

ORIGINALDecision No. 60787

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
LONG BEACH MOTOR BUS COMPANY to re-)
route and consolidate certain of its)
existing Routes, for a certificate)
of convenience and necessity covering) Application No. 41963
such routes in lieu of the existing)
certificates covering present Routes)
and for authority to change schedules)
and frequency of service, and for)
authority to file new tariffs as to)
school fares.)

John Munholland and George H. Hook for Long Beach
Motor Bus Company, applicant.
Leslie E. Still and Henry E. Jordan for the City
of Long Beach, protestant.
Hugh N. Orr for the Commission staff.

O P I N I O N

Long Beach Motor Bus Company operates an urban passenger stage service in Long Beach and the surrounding area. By this application, filed February 18, 1960, it seeks authority to make changes in its routes and schedules which would result in an annual reduction of approximately 917,000 bus-miles, or about 20 percent of its present mileage. It also seeks a certificate of public convenience and necessity to cover its school tripper service. No change is proposed in fares or zone boundaries, except that it is proposed to limit the use of school tickets to those students under 21 years of age.

Public hearings were held before Examiner William E. Turpen at Long Beach on June 2, 3 and 22, 1960. Evidence was submitted by applicant, by the City of Long Beach and by the Commission staff. A large number of public witnesses expressed their views concerning applicant's proposals. The matter was submitted July 8, 1960, upon the receipt of written statements.

The record shows that applicant's present routes and frequency of service were established pursuant to Decision No. 49641, dated February 2, 1954, in Application No. 34812, with one minor reduction in service since that date. An exhibit presented by applicant shows that since 1954, the number of route-miles operated has decreased by 1.33 percent, whereas the number of revenue passengers carried has declined 27.44 percent during the same time. Applicant's fares were last adjusted pursuant to Decision No. 56685, dated May 13, 1958, in Application No. 39633. The increased fares authorized in that decision were granted to restore a reasonable relationship between revenues and expenses following increases in operating expenses due primarily to new labor contracts. According to the present application, new labor contracts have again been entered into resulting in further increased expenses. However, at this time, instead of seeking restoration of a reasonable relationship between revenues and expenses by increasing its fares, applicant seeks to reduce its expenses by reducing its mileage.

Applicant's proposal contemplates a complete rearrangement of its routes so as to provide, as much as possible, a spacing of one-half mile between lines, which would give each line a service area of one-fourth mile on each side. The proposal contemplates eliminating all or a portion of present lines 2, 3 and 8, and by rerouting or consolidating with other lines portions of present lines 4, 6, 11 and 13.^{1/} Other minor changes are also involved. In addition to the route eliminations, the proposal contemplates some improvements in service by extensions of some routes into new areas and rerouting to give better service to the Long Beach State College

^{1/} The proposals are set forth in detail in the application, and have been given wide newspaper publicity in Long Beach. Therefore it is not necessary to repeat it all herein.

and to the County Hospital. Applicant's plan also proposes some reductions in schedules and the curtailment of some night and Sunday service on the outer legs of several of the lines. As previously stated, applicant's proposals would result in an annual reduction of approximately 917,000 bus-miles, or 20 percent of its present mileage.

A transportation engineer from the Commission's staff presented an alternate proposal as to routings and service frequencies. His proposal would result in an annual reduction of approximately 489,000 bus-miles, or about 10.6 percent of the company's present mileage. The staff proposal differs from that of the applicant, with respect to routings, in the following particulars:

1. The route of proposed Line 3 has been changed so that service would be operated via Ocean Boulevard between downtown Long Beach and Cherry Avenue rather than via East Broadway. This has been done so that service would be continued to the heavily populated apartment-house district along this section of Ocean Boulevard.
2. The route of proposed Line 10 has been extended so that the cross-town service would be operated to Santa Fe Avenue via Atlantic Avenue and Willow Street. Representatives of the City of Long Beach have, for a considerable period of time, expressed the opinion that such a cross-town service is badly needed.
3. The route of proposed Line 11 has been changed so that service would be operated via Broadway, and the route of proposed Line 12 has been changed so that this service would be operated via Fourth Street. This was done so that persons east of Ximeno Avenue in the Belmont Shore, Naples, and Seal Beach areas could reach the Lakewood Center, City College, State College, Douglas Plant, Veterans' Memorial Stadium, and Veterans' Hospital with one transfer without the necessity of having to travel into the Long Beach central business district and back again.

4. Proposed Line 13, which has been added, would be operated via Pacific Avenue and East Third Street. In the area along East Third Street there is a heavy concentration of multiple-dwelling units and a number of churches and civic buildings.

In regard to service frequency, the staff proposal differs from applicant's proposal in the following respects:

1. On proposed Line 1, two round trips have been added at night beyond the traffic circle on Pacific Coast Highway.
2. On proposed Line 2, one round trip has been added on Saturday between 5 and 6 p.m.
3. On proposed Line 4, base service on Saturday has been increased from headways of 20 minutes to headways of 15 minutes.
4. On proposed Line 5, base service on weekdays has been increased from headways of 20 minutes to headways of 15 minutes.
5. On proposed Line 10, service on the extension to Santa Fe Avenue has been scheduled on headways of 30 minutes.
6. On proposed Lines 11 and 12, schedule changes would provide approximately the same service as is presently operated along Broadway and substantially more service along East Fourth Street.
7. On proposed Line 13, service has been scheduled weekdays, Saturdays, and Sundays on headways of 30 minutes from approximately 6:30 a.m. to 10 p.m.

In general, the City of Long Beach opposed any reduction of service. In particular, the City opposed the elimination of service on East 10th Street, East 3rd Street, and segments along Pacific Avenue, Ocean Boulevard, and through the Naples Area, as well as several short segments on various lines. The City also urged that the cross-town line (proposed Line 10) be extended west beyond Long Beach Boulevard. In its closing statement, the City stated that, if a reduction in bus miles is found to be necessary, the staff proposal

is far superior to applicant's proposal and will result in lessening the inconvenience and distress to the public.

Some 18 public witnesses expressed their opposition to some or all of the company's proposals. Petitions signed by several thousand persons were also presented protesting various phases of the proposed service cuts.

The record shows that applicant purchased and placed in operation five new buses during April 1960. Outside of these five buses, the remainder of the fleet of 114 buses are all over 10 years old, and a great many over 15 years of age. The staff witness urged that any service reductions be contingent on adoption of a program providing that applicant will purchase ten more new buses this year and institute a program to purchase 15 additional new buses each succeeding year until at least the base-service equipment is entirely replaced. The City of Long Beach strongly urged the adoption of this condition.

Studies showing estimates of operating results, for the test year of July 1, 1960, to June 30, 1961, under the present and proposed levels of service were introduced by applicant's treasurer and by a transportation engineer of the Commission's staff. The staff exhibit also included estimated results under the staff alternate service plan. The staff's estimates included allowances in operating expenses and in the rate base contemplating the addition of ten more new buses during the rate year. The estimated operating results are set forth below.

ESTIMATED OPERATING RESULTS FOR YEAR ENDING
JUNE 30, 1961

	<u>Present Service</u>		<u>Applicant's Proposed Reduced Service Level</u>		<u>PUC Staff Suggested Serv. Level</u>
	<u>Applicant</u>	<u>Staff</u>	<u>Applicant</u>	<u>Staff</u>	<u>Staff</u>
	Bus Miles	4,625,600	4,624,900	3,709,150	3,707,600
OPER. REVENUE					
Passenger	\$2,034,000	\$2,051,800	\$1,961,000	\$2,015,200	\$2,034,500
Special Bus	24,500	25,180	24,500	25,180	25,180
Advertising	12,000	12,920	12,000	12,920	12,920
Miscellaneous	-	3,300	-	3,300	3,300
Total Oper. Rev.	\$2,070,500	\$2,093,200	\$1,997,500	\$2,056,600	\$2,075,900
OPER. EXPENSES					
Oper. & Maint.	\$1,830,625	\$1,794,340	\$1,529,785	\$1,493,460	\$1,631,370
Depreciation	36,370	43,368	36,370	43,368	43,368
Oper. Taxes	215,740	220,400	181,170	186,670	201,480
Oper. Rents	-	-	-	-	-
Tot. Oper. Exp.	\$2,082,735	\$2,058,108	\$1,747,325	\$1,723,498	\$1,876,218
Oper. Income	\$ (12,235)	\$ 35,092	\$ 250,175	\$ 333,102	\$ 199,682
Other Income	800	-	800	-	-
Net Income before Income Taxes	\$ (11,435)	\$ 35,092	\$ 250,975	\$ 333,102	\$ 199,682
Income Taxes	\$ 100	\$ 13,674	\$ 131,640	\$ 176,507	\$ 103,606
Net Income	\$ (11,535)	\$ 21,418	\$ 119,335	\$ 156,595	\$ 96,076
Rate Base	\$ 419,340	\$ 636,234	\$ 419,340	\$ 629,434	\$ 632,434
Rate of Return	-	3.4%	28.46%	24.9%	15.2%
Oper. Ratio	100.56%	99.0%	94.03%	92.4%	95.4%

() Indicates loss

The above table shows that the passenger revenue estimates of applicant and of the staff differ to some extent. In the case of present service, applicant estimated a passenger loss of 1-3/4 percent, whereas the staff estimated a loss of 0.8 percent based on a trend chart. The staff estimated a slightly larger increase in school riders than did applicant. As for passenger revenues under the proposed service, the staff estimated a smaller loss in passengers than

did applicant. In our opinion the staff's estimates of operating revenues appear more reliable and will be adopted as reasonable.

Although there appears to be a considerable difference in the expense estimates of applicant and of the staff, they are substantially the same except for three items. The staff estimates for operating and maintenance expenses are lower than applicant's due to the inclusion of ten additional new buses. This factor also causes the staff's estimate for depreciation expense to be higher than that of the applicant. The other area of difference is in the treatment of expense for management fees. Applicant's estimate is based on a percentage of revenues, whereas the staff's estimate is based on a special analysis of the actual conditions. As in previous proceedings involving this applicant, the staff's estimate for management expense will be adopted. In the circumstances, the staff's operating expense figures will be adopted as reasonable for the purposes of this proceeding.

The difference in the rate base as developed by the staff and by the applicant is due primarily to the inclusion by the staff of the ten additional new buses as recommended by the transportation engineer. Applicant included in its rate base a provision for a use value of 89 fully depreciated buses and an allowance for an employees' change fund. These two items have been disallowed in previous proceedings involving this applicant.^{2/} We therefore find the rate base developed by the staff to be reasonable for this proceeding.

It is apparent that under the present fares and service the revenues to be expected will not provide a sufficient margin over expenses. A reduction in service, so as to reduce expenses, seems at this time to be the best way to increase this margin. The route

^{2/} See Decision No. 56685, dated May 13, 1958, in Application No. 39633.

and service changes proposed by applicant appear to be too severe. The alternate proposal suggested by the staff will provide the least disruptions in service and will result in adequate service to most of the public. The alternate proposal will provide applicant with an estimated net income after taxes of \$96,076 and an operating ratio of 95.4 percent. Therefore, the Commission finds and concludes that the changes in routes and service as proposed by the staff, except for certain minor changes discussed below, are justified, and the anticipated operating results under such service we find to be reasonable. The adoption by applicant of the route and service changes to be authorized herein will be conditioned upon applicant replacing its fleet with 15 new buses per year as proposed by the staff. In regard to the so-called Naples Loop, the recommendation of the City of Long Beach that it be retained will be adopted. Applicant requested that its present certificate be canceled and a new certificate be issued. This will be done. Minor changes have been made in the streets on some of the routes due to one-way streets and to provide the best traffic pattern in the downtown area.

Applicant operates a "tripper" service for students attending school, and asks that such service be included in its certificate by area served instead of by definite routes. As the needs for this service constantly change as the pupils at the various schools change, such request appears proper and will be granted. In connection with this, the City of Long Beach urged that any such certificate contain a requirement that any changes in routes of such service be approved by the City. However, it does not appear appropriate to place such a restriction in the certificate.

Reduced school fares are now offered to all students not above the 14th grade. Applicant requests authority to limit school fares to students under 21 years of age. Applicant points out that the authority to provide reduced school fares is contained in Section 529(a) of the Public Utilities Code, which reads as follows:

"529. Nothing in this part shall prevent:
"(a) The issue of reduced rate transportation by a common carrier to children attending an institution of learning."

Applicant's counsel argued that the use of the word "children" in this section of the Code prevents the offering of reduced school fares to those persons 21 years of age or older as they cannot be considered as children. This argument appears to have merit in that Section 529(a) indicates a legislative policy on the subject. While such policy is not binding on the Commission, nevertheless it should be given weight. We are of the opinion and so find that the requested restriction as to age limit on school fares is justified. The request will be granted.

As previously stated, a large number of persons testified in opposition to applicant's proposals, and many more signed petitions. Their testimony has not been discussed, but has been given careful consideration. Several minor matters regarding routes, services, revenues and expenses also have not been discussed, but have been considered in reaching our conclusions.

After full consideration the Commission finds that public convenience and necessity require the establishment and operation of the services set forth in the new certificate granted herein, and that abandonments of service authorized herein are not adverse to the public interest.

O R D E R

Based on the evidence of record and on the findings and conclusions set forth in the preceding opinion,

IT IS ORDERED:

(1) That, subject to the condition set forth in paragraph (4), a certificate of public convenience and necessity is hereby granted to Long Beach Motor Bus Company, 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 between the termini and all points intermediate thereto and over the routes as specified and described in Appendix A, which is attached hereto and by this reference made a part hereof, subject to the provisions, restrictions, limitations and specifications contained therein.

(2) That the certificate of public convenience and necessity granted in paragraph 1 of this order is in lieu of and supersedes the certificates of public convenience and necessity granted by Decisions Nos. 54209, 54909 and 55826, which certificates are hereby canceled and revoked, said revocation to become effective concurrently with the effective date of the tariff filings required by paragraph 3(b) hereof.

(3) (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-A. 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-A, 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.

(4) That the certificate granted in paragraph (1) of this order is granted on the condition that applicant agree to purchase ten additional new buses before June 30, 1961, and thereafter purchase fifteen additional new buses each succeeding year until a total of sixty new buses has been purchased. The filing of the acceptance as required by paragraph (3)(a), above, shall constitute acceptance of this condition.

(5) That prior to the commencement of service under the certificate herein granted, applicant shall post and keep posted in each of its buses for a period of not less than ten days a suitable notice and explanation of the route and service changes. Such notices shall remain posted until not less than twenty days after said commencement of service.

(6) That applicant shall maintain frequencies of service as set forth in Appendix B, which is attached hereto and by this reference made a part hereof.

(7) That, except as authorized herein, applicant shall not reduce or curtail schedules without permission of the Commission.

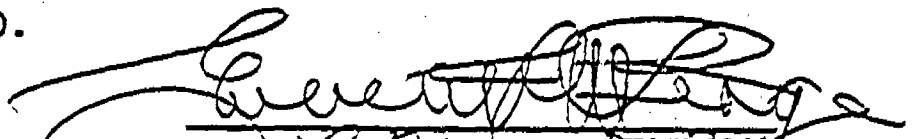
(8) That Long Beach Motor Bus Company be and it is hereby authorized to publish and file, on not less than ten days' notice to the Commission and to the public, the revised rule relating to school fares as set forth on page 11 of Application No. 41963, as amended at the hearing.

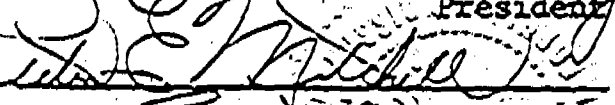
A. 41963 ET


(9) That, except as hereinabove granted, Application No. 41963 be and it is hereby denied.

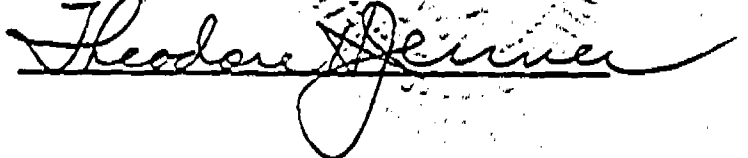
This order shall become effective twenty days after the date hereof.

Dated at San Francisco, California, this 25th day of SEPTEMBER, 1960.



President






Commissioners

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 the Public Utilities Commission of the State of California will be made as revised pages or added original pages.

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Decision No. 60787, Application No. 41963.

I N D E X

	* <u>Page No.</u>
Section 1. GENERAL AUTHORIZATIONS, RESTRICTIONS, LIMITATIONS AND SPECIFICATIONS	3, 4
Section 2. ROUTE DESCRIPTIONS AND SPECIAL RESTRICTIONS	
Route No. 1 - Pacific Coast Highway	11
2 - Santa Fe Dominguez	12
3 - Cherry-Paramount	13
4 - Magnolia-East Anaheim	14
5 - North Long Beach	15
6 - Atlantic-Orange	16
7 - West Ocean Boulevard	17
8 - Easy Avenue	18
9 - East Seventh Street-Bellflower	19
10 - Carson-Lakewood Center	20
11 - East Broadway-Lakewood-Bellflower..	21
12 - East Fourth Street-Seal Beach	22
13 - Pacific Avenue-East Third Street ..	23
Section 3. SPECIAL SCHOOL ROUTES AND SERVICE AREAS	31, 32, 33
Section 4. SPECIAL TRIPPER SERVICES	
Douglas Aircraft Company	41
U. S. Navy Shipyard	42

* Page numbers 5 to 10, 24 to 30, and 34 to 40, inclusive, intentionally omitted.

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Decision No. 60787, Application No. 41963.

Section 1. GENERAL AUTHORIZATIONS, RESTRICTIONS,
LIMITATIONS AND SPECIFICATIONS

The certificate hereinafter noted supersedes all operative authority heretofore granted to Long Beach Motor Bus Company.

Long Beach Motor Bus Company by the certificate of public convenience and necessity granted in the decision noted in the margin is authorized to transport passengers between Long Beach, Seal Beach, Signal Hill, Lakewood, Bellflower and environs serving the termini and all intermediate points along the routes as hereinafter described subject to the following provisions:

- (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 operations in either direction unless otherwise indicated.
- (c) For the general operation of its system on reconstruction or relocation of highways not affecting intermediate points, the company may reroute over such reconstructed or relocated highways, provided that the company shall first advise the Commission, in writing, of said highway and route change, said notice to be accompanied by a sketch or map showing the highways involved.

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Decision No. 607S7, Application No. 41963.

Section 1 (Continued).

- (d) The term "on-call" as used herein refers to service which is authorized to be rendered dependent on the demands of passengers. The tariffs and timetables shall show the conditions under which each authorized "on-call" service will be rendered.
- (e) Alternate routes may be operated only in combination with or as a part of the regular routes to which they are related.
- (f) The authority to operate special school routes within the defined areas is for the transportation of school children only. Such authority is not an extension or enlargement of applicant's other certificated rights.

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Decision No. 60787, Application No. 41963.

Section 2. ROUTE DESCRIPTIONS AND SPECIAL RESTRICTIONS.

ROUTE NO. 1 - PACIFIC COAST HIGHWAY

Beginning at the intersection of Pacific Avenue and Fourth Street in the City of Long Beach, thence along Fourth Street, Long Beach Boulevard, First Street, Pacific Avenue, Pacific Coast Highway, Los Coyotes Diagonal, Stearns Street, Palo Verde Avenue, Candlewood Street and Carfax Avenue to its intersection with Palo Verde Avenue in the City of Lakewood.

Also, beginning at the intersection of Los Coyotes Diagonal and Ximeno Avenue, thence along Ximeno Avenue, Atherton Street, Studebaker Road, Los Coyotes Diagonal, Harvey Way, and Studebaker Road to Paula Street in the City of Lakewood.

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Decision No. 60787, Application No. 41963.

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Appendix A LONG BEACH MOTOR BUS COMPANY Original Page 12

Section 2. (Continued)

ROUTE NO. 2 - SANTA FE - DOMINGUEZ

Beginning at the intersection of Third Street and Magnolia Avenue in the City of Long Beach, thence along Magnolia Avenue, Broadway, Long Beach Boulevard, Third Street, Magnolia Avenue, Anaheim Street, Santa Fe Avenue, 223rd Street, McHelen Avenue, 218th Street, Bataan Avenue, Carson Street, Harbor View Avenue, Dominguez Street, Prospect Avenue, and Harrison Street to its intersection with Harbor View Avenue in Dominguez.

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Decision No. 60787, Application No. 41963.

Section 2. (Continued)

ROUTE NO. 3 - CHERRY - PARAMOUNT

Beginning at the intersection of Ocean and Long Beach Boulevards in the City of Long Beach, thence along Long Beach Boulevard, Third Street, Pine Avenue, First Street, Long Beach Boulevard, Ocean Boulevard, Cherry Avenue Artesia Street, and Paramount Blvd. to Alondra Boulevard in the City of Paramount.

Also, beginning at the intersection of Carson Street and Cherry Avenue, thence along Carson Street, Paramount Blvd. Candlewood Street, and Downey Avenue to Jackson Street in the City of Paramount.

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Decision No. 60787, Application No. 41963.

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Appendix A

LONG BEACH MOTOR BUS COMPANY

Original Page 14

Section 2. (Continued)

ROUTE NO. 4 - MAGNOLIA - EAST ANAHEIM

Beginning at the intersection of Magnolia Avenue and 32nd Street, thence along Magnolia Avenue, Wardlow Road, Appian Way, Cedar Avenue, 32nd Street, Magnolia Avenue, Broadway, through the City of Long Beach, Long Beach Boulevard, Anaheim Street, Los Altos Plaza, Anaheim Road, Bellflower Boulevard, Seventh Street, Campus Road West, Anaheim Road and Studebaker Road to Atherton Street.

Also, beginning at the intersection of Long Beach Boulevard and Fifth Street, thence along Fifth Street, Pine Avenue and Third Street to Magnolia Avenue.

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Decision No. 60787, Application No. 41963.

Section 2. (Continued)

ROUTE NO. 5 - NORTH LONG BEACH

Beginning at the intersection of Fifth Street and Long Beach Boulevard, in the City of Long Beach, thence along Fifth Street, Pine Avenue, First Street, and Long Beach Boulevard to Greenleaf Drive.

Also, beginning at the intersection of Long Beach Boulevard and Market Street, thence along Market Street, Atlantic Avenue, and South Street to Cherry Avenue.

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Decision No. 60787, Application No. 41963.

Section 2. (Continued)

ROUTE NO. 6 - ATLANTIC - ORANGE

Beginning at the intersection of Atlantic Avenue and Seventh Street in the City of Long Beach, thence along Seventh Street, Pine Avenue, First Street, Long Beach Boulevard, Sixth Street, Atlantic Avenue, Pacific Coast Highway, California Avenue, Bixby Road and Atlantic Avenue to 71st Street.

Also, beginning at the intersection of California Avenue and Wardlow Road, thence along Wardlow Road, Orange Avenue, 71st Street, Myrtle Avenue, and 70th Street, to Orange Avenue.

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Decision No. 60787, Application No. 41963.

Section 2. (Continued)

ROUTE NO. 7 - WEST OCEAN BOULEVARD

Beginning at the intersection of Ocean Boulevard and Magnolia Avenue in the City of Long Beach, thence along Magnolia Avenue, Broadway, Pacific Avenue, First Street, Pine Avenue, Ocean Boulevard, Ontario Avenue, First Street, Mitchell Avenue, El Embarcadero, Harbor Scenic Drive, Maine Avenue, Anabas Street, Windham Avenue, un-named street, Pico Avenue and Penorama Drive to Pierpoint Landing.

Also beginning at the intersection of Mitchell Avenue and Seaside Boulevard, thence along Seaside Boulevard and Ontario Avenue to Ocean Boulevard.

Also, beginning at the intersection of Mitchell Avenue and El Embarcadero, thence along El Embarcadero to Piers B, C and D, in the Port of Long Beach (on-call service).

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Decision No. 60787, Application No. 41963.

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Appendix A LONG BEACH MOTOR BUS COMPANY Original Page 18

Section 2. (Continued)

ROUTE NO. 8 - EASY AVENUE

Beginning at the intersection of 34th Street and Easy Avenue, thence along Easy Avenue, Twentieth Street, Harbor Avenue, Pacific Coast Highway, Pacific Avenue, First Street, Long Beach Boulevard and Third Street to Pacific Avenue in the City of Long Beach.

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Decision No. 60787, Application No. 41963.

Section 2. (Continued)

ROUTE NO. 9 - EAST SEVENTH STREET - BELLFLOWER

Beginning at the intersection of Alamitos Avenue and Seventh Street, in the City of Long Beach, thence along Seventh Street, Pine Avenue, First Street, Long Beach Boulevard, Sixth Street, California Avenue, Seventh Street and Bellflower Boulevard to Alondra Boulevard in the City of Bellflower.

Also, beginning at the intersection of Los Coyotes Diagonal and Bellflower Boulevard, thence along Los Coyotes Diagonal, Willow Street and Woodruff Avenue to Ashworth Street in the City of Lakewood.

Also, beginning at the intersection of Bellflower Boulevard and Del Amo Street, in the City of Lakewood, thence along Del Amo Street, Clark Avenue, Hardwick Street, Faculty Avenue, B Street, Hazelbrook Avenue, C Street and Faculty Avenue, to Hardwick Street.

Also, beginning at the intersection of Bellflower Boulevard and Seventh Street, thence along Seventh Street, Campus Road East and Anaheim Road to Bellflower Boulevard.

Also, beginning at the intersection of Seventh Street and Campus Road West, thence along Campus Road West to Anaheim Road.

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Decision No. 68757, Application No. 41963.

Section 2. (Continued)

ROUTE NO. 10 - CARSON - LAKEWOOD CENTER

Beginning at the intersection of Santa Fe Avenue and Willow Street, thence along Willow Street, Atlantic Avenue, Carson Street, Clark Avenue, Hardwick Street, in the City of Lakewood, Faculty Avenue, B Street, Hazelbrook Avenue, C Street and Faculty Avenue to Hardwick Street.

Also, beginning at the intersection of Clark Avenue and Centralia Street, thence along Centralia Street and Studebaker Road, to Paula Street.

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Decision No. 60787, Application No. 41963.

Section 2. (Continued)

ROUTE NO. 11 - EAST BROADWAY-LAKEWOOD-BELLFLOWER

Beginning at the intersection of Broadway and Alamitos Avenue, in the City of Long Beach, thence along Alamitos Avenue, First Street, Pacific Avenue, Broadway, Ximeno Avenue, Pacific Coast Highway, Lakewood Boulevard, South Street, Oliva Avenue, Ashworth Street and Lakewood Boulevard to South Street in the City of Lakewood.

Also, beginning at the intersection of Lakewood Boulevard and Willow Street, thence along Willow Street, Redondo Avenue and Spring Street to Lakewood Boulevard.

Also, beginning at the intersection of Lakewood Boulevard and Willow Street, thence along Willow Street, Clark Avenue, Flower Avenue and Bellflower Boulevard to Alondra Boulevard in the City of Bellflower.

Also, beginning at the intersection of Clark Avenue and Hardwick Street, in the City of Lakewood, thence along Hardwick Street, Faculty Avenue, B Street, Hazelbrook, C Street and Faculty Avenue to Hardwick Street.

Also, beginning at the intersection of Ashworth Street and Lakewood Boulevard, thence along Lakewood Boulevard and Flower Avenue to Clark Avenue (Tripper Service).

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Decision No. 60787, Application No. 41962.

Section 2. (Continued)

ROUTE NO. 12 - EAST FOURTH STREET - SEAL BEACH

Beginning at the intersection of Fourth Street and Alamitos Avenue, in the City of Long Beach, thence along Alamitos Avenue, Third Street, Pacific Avenue, Fourth Street, Ximeno Avenue, Second Street, Davies Bridge, Perimeter Road, Bolsa Avenue, Central Avenue, Main Street, Bolsa Avenue, Bay Boulevard and Electric Avenue to Main Street in the City of Seal Beach.

Also, beginning at the intersection of Second Street and Granada Avenue, thence along Granada Avenue and Ocean Boulevard to 72nd Place.

Also, beginning at the intersection of Campo Walk and Second Street, thence along Second Street, The Toledo and Venetia Drive to Second Street.

Also, beginning at the intersection of Bolsa Avenue and Westminster Boulevard, thence along Westminster Boulevard to main administration gate of U. S. Naval Ordnance Depot (Tripper Service).

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Decision No. 607S7, Application No. 41963.

Section 2. (Continued)

ROUTE NO. 13 - PACIFIC AVENUE - EAST THIRD STREET

Beginning at the intersection of Willow Street and Pacific Avenue, thence along Pacific Avenue, Fourth Street through the City of Long Beach, Alamitos Avenue, Third Street, Park Avenue, Broadway and Glendora Avenue to The Toledo.

Also, beginning at the intersection of Third Street and Alamitos Avenue, thence along Alamitos Avenue, Third Street and Pacific Avenue to Fourth Street.

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Decision No. 60787, Application No. 41963.

Section 3. SPECIAL SCHOOL ROUTES AND SERVICE AREAS.

AREA NUMBER 1 - POLYTECHNIC HIGH SCHOOL

Between Polytechnic High School and points within the area bounded by Wardlow Road, Santa Fe Avenue, Anaheim Street and California Avenue in the City of Long Beach.

AREA NUMBER 2 - ST. ANTHONY'S HIGH SCHOOL

Between St. Anthony's High School and points within the area bounded by Wardlow Road, Santa Fe Avenue, Anaheim Street, Atlantic Avenue, 6th Street and California Avenue in the City of Long Beach.

AREA NUMBER 3 - JORDAN HIGH SCHOOL

Between Jordan High School and points in the area bounded by Artesia Street, Long Beach Boulevard, Wardlow Road, and Cherry Avenue in the City of Long Beach.

AREA NUMBER 4 - HUGHES JR. HIGH SCHOOL

Between Hughes Jr. High School and points in the area bounded by Carson Street, Long Beach Boulevard, Anaheim Street and Cherry Avenue in the City of Long Beach.

AREA NUMBER 5 - WASHINGTON JR. HIGH SCHOOL

Between Washington Jr. High School and points within the area bounded by Wardlow Road, Santa Fe Avenue, Anaheim Street and Long Beach Boulevard in the City of Long Beach.

Issued by California Public Utilities Commission.

Decision No. 60787, Application No. 41963.

Section 3. (Continued)

AREA NUMBER 6 - LOWELL ELEMENTARY SCHOOL

Between Lowell Elementary School and points within the area bounded by Anaheim Street, Ximeno Avenue, Broadway, Monrovia Avenue, Appian Way, Nieto Avenue, Colorado Street, Manila Avenue and Pacific Coast Highway in the City of Long Beach.

AREA NUMBER 7 - ST. BARTHOLOMEW ELEMENTARY SCHOOL

Between St. Bartholomew Elementary School and points within the area bounded by 4th Street, Ximeno Avenue, Second Street, The Toledo, Appian Way, Nieto Avenue, Colorado Street and Park Avenue.

AREA NUMBER 8 - WILSON SR. HIGH SCHOOL

Between Wilson Sr. High School and points within the area bounded by Tenth Street, Ximeno Avenue, Second Avenue, The Toledo, Appian Way, Nieto Avenue, Colorado Street and Park Avenue.

AREA NUMBER 9 - JEFFERSON JR. HIGH SCHOOL

Between Jefferson Jr. High School and points within the area bounded by Willow Street, Redondo Avenue, Ocean Boulevard, Livingston Drive, Ximeno Avenue, Atherton Street and Clark Avenue in the City of Long Beach.

AREA NUMBER 10 - MILLIKAN SR. HIGH SCHOOL

Between Millikan Sr. High School and points in the area bounded by Carson Street, Clark Avenue, Atherton Street, Bellflower Boulevard, Anaheim Road and Studebaker Road in the City of Long Beach.

Issued by California Public Utilities Commission.

Decision No. 60787, Application No. 41963.

Section 3. (Continued)

AREA NUMBER 11 - LAKEWOOD SR. HIGH SCHOOL

Between Lakewood Sr. High School and points within the area bounded by South Street, Paramount Boulevard, Carson Street and Palo Verde in the Cities of Long Beach and Lakewood.

Service in the above areas is subject to the following conditions:

- (a) Only school children destined to the school specified shall be carried, and said children must be picked up or discharged only at the school or within the related defined area.
- (b) Service shall be operated over and along the most convenient and direct streets or highways in accordance with local traffic regulations.
- (c) Service shall be operated at such times as will conform with school hours.

Issued by California Public Utilities Commission.

Decision No. 60787, Application No. 41963.

Section 4. SPECIAL TRIPPER SERVICES.

DOUGLAS TRIPPER SERVICERoute (1)

Beginning at Douglas Aircraft Company's Long Beach plant on Lakewood Boulevard, thence along Lakewood Boulevard, Pacific Coast Highway, Ximeno Avenue, Livingston Drive, Ocean Boulevard and Locust Avenue to First Street.

Also, from Ximeno Avenue, along Broadway, Alamitos Avenue, First Street and Pacific Avenue to Broadway.

Also, from Ximeno Avenue, thence along Fourth Street, Alamitos Avenue, Third Street, Pacific Avenue and Fourth Street to Alamitos Avenue.

Also, from Ximeno Avenue, thence along Seventh Street, Pine Avenue, First Street, Long Beach Boulevard, Sixth Street and California Avenue to Seventh Street.

Also, from Ximeno Avenue, thence along Anaheim Street, Long Beach Boulevard, Fifth Street, Pine Avenue, First Street, and Long Beach Boulevard to Fifth Street.

Also, from Ximeno Avenue, thence along Second Street to The Toledo.

Route (2)

Beginning at Douglas Aircraft Company's Long Beach plant on Lakewood Boulevard, thence along Carson Street, Clark Avenue, Flower Street and Bellflower Boulevard to Alondra Boulevard.

Also, from the Douglas plant along Lakewood Boulevard, Flower Street and Bellflower Boulevard to Alondra Boulevard.

Said service to be operated at such times as will conform with shift changes at Douglas Plant.

Issued by California Public Utilities Commission.

Decision No. 60787, Application No. 41963.

Section 4. (Continued)

U. S. NAVY SHIPYARD TRIPPER SERVICE

Beginning at the intersection of First Street and Pine Avenue, thence along Pine Avenue, Ocean Boulevard, Pacific Avenue, Anaheim Street, Terminal Island Freeway and Seaside Boulevard on Terminal Island, to Gate No. 1, U. S. Naval Station, and to Gate No. 5 Long Beach Naval Shipyard.

No service shall be rendered to or from Terminal Island except for shift changes of personnel.

Issued by California Public Utilities Commission.

Decision No. 60787, Application No. 41963.

APPENDIX B TO DECISION NO. 50787

IN APPLICATION NO. 41963

The schedules authorized herein are the same as those shown in Exhibit "C" attached to the application with the following changes and additions:

1. Extended night service on the Palo Verde and Studebaker branches of Route No. 1 by scheduling one additional round trip on each branch on weekdays and Saturdays.
2. Increase Saturday service on Route No. 2 by scheduling one additional round trip during the period 5 to 6 p.m.
3. Increase Saturday service on Route No. 4 by scheduling one additional trip per hour during the base period.
4. Increase weekday service on Route No. 5 by scheduling one additional trip per hour during the base period.
5. Schedule service on Route No. 11 to conform with the headways shown in columns 4, 6 and 8 on Table 29 in Exhibit No. 14.
6. Schedule service on Route No. 12 to conform with the headways shown in columns 4, 6 and 8 on Table 30 in Exhibit No. 14.
7. Schedule weekday, Saturday and Sunday service on Route No. 13 on headways of 30 minutes from approximately 6:30 a.m. to 10 p.m.