

Decision No. 40430

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application)
of SOUTHERN CITIES TRANSIT, INC.,)
a California corporation, for) Application No. 28269
authority to reroute certain routes,)
eliminate portions of certain routes,)
and to operate alternate routes.)

O P I N I O N

Southern Cities Transit, Inc., a certificated "passenger stage corporation" operating a bus service in the City of Compton and vicinity, requests authority to make several route changes and to establish alternate routes on its East Rosecrans and Hollydale lines. Applicant states that the service on its present lines will not be materially affected and the proposed alternate routes and reroutings will result in a more satisfactory and convenient service for the traveling public.

Applicant proposes to (1) reroute its Willowbrook line so as to serve an area immediately west of Wilmington Avenue, between Rosecrans and Compton Boulevards, where some 1260 persons reside, a large number of whom are now cut off from applicant's service on Wilmington Avenue by a storm drain; (2) reroute its Richland Farms line so as to more conveniently serve approximately 2000 residents of a federal housing project known as Victory Park; (3) eliminate from its present Richland Farms line operation service along Wilmington Avenue, Greenleaf Drive, and Center Street, all south of Caldwell Street, and along Olive Street between Coral

and Center Streets so as to effect an economy of operation without material change in public service; (4) operate an alternate route from its East Rosecrans line along Long Beach Boulevard, Orchard Street, and Bullis Road to its intersection with Rosecrans Avenue, to provide service for persons in this community to and from an important shopping center at the intersection of Long Beach Boulevard and Orchard Street; (5) operate alternate routes in the Hollydale area to more conveniently serve an additional 1160 persons residing east of Garfield Avenue and South of Century Boulevard.

Fares to be charged are as set forth in applicant's tariff now on file with this Commission. Schedules will not be materially changed. Sufficient equipment is available to establish the proposed changes.

Applicant states that there is no other common carrier service with which applicant's proposed service will be competitive. The City of Compton and representatives of other communities affected by the proposed changes support the application.

It appears that there is a public need for the proposed route changes and, therefore, the application will be granted. A public hearing is not necessary.

O R D E R

An application therefor having been filed and it being found that public convenience and necessity so require,

IT IS ORDERED:

(1) That the route description appearing in Decision No. 20921, dated March 29, 1929, as "Main-Atlantic Line" be, and it hereby is, amended to read as follows:

Beginning at the intersection of Atlantic Boulevard and Compton Boulevard, thence along Compton Boulevard, Dwight Street, Poplar Street, Clivedon Avenue, Spruce Street, Dwight Street, Rosecrans Avenue, Willowbrook Avenue to its intersection with Compton Boulevard.

(2) That the route description appearing in Decision No. 33561 dated October 1, 1940, as amended in paragraph (3) of the Order in Decision No. 37485, dated November 21, 1944, be, and it hereby is, further amended to read as follows:

Beginning at the intersection of Compton Boulevard and Tamarind Street, thence along Tamarind Street, Rosecrans Avenue, El Segundo Boulevard, MacMillan Street, Edgebrook Avenue, Clark Street, Wright Road, MacMillan Street, Gibson Street, to its intersection with Rosecrans Avenue.

Also beginning at the intersection of Rosecrans Avenue and Long Beach Boulevard, thence along Long Beach Boulevard, Orchard Avenue, Bullis Road to its intersection with Rosecrans Avenue.

Also beginning at the intersection of Rosecrans Avenue and Willowbrook Avenue, thence along Willowbrook Avenue, Palm Street, Tamarind Street to its intersection with Compton Boulevard.

(3) That the route description appearing in Decision No. 35591 dated July 14, 1942, as "Richland Farms Line" be, and it hereby is, amended to read as follows:

Beginning at the intersection of Compton Boulevard and Willowbrook Avenue, thence along Willowbrook Avenue, Olive Street, Colin Street, Coral Street, Olive Street, Wilmington Avenue, Caldwell Street, Center Street, Olive Street, Tamarind Street to its intersection with Compton Boulevard.

(4) That the route description appearing in Part II, paragraph (2), subparagraph (c) as route "2. Clearwater-Hollydale Route" in Decision No. 38741, dated March 5, 1946, be, and it hereby is, amended to read as follows:

Beginning at the intersection of Compton Boulevard and Garfield Avenue, thence along Garfield Avenue, Gardendale Street, Center Street, Main Street to its intersection with Paramount Boulevard.

Also, along Main Street (Hollydale) between Garfield Avenue and Center Street.

Also beginning at the intersection of Garfield Avenue and Century Boulevard (Hollydale), thence along Century Boulevard, Fairlock Street, Mendy Street, Facade Street, Happy Street, Mendy Street to its intersection with Garfield Avenue.

(5) That Decisions Nos. 20921, 33561, 35591, 37435, and 38741, except as heretofore or as herein amended, shall remain in full force and effect.

The effective date of this order shall be twenty (20) days from the date hereof.

Dated at San Francisco, California, this 8th day of April, 1947.

Lawrence P. Kula
Justus F. Cameron
John H. Powell
A. J. Anderson
Frank Potter
COMMISSIONERS