that the applicant extend service via Route No. 22 from the intersection of Hawthorne Boulevard and Imperial Highway via Hawthorne Boulevard to Regent Street; that Route No. 22 be combined with Route No. 15 in its entirety; that the proposed abandonment of service is not adverse to the public interest; and that public convenience and necessity do not require that service be extended to Playa del Rey.

#### O R D E R

A public hearing having been held, the Commission having made the foregoing findings, and based on said findings,

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 over the routes more particularly set forth in Appendix A attached hereto and made a part hereof.

(2) That Appendix A to Decision No. 59054, dated September 29, 1959, as amended by Appendix A to Decision No. 59767, in Application No. 41806, is hereby further amended by incorporating therein the following revised pages which are attached hereto and made a part hereof:

Second Revised Page 12  
First Revised Page 15

(3) That applicant establish a transfer system between the Imperial line and connecting lines.

(4) That in providing service pursuant to the authority herein granted, Cross Town 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.

(5) That except as herein granted, the application is denied.

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

Dated at San Francisco, California,  
this 16<sup>th</sup> day of June, 1960.

[Signature]  
President  
[Signature]  
Theodore J. Jensen

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Commissioners

Matthew J. Dooley

Commissioners C. L. FOX, being necessarily absent, did not participate in the disposition of this proceeding.

CROSS TOWN SUBURBAN BUS LINES, INC.

Appendix A

Second Revised Page 12  
Cancels  
First Revised Page 12

SECTION 2 (Continued)

Route No. 14 - 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.

\*Route No. 15 - Combined with Route No. 22

Route No. 16 - 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 and Carson Street to its intersection with Norwalk Boulevard.

Issued by California Public Utilities Commission.

\*Changed by Decision No. 60239, Application No. 41897.



CROSS TOWN SUBURBAN BUS LINES, INC.

Appendix A

First Revised Page 15  
Cancels  
Original Page 15

SECTION 2 (Continued)

\*Route No. 22 - Compton-Imperial-Inglewood

Beginning at the intersection of Market and Regent Streets in the City of Inglewood, thence along Market Street, La Brea Avenue, Hawthorne Boulevard, Imperial Highway, Wilmington Avenue, Rosecrans Avenue, Acacia Street, Compton Boulevard, Santa Fe Avenue, Alondra Boulevard, Mayo Avenue, Caldwell Street, Burris Avenue, Greenleaf Drive, Atlantic Drive, and Atlantic Avenue to its intersection with Alondra Boulevard. Return along Alondra Boulevard and Santa Fe Avenue to Compton Boulevard, thence via the reverse of the going route.

Also, along Imperial Highway between Hawthorne Boulevard and Sepulveda Boulevard.

Also, along Imperial Highway between Wilmington Avenue and Long Beach Boulevard, then loop via Long Beach Boulevard, Century Boulevard and Imperial Highway to its intersection with Long Beach Boulevard.

Restriction:

No passengers will be transported having both origin and destination between Inglewood Avenue and Aviation Boulevard, both points inclusive.

Issued by California Public Utilities Commission.

\*Changed by Decision No. 60233, Application No. 41897.