

ORIGINAL

Decision No. 41655

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 a)	
certificate of public convenience)	
and necessity to operate over and)	Application No. 29236
along certain streets as extensions)	
of existing routes, and for authority)	
to abandon certain portions of exist-)	
ing routes.)	

O P I N I O N

Southern Cities Transit, Inc., a certificated "passenger stage corporation" now operates a bus service in the City of Compton, and vicinity, and between Compton, on the one hand, and the communities of Bellflower and Downey, and intermediate points, on the other hand. By this application, as amended, it seeks authority to operate along Long Beach Boulevard between Compton Boulevard and Greenleaf Drive, and to make several minor route changes on its Bellflower, Greenleaf Drive, and Willowbrook lines.

Applicant requests that a certificate of public convenience and necessity be granted for that portion of its present Greenleaf Avenue line now operated along Long Beach Boulevard between Compton Boulevard and Greenleaf Drive, and for an extension of said line from its present terminus at Greenleaf Drive easterly to the intersection of Greenleaf Drive and Fannes Avenue. Applicant has been operating its present Greenleaf Drive line since it acquired the passenger stage operations of its predecessor (Decision No. 32181, dated August 28, 1945, in Application No. 26819) although that

portion along Long Beach Boulevard has not heretofore been certified. Said unauthorized operation is the result of a misunderstanding by applicant's predecessor who believed that this Commission's authority was not required because the line was entirely within the limits of the City of Compton.

As applicant has not been aware of noncertification of a portion of said route, and because the operation of the line during the past several years has proven to be in the public interest, we are of the opinion and now find that public convenience and necessity require the continuation of this service. We also find that the proposed extension to the intersection of Greenleaf Drive & Pannes Avenue is in the public interest as it will provide a more convenient service to many persons residing in a new community.

The changes proposed on the Bellflower route consist of a rerouting by way of a diversion from the intersection of Olive Street & Chester Avenue, southerly along Chester Avenue, easterly along Caldwell Street, and thence northerly along Mayo Avenue to Olive Street, and a discontinuance of service along Olive Street between Chester and Mayo Avenues, and along Bellflower Boulevard between Flower Street and Artesia Avenue. The diversion to Caldwell Street will extend the service to a recently developed residential area consisting of approximately 400 units. The proposed discontinuance of service along Bellflower Boulevard appears justified as applicant is now restricted as to local traffic along that segment of its route and because of a lack of patronage south of Flower Street. Applicant's terminus will then be at Bellflower Boulevard and Flower Street and as applicant has authority to turn its motor

vehicles at termini and intermediate points, by operating around a block, it will not be necessary to consider its request to operate its proposed terminal loop. We find that the changes proposed on its Bellflower line are justified and in the public interest.

Applicant also requests that it be permitted to operate the Willowbrook line (sometimes referred to as the "Main-Atlantic Line") along Dwight Avenue between Compton Boulevard and Laurel Street, along Laurel Street between Dwight Avenue and Wilmington Avenue, and along Wilmington Avenue between Laurel Street and Compton Boulevard. This extension will bring applicant's service closer to a densely populated area lying southerly of Compton Boulevard and westerly of Wilmington Avenue. We also find that public convenience and necessity require that applicant be authorized to establish service along said streets.

The proposed changes will not adversely affect present service or schedules. No additional equipment will be necessary. Present fares, rules and regulations will remain applicable.

The application, as amended, is not opposed.

Having fully considered this matter, and it appearing that the proposed extensions, reroutings, and discontinuances will result in an improved public service, the application will be granted. A public hearing is not necessary.

O R D E R

Application therefor having been filed, the Commission being fully advised in the premises and having found 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 Southern Cities Transit, Inc., a corporation, authorizing it to establish and operate a service as a "passenger stage corporation", as defined in Section 2 $\frac{1}{2}$ of the Public Utilities Act, for the transportation of persons between the intersection of Compton & Long Beach Boulevards, and the intersection of Greenleaf Drive & Pannes Avenue, and intermediate points, as an extension and enlargement of, and to be consolidated with, applicant's existing rights.

(2) That in providing service pursuant to the certificate herein granted, the following service regulations shall be complied with:

- (a) Applicant shall file a written acceptance of the certificate herein granted within a period of not to exceed thirty (30) days from the effective date hereof.
- (b) Applicant shall, within sixty (60) days from the effective date hereof and upon not less than five (5) days' notice to the Commission and the public, establish the service herein authorized and comply with the provisions of General Order No. 79 and Part IV of General Order No. 93-A, by filing, in triplicate, and concurrently making effective, tariffs and time schedules satisfactory to the Commission.
- (c) Subject to the authority of this Commission to change or modify such at any time, Southern Cities Transit, Inc. shall conduct said passenger stage operation over and along the following described route:

Beginning at the intersection of Compton & Long Beach Boulevards, thence southerly along Long Beach Boulevard to Greenleaf Drive, thence easterly along Greenleaf Drive to Pannes Avenue, thence northerly along Pannes Avenue to Pauline Street, thence westerly along Pauline Street to Long Beach Boulevard.

(3) That the route description of the Compton-Bellflower Route appearing in paragraph (c), subparagraph 1, on page 13 of Decision No. 38741, in Application No. 27030, be, and it hereby is, amended to read as follows:

Beginning at the intersection of Compton Boulevard & Alameda Street, thence along Alameda Street, Olive Street, Chester Avenue, Caldwell Street, Mayo Avenue, Olive Street to its intersection with Paramount Boulevard; also, beginning at the intersection of Paramount Boulevard & Jackson Street, thence along Jackson Street, Downey Avenue, Flower Street, Virginia Drive, Wayne Avenue, Bellflower Boulevard to its intersection with Flower Street.

(4) That the route description appearing in Decision No. 20921, dated March 29, 1929, in Application No. 15492, as the "Main-Atlantic Line", as amended in paragraph (1) of the Order in Decision No. 40130, in Application No. 26269, be, and it hereby is, further amended to read as follows:

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

Also, beginning at the intersection of Compton Boulevard & Dwight Avenue, thence southerly along Dwight Avenue, easterly along Laurel Street, northerly along Wilmington Avenue to its intersection with Compton Boulevard.

(5) That applicant be, and it hereby is, authorized to discontinue and abandon service along the following routes:

- (a) along Bellflower Boulevard between Flower Street and Artesia Avenue;
- (b) along Olive Street between Chester and Mayo Avenues.

(6) That Decisions Nos. 20921, 38741, and 40130, except as heretofore and 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 26th day of May, 1948.

R. F. Anderson

Walter Lowell

Harold Kule

Samuel P. Potts

COMMISSIONERS