

**ORIGINAL**

Decision No. 47578

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of ) SOUTHERN CITIES TRANSIT, INC., for ) authority to abandon certain portions ) of existing routes. )	Application No. 33513
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In the Matter of the Application of ) CHARLES B. HOLBROOK, doing business ) under the name of HOLBROOK TRANSIT CO., ) for an extension of existing certifi- ) cate of public convenience and neces- ) sity to operate a passenger bus service ) in the Bellflower area. )	Application No. 33514
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Charles Boehm, for Southern Cities Transit, Inc.  
John W. Chapman, for Charles R. Holbrook, doing  
 business as Holbrook Transit Co.  
Willard H. Lee, for Long Beach Motor Bus Co.; and  
K. L. Burkhart, for Bellflower Chamber of Commerce,  
 interested parties.

O P I N I O N

By Application No. 33513, Southern Cities Transit, Inc. requests authority to abandon the portion of its Bellflower Line extending from the intersection of Paramount Boulevard and Center Street, east and south via Center Street, Downey Avenue and Flower Avenue to its intersection with Bellflower Boulevard, a distance of approximately two and one-half miles one way, and to change the name of the remainder of the line to the "Paramount Line."<sup>(1)</sup>

By Application No. <sup>33514</sup>~~33513~~, Charles B. Holbrook, doing business as Holbrook Transit Co., seeks authority to extend its

*(Handwritten initials)*

(1) In lieu authority granted by Decision No. 44584, dated July 25, 1950, in Application No. 31446, amended by Decision No. 46968, dated April 8, 1952, in Application No. 33103.

services along the route proposed to be abandoned by Southern Cities Transit, Inc. <sup>(2)</sup>

A consolidated hearing on the applications was held in Compton on July 25, 1952. Prior to the hearing, Southern Cities Transit, Inc. posted <sup>(3)</sup> and published <sup>(4)</sup> notices thereof. There were no protests. The Bellflower Chamber of Commerce appeared in support of the proposal of Holbrook Transit Co.

The Bellflower Line of Southern Cities Transit, Inc. runs from the City of Compton via Compton Boulevard, Orange Avenue, Center Street, Downey Avenue and Flower Avenue to Bellflower Boulevard in Bellflower. Ten hourly schedules are maintained, beginning at 7:20 a.m. in Bellflower. Checks were made of all passengers using the portion proposed to be abandoned, with the following results: <sup>(5)</sup>

	<u>Through Passengers</u>	<u>Local Passengers</u>
Tuesday, May 20, 1952	27	48
Wednesday, May 21, 1952	32	42
Thursday, May 22, 1952	22	46
Saturday, May 24, 1952	8	24

"Local passengers" are those passengers both boarding and alighting along the portion of Southern Cities' Bellflower Line proposed to be abandoned. They will be given a more frequent service and a lower fare if the application of Holbrook is approved as hereinafter shown.

"Through passengers" refers to those passengers either boarding Southern Cities' Bellflower Line west of the intersection

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- (2) Holbrook has authority extending from the east end of the proposed abandonment north toward Downey. Decision No. 35318, dated May 5, 1942, in Application No. 24900.  
(3) Exhibit No. 1.  
(4) Exhibit No. 2.  
(5) Exhibit No. 4.

of Center Street and Paramount Boulevard and traveling east, or boarding east of that intersection and traveling west. On May 21, 1952, the best day checked, 32 "through passengers" were carried during 10 round trips, an average of 3.2 passengers per round trip, or 1.6 passengers each way each trip. These passengers now pay a fare of 20 cents if they board or alight east of the intersection of Downey Avenue and Flower Avenue, the eastern fare-break point, or 15 cents if they board or alight west of that intersection.

Applicant's Bellflower Line has never paid expenses, it is alleged. Different routings have been tried in an attempt to increase patronage. Applicant has another line along Compton Boulevard to Paramount Boulevard and south and north on Paramount Boulevard, on which one-half-hourly service is provided.

As heretofore stated, Holbrook Transit Co. requests authority to serve via the route proposed to be abandoned by Southern Cities Transit, Inc., giving one-half-hourly service instead of the hourly service now provided by the latter company. The fare proposed along the route will be 10 cents.<sup>(6)</sup> There are no transfer privileges between the lines of the two applicants, so passengers desiring to travel between Compton and Bellflower will pay a total fare of 25 cents rather than the 20 cents it now costs. However, very few passengers will be required to pay this entire fare as 32 or less passengers per day travel between Compton and Bellflower.<sup>(7)</sup> On the other hand, local passengers, those using the service between Bellflower and the intersection of Center Street and Paramount Boulevard, will be benefited<sup>(8)</sup> as they will pay a

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(6) Exhibit No. 9.

(7) Exhibit No. 4, supra.

(8) Approximately 44 passengers per day use the services over the portion of the lines here under consideration. Exhibit No. 4, supra.

10-cent fare (or 12 tokens for \$1) as opposed to the 12- to 15-cent fare they now pay. Holbrook Transit Co. can perform the extended service at a profit, it states, as it will have no additional expenses other than gas, oil, tires and depreciation, and it has at present services terminating at Bellflower Boulevard and Flower Avenue, at which point there is a 15-minute layover. The proposed extension is only 2.5 miles one way, and a round trip can be made during the 15-minute layover.

Upon the evidence of record it appears, and we find, that the proposed abandonment of service by the Southern Cities Transit, Inc. is not opposed to the public interest and that public convenience and necessity require that Charles B. Holbrook, doing business as Holbrook Transit Co., be given a certificate of public convenience and necessity authorizing it to perform a service as a passenger stage corporation, as defined in Section 226 of the Public Utilities Code, over the routes and between the termini hereinafter set forth in the order herein.

O R D E R

Application No. 33513 of Southern Cities Transit, Inc. to abandon a portion of its Bellflower Line, and Application No. 33514 of Charles B. Holbrook, doing business as Holbrook Transit Co., to render passenger stage service over the same route having been heard on a consolidated record, and the Commission having found that the abandonment of service as proposed by Southern Cities Transit, Inc. is not opposed to the public interest, and having found that public convenience and necessity require that Charles B. Holbrook, doing business as Holbrook Transit Co., render a passenger stage service over the route proposed to be abandoned by Southern Cities Transit, Inc.,

IT IS ORDERED:

(1) That Southern Cities Transit, Inc., a corporation, be, and it hereby is, authorized to abandon and discontinue its passenger stage service over the route described as follows:

Between the intersection of Paramount Boulevard and Center Street, thence along Center Street, Downey Avenue, and Flower Avenue to its intersection with Bellflower Boulevard.

(2) That the applicant be, and it hereby is, authorized to cancel all fares, rules, regulations and schedules applying to said described line.

(3) That Southern Cities Transit, Inc. shall post notices in its affected buses and at all passenger stops along the affected route for at least ten (10) days prior to the discontinuance of such service.

(4) That the name of the "Bellflower Line" as contained in Decision No. 44584, dated July 25, 1950, in Application No. 31446, as amended by Decision No. 46968, dated April 8, 1952, in Application No. 33103, is changed to "Paramount Line," and the route description of the Paramount Line (formerly Bellflower Line) contained in paragraph (2)(c) of the order of Decision No. 44584, as amended by paragraph (5) of the order of Decision No. 46968, is amended to read as follows:

Beginning at the intersection of Compton Boulevard and Willowbrook Avenue, east on Compton Boulevard to Orange Avenue, south on Orange Avenue to Olive Street, east on Olive Street to Paramount Boulevard.

IT IS FURTHER ORDERED:

(1) That a certificate of public convenience and necessity be, and it hereby is, granted to Charles B. Holbrook, doing business as Holbrook Transit Co., authorizing the establishment and operation of a service as a passenger stage corporation, as

defined in Section 226 of the Public Utilities Code, for the transportation of passengers between the intersection of Bellflower Boulevard and Flower Avenue in Bellflower, and the intersection of Paramount Boulevard and Center Street in Paramount, serving intermediate points, as an extension and enlargement of and to be consolidated with its 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 file in triplicate, and concurrently make 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, Charles B. Holbrook, doing business as Holbrook Transit Co., shall conduct said passenger stage operation over and along the following described route:

From the intersection of Flower Avenue and Bellflower Boulevard in Bellflower, via Flower Avenue, Downey Avenue and Center Street to its intersection with Paramount Boulevard in Paramount.

(d) 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.

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

Dated at San Francisco, California, this 11th day of August, 1952.

A. B. [Signature]  
President  
James F. [Signature]  
Harold A. [Signature]  
[Signature]  
[Signature]  
Commissioners