

Decision No. 4696S

ORIGINAL

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 ex-)
isting routes and for authority to)
abandon certain portions of existing)
routes.)

Application No. 33103

Charles Boehm for applicant. Herbert Atkinson for South Los Angeles Transportation Co.; Willard A. Lee for Long Beach City Lines, Inc.; Henry E. Jordan for Bureau of Franchises and Public Utilities of the City of Long Beach; interested parties.

O P I N I O N

A public hearing was held on this application before Examiner Chiesa, at Compton, March 6, 1952.

Applicant published and posted notice of hearing as required (Exhibits Nos. 1 and 2). The application was not opposed.

Applicant requests authority to (1) make a minor route change on its Hollydale-Downey Line, (2) reroute its Bellflower Line between the intersection of Orange Avenue and Compton Boulevard and the intersection of Downey Avenue and Flower Avenue, and (3) discontinue service in the North Long Beach area served by its Compton-North Long Beach Line^{1/}.

1/ Applicant proposes to change the name of its present Compton-North Long Beach Line to Willowbrook-Compton-Atlantic Line. In this opinion lines are referred to by the names appearing in Orders in Decisions Nos. 44584 and 45663. Applicant uses slightly different names for some of its lines because of consolidations of routes.

The proposed change on the Hollydale-Downey Line will reduce the number of schedules to the County Farm from an hourly basis to four trips daily in each direction. It is proposed to continue to operate on an hourly schedule along Paramount Boulevard. A three-day traffic count shows that on the County Farm schedules proposed to be discontinued less than two passengers per trip were transported. The resultant direct route along Paramount Boulevard will be approximately one and one-half miles shorter, thereby reducing running time and expense. The proposed extension on this route will be along Paramount Boulevard between County Farm Drive and Imperial Highway. The evidence also shows that Los Angeles Transit Lines operates between Hollydale and the farm, and that Holbrook Transit Company operates between Downey and the farm, both of such services being competitive with applicant's operation.

The proposed rerouting of the Bellflower Line will eliminate a duplication of service along Compton Boulevard and Paramount Boulevard between the intersections named in (2) hereinabove. The new portion of this route along Orange Avenue, Olive Street, Center Street and Downey Avenue, will serve a new schoolhouse situated near the intersection of Orange Avenue and Olive Street, and will also provide transportation to new residential developments along said route. The testimony of applicant's manager shows that many requests have been received for a service along Olive and Center Streets from persons employed or desiring to shop in the new Lakewood Village area. Patrons along Compton Boulevard and Paramount Boulevard will continue to be served by a branch of applicant's Richland Farms-Downey Line. The Bellflower Line will be continued on its present hourly schedule.

The abandonment of the North Long Beach terminal loop of applicant's present Compton-North Long Beach-Willowbrook Line appears

justified as not more than four passengers per trip board or are discharged along that portion of the route proposed to be abandoned. Applicant now operates only morning and one evening trip to this area. Some of these passengers can, without having to walk more than one-quarter to one-third mile, avail themselves of applicant's new hourly service on the Bellflower Line by walking to the intersection of Orange Avenue and Olive Street. The evidence shows that Long Beach City Lines operates two of its lines to within one block of the area now served by that portion of the line applicant proposes to discontinue, and it appears from the testimony that the residents in said area prefer, or have more need for, a ride to Long Beach. The discontinuance of this service will enable applicant to improve its service on the remaining portion of the line, and will reduce operating costs.

Having carefully considered applicant's proposals and the evidence of record, we are of the opinion and find that public convenience and necessity require that this application be granted.

O R D E R

A public hearing having been held in the above-entitled proceeding, the Commission being fully advised in the premises and good cause appearing,

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 service as a passenger stage corporation, as defined in Section 226 of the Public Utilities Code, for the transportation of persons along Paramount Boulevard between County Farm Drive and Imperial Highway, and between the intersection of Compton Boulevard and Orange Avenue

and the intersection of Downey Avenue and Flower Avenue, as an extension and enlargement of and to be consolidated with applicant's present operative rights.

(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 19 of General Order No. 98, 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:

1. Along Paramount Boulevard between County Farm Drive and Imperial Highway.

2. Beginning at the intersection of Compton Boulevard and Orange Avenue, east on Olive Street and continuing east on Center Street to Downey Avenue, thence south on Downey Avenue to Flower Avenue.

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 route descriptions of the Willowbrook Line and the Compton-North Long Beach Line, appearing in subparagraph (c) of paragraph (2) of the Order in Decision No. 44584, as amended by paragraph (1) of the Order in Decision No. 45663, be further amended to read as follows:

Willowbrook-Compton-Atlantic 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, Atlantic Avenue, Olive Street, Butler Avenue, Linsley Street and White Street to its intersection with Olive Avenue.

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

(4) That the description of the Hollydale-Downey Line appearing in subparagraph (c) of paragraph (2) of the Order in Decision No. 44584 be amended by adding the following route description:

Also, along Paramount Boulevard between County Farm Drive and Imperial Avenue.

(5) That the description of the Bellflower Line appearing in subparagraph (c) of paragraph (2) of the Order in Decision No. 44584 be amended to read as follows:

Bellflower Line

Beginning at the intersection of Compton Boulevard and Tamarind Street, thence east along Compton Boulevard to Orange Avenue, south on Orange Avenue to Olive Street, east on Olive Street and Center Street (Center Street is the extension of Olive Street east of Paramount Boulevard), south on Downey Avenue to Flower Avenue, east on Flower Avenue to Bellflower Boulevard.

(6) That Southern Cities Transit, Inc. be and it hereby is authorized to discontinue and abandon service along the following routes and streets:

- (a) along Flower Avenue between Paramount Boulevard and Orange Avenue;
- (b) beginning at the intersection of Atlantic Avenue and Olive Street, thence along Olive Street, Old Atlantic Avenue, 72d Street, Orange Avenue, Motz Street, 73d Street, Hunseker Avenue to its intersection with Old Atlantic Avenue.

(7) 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.

(8) 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, as amended by Decision No. 45663, over and along the routes and between the points described in ordering paragraph (6) herein, be and the same operating rights hereby are revoked and rescinded.

(9) 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 San Francisco, California, this 2nd day of April, 1952.

R. J. [Signature]
President
Justus F. [Signature]
Harold P. [Signature]
Thomas [Signature]
John E. [Signature]
Commissioners