

ORIGINAL

Decision No. 45663

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)	
SOUTHERN CITIES TRANSIT, INC. for )	
authority to operate over and along)	
certain streets as extensions of )	Application No. 32118
existing routes and for authority )	As Amended
to abandon certain portions of )	
existing routes. )	

Charles Boehm, for applicant. William M. Youngblood, for the Compton Board of Realtors, and K. B. Douglas, City Manager, in propria persona, interested parties.

O P I N I O N

Southern Cities Transit, Inc. operates a passenger stage service in, and in the vicinity of, the City of Compton, California, pursuant to authority of this Commission. (1) The present application seeks permission to modify certain routes, to make minor extensions, and to abandon service over certain streets.

Public hearing was held in Compton on April 20, 1951, before Examiner Rowe, at which time oral and documentary evidence was adduced and the matter duly submitted.

Notice of the proposed abandonments was posted in applicant's buses for a period of two weeks. The abandonment of service for one block between Olive Street and Reeve Street is required by the extension of the loop operation to Aprilia Street.

The diversion of operations from Caldwell Street between Wilmington Boulevard and Center Street, and from Center Street

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(1) Decision No. 44584, dated July 25, 1950, on Application No. 31446.

between Caldwell Street and Olive Street, is required by the City Police Department's statement to applicant that the use of Center Street, which is only twenty-five feet in width and without sidewalks, constitutes a traffic hazard. The substitute operation along Wilmington Boulevard will better serve the stores and other business establishments in that area.

The request made at the hearing by a City Councilman that bus service be instituted along Caldwell Street and Oleander Street cannot be acted upon at this time, for the reason that no application for such service is before the Commission. Nevertheless, a Commission engineer, who recommended granting the application as filed, in his testimony indicated an opinion that operations along Caldwell Street and Oleander Street would only tend to enlarge a loop which is at present too large. Also, he stated that applicant's proposal will adequately serve this area, considering its present development.

The request to operate along Temple Street, instead of along McMillan Street and Bradfield Street, will better serve the traveling public and at the same time will result in operating efficiency and effect operating economies.

The only substantial abandonment requested is along Laurel Street and Alameda Street, and along Santa Fe Avenue and Olive Street. According to the undisputed testimony of applicant's operating witness, this portion of the North Long Beach route has not been remunerative. Also, most of the route to be abandoned is within reasonable walking distance of other lines of applicant. The Greenleaf line intersects the portion sought to be abandoned on Olive Street.

At the hearing the application, as amended, was further amended so as to eliminate the request to operate along Butler Avenue between Linsley Street and Myrrh Street, along Myrrh Street between Butler Avenue and Harris Avenue and along Harris Avenue between Myrrh Street and Compton Boulevard, and, instead, to operate along White Street between Olive Street and Linsley Street along Linsley Street between Butler Avenue and White Street, and along Butler Avenue between Olive Street and Linsley Street. This change would permit a two-way operation over the requested route, instead of a loop operation of less value to the traveling public in that area.

There was no opposition to the application. The City Council approved the application. Several public witnesses appeared in support of it, including the manager and secretary of the Compton Chamber of Commerce. No fare changes are proposed. The proposed changes will result in improvements in efficiency and economy. Service will be provided with applicant's present equipment. No other passenger stage corporation will be adversely affected by the proposed changes. Applicant's proposals appear to be in the public interest and will be granted. All of the requested changes will be effected by amending the route descriptions in Decision No. 44584, dated July 25, 1950, on Application No. 31446.

O R D E R

Public hearing having been held in the above-entitled proceeding, the matter having been duly submitted, and the Commission finding that public convenience and necessity so require,

IT IS ORDERED:

(1) That the route description of the Compton-North Long Beach Line of Southern Cities Transit, Inc., appearing in subparagraph (c) of paragraph (2) of the order of said Decision No. 44584, be, and it hereby is, amended to read as follows:

Compton-North Long Beach Line:

Beginning at the intersection of Compton Boulevard and Atlantic Avenue, thence along Atlantic Avenue, Olive Street, Old Atlantic Avenue, 72nd Street, Orange Street, Motz Street, 73rd Street, Hunsaker Avenue to its intersection with Old Atlantic Avenue.

Also from Atlantic Avenue, along Olive Street, Butler Avenue, Linsley Street and White Street to Olive Street.

(2) That the route description of the Richland Farms Line of Southern Cities Transit, Inc., appearing in subparagraph (c) of paragraph (2) of the order of said Decision No. 44584, be, and it hereby is, amended to read as follows:

Richland Farms Line:

Beginning at the intersection of Compton Boulevard and Willowbrook Avenue, thence along Willowbrook Avenue, Olive Street, Aprilia Street, Reeve Street, Nestor Street, Tichenor Street, Cliveden Street, Caldwell Street and Wilmington Avenue to Olive Street.

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

(3) That the route description of the East Rosecrans-Sears-Lynton Manor Line of Southern Cities Transit, Inc., appearing in subparagraph (c) of paragraph (2) of the order of said Decision No. 44584, be, and it hereby is, amended to read as follows:

East Rosecrans-Sears-Lynton Manor Line:

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

(4) That Southern Cities Transit, Inc. be, and it hereby is, authorized to abandon and discontinue its passenger stage service over and along the following described streets:

- (a) Center Street between Olive Street and Caldwell Street; Caldwell Street between Center Street and Wilmington Avenue; and Central Avenue between Olive Street and Reeve Street.
- (b) Alameda Street between Compton Boulevard and Laurel Street, Laurel Street between Alameda Street and Santa Fe Avenue, Santa Fe Avenue between Laurel Street and Olive Street, Olive Street between Santa Fe Avenue and Butler Avenue; Alameda Street between Laurel Street and Gladys Street, and Laurel Street between Willowbrook Avenue and Alameda Street.
- (c) Bradfield Avenue between Rosecrans Avenue and McMillan Street, and McMillan Street between Bradfield Avenue and Bullis Road.

(5) That said applicant be, and it hereby is authorized to cancel all fares, rules, regulations, and schedules, applying to said services so authorized to be abandoned.

(6) That the operating rights conferred under authority of the certificate of public convenience and necessity granted to Southern Cities Transit, Inc., in the order in said Decision No. 44584, over and along the routes and between the points described in ordering paragraph (4) herein, be, and the same operating rights hereby are revoked and rescinded.

(7) That applicant be, and it hereby is authorized to operate any of the routes, as described in said Decision No. 44584, as hereby amended, either separately or as an extension or enlargement of, or consolidation with, any other of its routes.

(8) That, at least five (5) days prior to the establishment of the changes in service herein 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 Los Angeles, California, this 8<sup>th</sup> day of May, 1951.

R. J. Anderson  
Justus J. Calver  
Harold A. Hule  
Samuel H. Patton  
John E. Mitchell  
COMMISSIONERS