

ORIGINAL

Decision No. 48493

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. 34074
existing routes and for authority)	
to abandon certain portions of)	
existing routes.)	

Charles Boehm, for applicant. Mrs. Fannie Mallory,
George Mallory, Mrs. Lorena Robinson, Lloyd Robinson,
 protestants. Herbert B. Atkinson, for South Los
 Angeles Transportation Co. and Atkinson Transportation
 Co., William V. Bovee, Sr., A. Leroy Aylmer, and
Kenneth Douglass, City Manager, for City of Compton,
M. Jenner, for Compton Chamber of Commerce, interested
 parties.

O P I N I O N

By the application, as amended at the hearing, applicant,
 a passenger stage corporation providing service in and around the
 City of Compton, California, seeks authority to make certain route
 changes as hereinafter set forth, and requests an in lieu
 (1)
 certificate.

A public hearing was held in the City of Compton on
 March 16, 1953, before Examiner Rogers. Evidence was presented
 at the hearing and the matter was submitted. It is now ready for
 decision.

Prior to the hearing, notice thereof was posted in
 (2)
 applicant's buses, and published in a newspaper of general
 (3)
 circulation, as required by this Commission. The Pacific Electric

(1) For applicant's authority see Decision No. 44584, dated July 25,
 1950, on Application No. 31446; Decision No. 45663, dated May 8,
 1951, on Application No. 32118; Decision No. 46968, dated April
 8, 1952, on Application No. 33103; and Decision No. 47578,
 dated August 11, 1952, on Application No. 33513.

(2) Exhibit No. 1

(3) Exhibit No. 2.

Railway Company, the Long Beach Motor Bus Company, Los Angeles Transit Lines, and Crosstown Bus Lines, were notified of the hearing and either advised the Commission that they had no objections to the application or failed to make an appearance thereat. The City of Compton had no objection to the granting of the request if the application for authority to serve along Santa Fe Avenue between Rosecrans Avenue and Compton Boulevard is abandoned. This was done by amending the application at the hearing.

The only protests were voiced by a representative of the South Los Angeles Transportation Co., which objected to certain changes in the Willowbrook-Atlantic Line, and by residents on Olanda Street near Edgebrook Avenue. Applicant's Sears-Lynton Manor Line serves along Edgebrook Avenue, and it is proposed to take service off Edgebrook Avenue and in lieu to serve via Wright Road, approximately one-third of a mile west of Edgebrook Avenue. These objections will be discussed under the routes referred to. No change in fares is contemplated, and applicant will continue to use its present equipment. Service at all points will be at the same or greater frequency than at present.

1. Greenleaf Line

On this line applicant requests authority to abandon service on Temple Street between Caldwell Street and Greenleaf Drive, and also on Pauline Street between Caress Avenue and Tanner Avenue (also known as Harris Avenue). In lieu thereof, applicant proposes to operate on Caldwell Street between Temple Street and Burris Avenue, on Burris Avenue between Caldwell Street and Greenleaf Drive, on Greenleaf Drive between Burris Avenue and Temple Street, on Caldwell Street between Tanner Avenue and White Avenue, and White Avenue between Caldwell Street and Olive Street, on

Olive Street between Butler Avenue and Caress Avenue, and on Caress Avenue between Olive Street and Pauline Street. The routing along Caldwell Street, Burris Avenue and Greenleaf Drive will enable applicant to serve Compton Junior High School, now being constructed at the corner of Greenleaf Drive and Burris Avenue. The extension along Caress Avenue, Olive Street and White Avenue will permit applicant to serve a portion of the route now served by its Willowbrook-Compton-Atlantic Line proposed to be abandoned. The proposed rerouting will not cause any passengers to walk more than 500 feet in addition to the distance presently traveled to use the bus. There was no opposition to these changes. We find that public convenience and necessity require that the proposed changes be made.

2. Willowbrook-Compton-Atlantic Line

On this line applicant proposes to abandon service along 126th Street between Slater Avenue and Willowbrook Avenue, on Willowbrook Avenue, on El Segundo Boulevard between Willowbrook Avenue and Wilmington Avenue, Dwight Street between Rosecrans Avenue and Poplar Street, Atlantic Avenue between Compton Boulevard and Olive Street, Olive Street between Atlantic Avenue and White Avenue, White Avenue to Linsley Street, Linsley Street to Butler Avenue, and Butler Avenue to Olive Street. In lieu thereof it proposes to operate along Wilmington Avenue between 124th Street and 126th Street, 133rd Street between Wilmington Avenue and Compton Avenue, Compton Avenue between 133rd Street and 130th Street, 130th Street between Compton Avenue and Wilmington Avenue, Poplar Street between Dwight Street and Tajauta Avenue, Tajauta Avenue between Poplar Street and Rosecrans Avenue, and Rosecrans Avenue between Tajauta Avenue and Dwight Street.

The only stop on 126th Street west of Wilmington Avenue is at Slater Avenue. The South Los Angeles Transportation Co. has a stop at 124th Street and Slater Avenue, a reasonable walking

distance. East of Wilmington Avenue the only stop is at Willowbrook Avenue and El Segundo Boulevard. This point is served by the Pacific Electric Railway Company. Extending the line north along Wilmington Avenue to 124th Street will permit applicant to make connections with the South Los Angeles Transportation Co. line. Applicant has no stops on Dwight Street between Rosecrans and Poplar Street, so discontinuance of service will affect no passengers. Extension of service along Rosecrans Avenue, Tajauta Avenue, and Poplar Street will enable applicant to give service to a school recently erected at the corner of Poplar Street and Tajauta Avenue, and approximately 800 new homes on the north and south sides of Rosecrans Avenue west of Tajauta Avenue.

The South Los Angeles Transportation Co. serves along Compton Boulevard between Willowbrook Avenue on the east and Central Avenue on the west. While this company did not protest the granting of the application, its representative stated that giving applicant authority to serve along Poplar Street, Tajauta Avenue and Rosecrans Avenue, as described, could result in a reduction of this company's services. It has stops along Compton Boulevard at Nestor Avenue, Tajauta Avenue, and Maic Avenue. These stops are at least 1,500 feet from any point on applicant's proposed route. In addition, applicant proposes a one-half hourly service, while South Los Angeles Transportation Co. has a 15-minute base headway. Furthermore, applicant's minimum fare is 12 cents, while South Los Angeles Transportation Co.'s minimum fare is 7 cents. In our opinion, the extension will not adversely affect the South Los Angeles Transportation Co.

On the eastern end of the line applicant proposes to abandon service as heretofore stated. On Atlantic Avenue the only stop is at Myrrh Street. This intersection is about .3 of a mile from Compton Boulevard where service is to be continued. A

passenger count for a representative week showed that a total of 13 passengers boarded and 14 passengers alighted at the intersection of Myrrh Street and Atlantic Avenue. All portions of the loop around Olive Street, White Avenue, Linsley Street and Butler Avenue will be one-quarter of a mile or less from Olive Street on which service is to be continued via the Greenleaf Line.

There was no opposition to these changes other than by the South Los Angeles Transportation Co., as above set forth. We find that public convenience and necessity require that the proposed changes be made.

3. East Rosecrans-Sears-Lynton Manor Line

On this line applicant proposes to abandon service along Rosecrans Avenue between Bullis Road (Temple Street) and Locust Avenue (Thorson Avenue), on Clark Street between Wright Road and Edgebrook Avenue, on Edgebrook Avenue between Clark Street and McMillan Street, and on McMillan Street between Edgebrook Avenue and Wright Road. In lieu thereof applicant proposes service via Locust Avenue (Thorson Avenue), Pine Avenue and Bradfield Avenue between Orchard Avenue and Rosecrans Avenue, and Wright Road between Clark Street and McMillan Street.

The purpose of the rerouting via Locust Avenue, Pine Avenue, and Bradfield Avenue is to permit applicant to give two-way service past Sears store located near the intersection of Orchard Avenue and Bullis Road. It is one-half mile between Locust Avenue (Thorson Avenue) and Bullis Road (Temple Street) at Rosecrans Avenue, and one stop is made at Bradfield Avenue midway of the two north-south streets. The evidence shows that there are no residences north of Rosecrans Avenue and that an average of only two passengers per day board or alight at Bradfield Avenue and Rosecrans Avenue.

Four persons appeared in protest to the proposed rerouting via Wright Road in lieu of along Edgebrook Avenue. One of these protestants testified. All of these parties reside on Olanda Street near Edgebrook Avenue. It is approximately .3 of a mile from Edgebrook Avenue to Wright Road via Olanda Street. If the rerouting is granted, applicant will stop at Wright Road and Olanda Street to pick up passengers. At present applicant stops at Rayborn Street and Edgebrook Avenue. If service were rerouted via Wright Road instead of Edgebrook Avenue, the applicant would save traveling a total distance of only .6 of a mile per trip. The only reason given by applicant for the rerouting was that patrons of Sears store object to waiting the extra length of time the bus takes to go via Edgebrook Avenue instead of Wright Road. This does not appear to us to be sufficient reason for requiring present patrons to walk .3 of a mile for service. Authority to reroute the service via Wright Road in lieu of Edgebrook Avenue therefore will be denied. We find that public convenience and necessity require that authority to abandon service on Rosecrans Avenue between Temple Street (Bullis Road) and Locust Avenue (Thorson Avenue), and to reroute said service via Locust Avenue (Thorson Avenue), Pine Avenue and Bradfield Avenue, be granted.

O R D E R

Application having been made, 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 is hereby 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 226 of the Public Utilities Code, for the transportation of persons between Compton, Clearwater, Paramount, Hollydale, Downey and intermediate points over the routes hereinafter described 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 days after the effective date hereof, applicant shall file a written acceptance of the certificate herein granted.
- (b) Within sixty days after the effective date hereof, and upon not less than five 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, Southern Cities Transit, Inc. shall conduct said passenger stage operations over and along the following described routes:

Willowbrook Line - beginning at the intersection of 124th Street and Wilmington Avenue, thence along Wilmington Avenue, Rosecrans Avenue, Willowbrook Avenue to its intersection with Compton Boulevard.

Also, Acacia Street between Compton Boulevard and Rosecrans Avenue.

Also, 133rd Street between Wilmington Avenue and Compton Boulevard, Compton Boulevard to 130th Street and 130th Street to its intersection with Wilmington Avenue.

East Rosecrans-Sears-Lynton Manor Line - beginning at the intersection of Willowbrook Avenue and Compton Boulevard, thence along Compton Boulevard, Tamarind Street, Rosecrans Avenue, Bullis Road, Orchard Avenue, Olanda Street, Cookacre Street, Carlin Avenue, El Segundo Boulevard, Millrace Street, Clark Street, Edgebrook Avenue, McMillan Street, Gibson Street, Rosecrans Avenue, Locust Avenue, Pine Avenue, Bradfield Avenue to its intersection with Orchard Avenue.

Greenleaf-Line - beginning at the intersection of Willowbrook Avenue and Compton Boulevard, thence west on Compton Boulevard, Dwight Street, Poplar Street, Tajauta Avenue, Rosecrans Avenue, Wilmington Avenue, Compton Boulevard, Long Beach Boulevard, Temple Street, Caldwell Street, Burris Avenue, Greenleaf Drive, Tanner Avenue, Caldwell Street, White Avenue, Olive Street, Caress Avenue, Pauline Street, Long Beach Boulevard to Temple Street.

Richland Farms Line - beginning at the intersection of Compton Boulevard and Willowbrook Avenue, thence along Willowbrook Avenue, Olive Street, Aprilia Street, Reeve Street, Nestor Avenue, Tichenor Street, Cliveden Avenue, 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.

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 Third Street.

Also, Paramount Boulevard between Compton Boulevard and Flower Avenue.

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

Also, Grange Avenue between Compton Boulevard and Olive Street, Olive Street to Paramount 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 operating rights heretofore granted to or acquired by Southern Cities Transit Inc., pursuant to any and all decisions of this Commission

listed in footnote (1), and each of said decisions, insofar as it grants authority to Southern Cities Transit, Inc. to establish and operate a passenger stage service, is hereby annulled and revoked.

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

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

Dated at San Francisco, California, this 14th day of April, 1953.

B. J. [Signature]
 President

Justin J. [Signature]
Harold P. [Signature]

[Signature]
[Signature]
 Commissioners