

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of )  
 Chas. B. Holbrook and V. H. Shuler )  
 for an order granting permission to ) Application No. 10834.  
 abandon operation over certain streets )  
 on Home Gardens Bus Line. )

Chas. H. Holbrook and V. H. Shuler,  
 in propria persona.  
 L. A. Martin, for Business Men's Improvement  
 Association, of Home Gardens, Chairman of  
 the Association, protestant.  
 Mrs. W. F. Carroll, representing the Alexander  
 Home Gardens Improvement Association of  
 Tract 6000, protestant.

BY THE COMMISSION:

OPINION.

**ORIGINAL**

Chas. H. Holbrook and V. H. Shuler, a co-partnership, in accordance with their application amended at the hearing, have petitioned the Railroad Commission for authority to abandon a part and portion of certain operative rights acquired by them from Harry Pothoff under a transfer approved by this Commission in Decision No. 14458 on Application No. 10520 and to operate their bus service over a new route hereinafter particularly described.

The operative rights involved in this proceeding embrace the following two routes:

Route 1. Commencing at the north City limits of the City of Lynwood in the County of Los Angeles, north on California Street to Tweedy Boulevard, west over Tweedy Boulevard to Long Beach Boulevard, and north over Long Beach Boulevard to the end of the yellow car line operated by the Los Angeles Railway Company at Long Beach Boulevard and Florence Avenue, and returning by the same route.

Route 2. Commencing at the corner of Tweedy Boulevard and California Street, east on Tweedy Boulevard to Cudahy Boulevard, north on Cudahy Boulevard to Southern Avenue, west on Southern Avenue to McNerny, south on McNerny to

Duane Way, and west on Duane Way to California, north on California to a point just south of the south city limits of the City of Southgate, south on California, to Tweedy Boulevard, and then over the same route to the end of the Los Angeles Railway yellow car line as set forth in Route One and return over the same route to the point of beginning.

The record shows that the proposed change of route involves only said Route No. 2 and the new route proposed to be served is as follows:

Commencing at the corner of Tweedy Boulevard and California Street, thence east on Tweedy Boulevard to Cudahy Boulevard, now known as and called Atlantic Boulevard, thence returning west on Tweedy Boulevard to Otis Avenue, thence north on Otis Avenue to Duane Way, thence west on Duane Way to California Avenue, thence south on California Avenue to the point of beginning.

L. A. Martin, representing the Business Men's Improvement Association of Home Gardens, and Mrs. W. F. Carroll, representing the Alexander Home Gardens Improvement Association, appeared as protestants at the hearing but during the course of this proceeding the record shows that the applicants amended their application so that it substantially meets the grounds of protest of the foregoing protestants.

The testimony shows that certain proposed subdivisions of residence property along and adjacent to Southern Avenue and Atlantic Avenue have never been made and that Southern Avenue and some other proposed streets have never been opened to the public and as a result thereof this particular section remains sparsely settled and affords little or no patronage to the bus line of applicants. The only means of travel along Southern Avenue is over a rough unimproved dirt road. It appears, however, that the territory adjacent to and along Tweedy Boulevard between Otis Street and Atlantic Avenue is fairly well populated and that there are about 160 houses in this section immediately south of Tweedy Boulevard and that many new homes are in course of construction. It appears that about 700 people live in this

neighborhood whom this bus line may conveniently serve.

With respect to the desired elimination of that portion of applicants' route on California Street north of Duane Way, the record shows that the Southgate municipal bus line operates quite near this point and can accommodate the limited passenger travel in that neighborhood.

After a careful consideration of all the evidence, we are of the opinion and hereby find as a fact that the proposed new route hereinabove particularly described should be established and that the application as amended should be granted.

### O R D E R .

A public hearing having been held in the above entitled proceeding, the matter having been duly submitted and being now ready for decision,

THE RAILROAD COMMISSION HEREBY DECLARES that public convenience and necessity require the establishment of the service proposed by said applicants herein, over the proposed new Route No. 2, as follows:

Route 2. Commencing at the corner of Tweedy Boulevard and California Street, thence east on Tweedy Boulevard to Cudahy Boulevard, now known as and called Atlantic Boulevard, thence returning west on Tweedy Boulevard to Otis Avenue, thence north on Otis Avenue to Duane Way, thence west on Duane Way to California Avenue, thence south on California Avenue to the point of Beginning.

Authority is hereby granted to said applicants to operate their said authorized service over both of said routes as herein authorized, in conjunction with each other, and as one transportation system; together with the privilege of operating extra or additional cars over the said routes during the "peak hours," or hours of heavy travel, provided, however, that no passengers shall be carried locally between Florence Avenue and Santa Ana Street.

IT IS HEREBY ORDERED that a certificate of public convenience and necessity for the foregoing service be and the same is hereby granted, in lieu of and not in addition to said applicants' existing operative rights, between Home Gardens and the end of the Los Angeles Railway Company's car line at Walnut Street, subject to the following conditions:

1. Applicants shall file their written acceptance of the certificate herein granted within a period of not to exceed ten (10) days from date hereof; shall file, in duplicate, tariff of rates and time schedules identical with those now on file with the Railroad Commission in connection with said applicants' present authorized stage service hereinabove described, within a period of not to exceed twenty (20) days from date hereof; and shall commence operation of the service herein authorized within a period of not to exceed thirty (30) days from date hereof, unless the time for commencement of operation hereunder is hereafter extended by a supplemental order of this Commission.

2. The rights and privileges herein authorized may not be assigned, sold, leased, transferred or hypothecated, nor service thereunder discontinued unless the written consent of the Railroad Commission to such assignment, sale, lease, transfer, hypothecation or discontinuance of service has first been secured.

3. No vehicle may be operated by applicants herein unless such vehicle is owned by said applicants or is leased by them under a contract or agreement on a basis satisfactory to and approved by this Commission.

For all other purposes other than hereinabove specified, the effective date of this Order shall be twenty (20) days from the date hereof.

Dated at San Francisco, California, this 15<sup>th</sup> day of June, 1925.

W. A. Boardman

C. Seamy

Ernest Shure

George H. Squires

Ernest A. ...

Commissioners.