

**ORIGINAL**Decision No. 44584

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. 31446  
 along certain streets as extensions )  
 of existing routes, and for auth- )  
 ority to abandon certain portions )  
 of existing routes. )

O P I N I O N

Southern Cities Transit, Inc., a corporation, is now operating a passenger stage service in Compton and vicinity and between Compton, Downey, and Bellflower. By this application authority is sought to make several minor route changes on four of its lines (Exhibit A). It also requests that an in lieu certificate be granted for the purpose of clarification of the many changes and amendments which have been heretofore  
 (1)  
 authorized .

There is no protest to the application. The City of Compton, Long Beach Motor Bus Co., Pacific Electric Railway Company, and the Bellflower Chamber of Commerce have written

(1) Applicant commenced operation by acquisition of operating rights from Guy C. Lyons and Lawrence P. Goltra, copartners, doing business as Highland Transportation Company (Dec. No. 38181, dated August 28, 1945). Decisions affecting operating rights issued to applicant's predecessors are Nos. 20921, 24103, 29341, 29624, 33561, 33935, 35591, and 37485. Decisions subsequently granted to applicant, pertaining to operating rights, are Nos. 38741 (this is a joint decision which also grants rights to Charles B. Holbrook), 40130, 41230, 41655, 43393, and 43771. Ordering paragraph (3) herein will, by reference, revoke all of the above numbered decisions in so far as they pertain to operative rights heretofore granted to or acquired by Southern Cities Transit Lines, Inc.

to this Commission stating that they have no objection to, or do not wish to protest, the matter.

A Commission engineer has considered applicant's proposals and recommends favorable action.

The proposed changes will not materially inconvenience present patrons. For instance, the elimination of five short offset loops on three of applicant's lines will necessitate a walk, by a few patrons, of approximately a quarter of a mile to the new routes. On the other hand, schedules will be improved and new areas served. Applicant proposes to add one offset loop so as to serve a new community near the intersection of Willowbrook Avenue and El Segundo Boulevard. This extension will provide service for many more persons and will enable applicant to make connection with the Pacific Electric Railway Company at said intersection, where a new postoffice and stores have recently been opened.

No fare changes are proposed. Slight improvement in schedule changes will be made. Service will be provided with present equipment.

The Commission records disclosed that this applicant has been granted numerous decisions which have changed practically all of its routes several times. An in lieu certificate will not only clarify the record but will save much time in the consideration of any future applications.

Applicant has heretofore established that there is a public need for a passenger stage service along all of the routes hereinafter described and, as the route changes now

proposed appear to be necessary for an improved service, the application will be granted. A public hearing is not necessary.

A review of applicant's operating rights indicates the need for retention of a restriction prohibiting local traffic between the intersections of Main Street and Paramount Boulevard and the intersection of Imperial Highway and Rives Avenue. This portion of the Hollydale-Downey Line serves the Rancho Los Amigos County Farm and is served by a competing carrier<sup>(2)</sup>.

Southern Cities Transit, Inc., a corporation, is hereby placed upon notice that operative rights, as such, do not constitute a class of property which may be capitalized or used as an element of value in rate-fixing, for any amount of money in excess of that originally paid to the state as the consideration for the granting of such rights. Aside from their purely permissive aspect, they extend to the holder a full or partial monopoly of a class of business over a particular route. This monopoly feature may be changed or destroyed at any time by the state, which is not, in any respect, limited to the number of rights which may be given.

O R D E R

Application having been made, the Commission being fully advised in the premises and finding that public convenience and necessity so require,

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(2) The restriction was incorporated in Decision No. 29624 and, due to subsequently authorized route changes, it now applies only between the said intersections.

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 the establishment and operation of a service as a passenger stage corporation, as defined in Section 2 1/4 of the Public Utilities Act, for the transportation of persons between the City of Compton and termini in the County of Los Angeles, and intermediate points, subject to the following condition:

Passengers shall not be transported locally between the intersection of Main Street and Paramount Boulevard and the intersection of Imperial Highway and Rives Avenue, both points inclusive (Hollydale-Downey Line).

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

- (a) Within thirty (30) days after the effective date hereof, applicant shall file a written acceptance of the certificate herein granted.
- (b) Within sixty (60) days after the effective date hereof, and upon not less than five (5) days' notice to the Commission and the public, applicant shall 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 routes:

Compton-North Long Beach Line

Beginning at the intersection of Compton Boulevard and Alameda Street, thence along Alameda Street, Laurel Street, Santa Fe Avenue, Olive Street, Old Atlantic Avenue, 72d Street, Orange Street, Motz Street, 73d Street, Hunsaker Avenue, to its intersection with Old Atlantic Avenue.

Also, along Alameda Street between Laurel Avenue and Gladys Street.

Also, along Laurel Street between Alameda Street and Willowbrook Avenue.

Also, along Willowbrook Avenue between Laurel Street and Compton Boulevard.

Also, along Compton Boulevard between Willowbrook Avenue and Alameda Street.

East Rosecrans-Sears-Lynton Manor Line

Beginning at the intersection of Compton Boulevard and Tamarind Street, thence along Tamarind Street, Rosecrans Avenue, Bradfield Avenue, McMillan Street, Bullis Road, Orlando Street, Cookacre Street, Carlin Street, El Segundo Boulevard, Millrace Street, Clark Street, Edgebrook Avenue, McMillan Street, Gibson Street, Rosecrans Avenue, Willowbrook Avenue, Palm Street, Tamarind Street to its intersection with Compton Boulevard.

Hollydale-Downey Line

Beginning at the intersection of Compton Boulevard and Willowbrook Avenue, thence along Compton Boulevard, Paramount Boulevard, Century Boulevard, Garfield Avenue, Main Street, Paramount Boulevard, County Farm Drive, Consuelo Avenue, Eucalyptus Street, Horton Lane, Imperial Highway, Paramount Boulevard, Firestone Boulevard, Downey Avenue to its intersection with 3d Street.

Also, along Garfield Avenue between Compton Boulevard and Century Boulevard.

Bellflower Line

Beginning at the intersection of Compton Boulevard and Paramount Boulevard, thence south on Paramount Boulevard to Flower Street, thence east on Flower Street to Bellflower Boulevard.

Richland Farms Line

Beginning at the intersection of Compton Boulevard and Willowbrook Avenue, thence along Willowbrook Avenue, Olive Street, Central Avenue, Reeve Street, Nestor Street, Tichenor Street, Clivedon Street, Caldwell Street, Center Street to its intersection with Olive Street.

Also, along Olive Street between Willowbrook Avenue and Tamarind Street, and along Tamarind Street between Olive Street and Compton Boulevard.

Greenleaf Line

Beginning at the intersection of Willowbrook Avenue and Compton Boulevard, thence along Compton Boulevard, Wilmington Avenue, Rosecrans Avenue, Willowbrook Avenue, Compton Boulevard, Long Beach Boulevard, Temple Street, Greenleaf Drive, Tanner Street, Pauline Street, Long Beach Boulevard to its intersection with Temple Street.

Willowbrook Line

Beginning at the intersection of 126th Street and Slater Street, thence along 126th Street, Willowbrook Avenue, El Segundo Boulevard, Wilmington Avenue, Rosecrans Avenue, Dwight Street, Compton Boulevard to its intersection with Willowbrook Avenue.

Also, along Wilmington Avenue between 126th Street and El Segundo Boulevard.

Applicant is authorized to turn its motor vehicles at termini and intermediate points, in either direction, at intersections of streets or by operating around a block contiguous to such intersections, or in accordance with local traffic rules.

(3) That the foregoing certificate is granted in lieu of, and shall supersede, all "passenger stage" common carrier operative rights heretofore granted to or acquired by Southern Cities Transit, Inc. pursuant to any and all decisions of this Commission, and each of said decisions (enumerated in footnote (1)), in so far as it grants authority to Southern Cities Transit, Inc. or its predecessors to establish and operate a passenger stage

service, is hereby annulled and revoked. In all other respects said decisions shall remain in full force and effect.

(4) That, at least five (5) days prior to the establishment of the changes in service hereinabove authorized, applicant shall post plainly visible notices of the route changes at its terminals and in all of its buses.

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

Dated at San Francisco, California, this 25<sup>th</sup> day of July, 1950.

R. T. Anderson  
Justice J. Casper  
Charles L. Powell  
Harold Hule  
Permitta Potter  
COMMISSIONERS