

ORIGINAL

Decision No. 72641

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application

of

SOUTH LOS ANGELES TRANSPORTATION COMPANY, a corporation, for an order granting permission to extend service on South Main Street, southerly from 121st Street, and for other changes in its passenger stage operations.

Application No. 49368
(Filed May 11, 1967)

O P I N I O N

Applicant requests authority to reroute, abandon and extend portions of its so-called Lines 1 and 2.

At present applicant is authorized to operate service in two directions via a route described as follows:

"From the intersection of Manchester Avenue and Broadway, thence easterly along Manchester to Main Street, thence southerly along Main Street to 121st Street, thence easterly along 121st Street to San Pedro Street, thence northerly on San Pedro Street to 120th Street, thence easterly on 120th Street to Avalon Boulevard, thence northerly on Avalon Boulevard to Manchester Avenue, thence westerly on Manchester to Main Street, then via the turn-around loop (Main Street, 86th Place and Broadway) to point of beginning at Manchester and Broadway. Also, reverse of the above-described loop going south on Avalon Boulevard and returning north-bound on Main Street."

It proposes to operate such service via a route described as follows:

"From Manchester and Broadway, thence easterly on Manchester to Main Street, thence southerly on Main Street to 135th Street, thence easterly on 135th Street to Avalon Boulevard and turn-around via Avalon, 136th Street and Stanford Avenue to 135th Street; then reverse of said route to Main Street and 86th Place to Broadway to point of beginning."

These changes would require abandonment of service along 121st Street between Main and San Pedro Streets, along San Pedro Street between 120th Street and 121st Street and along 120th Street between San Pedro Street and Avalon Boulevard.

In support of the request, the applicant alleges:

1. The area in the vicinity of 135th and Main Streets has built up recently with the addition of many new homes.
2. A large industrial area lying south of El Segundo Boulevard and just west of Main Street has been developed over the past several months and workers at these plants do not presently have public transportation available to them.
3. Extension of service on Main Street and discontinuance of the present Main-Avalon loop will result in more efficient operation for applicant because it will enable applicant to serve a wider area with an actual reduction in manpower.

Applicant does not propose any increase in fares and the existing 15-cent fare zone is to remain in effect.

The frequency of service will remain the same, that is, 30-minute headways during the base and rush periods.

Applicant has another line which provides service on Avalon Boulevard between Compton Boulevard and Manchester Avenue and duplicates the portion of the route proposed to be abandoned along Avalon Boulevard. Service on this line is also provided on a 30-minute headway during the base period, with greater frequency during the rush periods.

The staff has communicated with the interested parties and has been advised that there will be no protests to the proposed changes.

The Transportation Employment Project, a governmental undertaking, in anticipation of these proposed changes, is preparing to have 15,000 informative timetable brochures printed outlining all of the applicant's services. It is further proposing a door-to-door distribution campaign and has set July 1, 1967, as the initial target date. The Commission staff has been advised by the Project Director that the extended service on Main Street is needed so as to develop greater job potentials for the disadvantaged in the area.

The Commission, having considered the matter, finds that the proposed route changes are in the public interest and concludes that the application should be granted. A public hearing is not necessary. For the purposes of clarification, applicant's operating authority will be restated.

South Los Angeles Transportation Company is hereby placed on 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 grant of such rights. Aside from their purely permissive aspect, such rights extend to the holder a full or partial monopoly of a class of business over a particular route. This monopoly feature may be modified or canceled at any time by the State, which is not in any respect limited as to the number of rights which may be given.

O R D E R

IT IS ORDERED that:

1. A certificate of public convenience and necessity be, and it hereby is, granted to South Los Angeles Transportation Company, a corporation, authorizing it to establish and operate a service for the transportation of persons as a passenger stage corporation, as defined in Section 226 of the Public Utilities Code, between the points and over the routes particularly set forth in Appendix A attached hereto and made a part hereof.
2. In providing service pursuant to the certificate herein granted, applicant shall comply with and observe the following service regulations:
 - (a) Within thirty days after the effective date hereof, applicant shall file a written acceptance of the certificate herein granted. Applicant is placed on notice that, if it accepts the certificate of public convenience and necessity herein granted, it will be required, among other things, to comply with and observe the safety rules of the California Highway Patrol, the rules and other regulations of the Commission's General Order No. 98-A and insurance requirements of the

Commission's General Order No. 101-B. Failure to comply with and observe the safety rules, or the provisions of General Orders Nos. 98-A or 101-B, may result in a cancellation of the operating authority granted by this decision.

- (b) Within one hundred twenty days after the effective date hereof, applicant shall establish the service herein authorized and file tariffs and timetables, in triplicate, in the Commission's office.
- (c) The tariff and timetable filings shall be made effective not earlier than five days after the effective date of this order on not less than five days' notice to the Commission and the public, and the effective date of the tariff and timetable filings shall be concurrent with the establishment of the service herein authorized.
- (d) The tariff and timetable filings made pursuant to this order shall comply with the regulations governing the construction and filing of tariffs and timetables set forth in the Commission's General Orders Nos. 79 and 98-A.
- (e) Applicant shall maintain its accounting records on a calendar year basis in conformance with the applicable Uniform System of Accounts or Chart of Accounts as prescribed or adopted by this Commission and shall file with the Commission, on or before March 31 of each year, an annual report of its operations in such form, content, and number of copies as the Commission, from time to time, shall prescribe.

3. The certificate of public convenience and necessity granted in paragraph 1 of this order shall supersede all existing certificates of public convenience and necessity authorizing the

transportation of persons as a passenger stage corporation heretofore granted to or acquired by South Los Angeles Transportation Company and presently possessed by it, which certificates are revoked effective concurrently with the effective date of the tariff filings required by paragraph 2(b) hereof.

The effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 20th day of JUNE, 1967.

Edward E. Hill
President

William A. Benson

Augusta

William J. Lyons

Fred P. Monahan
Commissioners

SOUTH LOS ANGELES TRANSPORTATION COMPANY

Appendix A

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CERTIFICATE

of

PUBLIC CONVENIENCE AND NECESSITY

Showing passenger stage operative rights, restrictions, limitations, exceptions, and privileges applicable thereto.

All changes and amendments as authorized by the Public Utilities Commission of the State of California will be made as revised or added original pages.

Issued under authority of Decision No. 72641
dated JUN 20, 1967, of the Public Utilities
Commission of the State of California in Application No. 49368.

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Appendix A

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Note: Route No. 2 omitted intentionally.

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Appendix A

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SECTION 1. GENERAL AUTHORIZATIONS, RESTRICTIONS,
LIMITATIONS, AND SPECIFICATIONS.

The certificate hereinafter noted supersedes all operative authority heretofore granted to South Los Angeles Transportation Company.

South Los Angeles Transportation Company, by the decision noted in the margin is authorized to transport passengers between certain sections of the City of Los Angeles, on the one hand, the City of Compton and certain unincorporated territories of Los Angeles County, on the other hand, over and along the routes hereinafter described, subject to the conditions and restrictions hereinafter set forth:

- (a) Motor vehicles may be turned at termini and intermediate points, in either direction, at intersections of streets or by operating around a block contiguous to such intersections, in accordance with local traffic regulations.
- (b) When route descriptions are given in one direction, they apply to operations in either direction unless otherwise indicated.
- (c) No passengers shall be transported having point of origin along Manchester Avenue between Central Avenue and Stanford Avenue, both points inclusive, and having point of destination along Manchester Avenue between Avalon Boulevard and Broadway, both points inclusive.
- (d) Service over special school routes shall be limited to the transportation of school children only.

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SECTION 2. ROUTE DESCRIPTIONS

Route No. 1 - South Main Street

Commencing at the intersection of Manchester Avenue and Broadway, thence along Manchester Avenue, Main Street and 135th Street to Avalon Boulevard. Return the reverse of the going route to the point of beginning.

Route No. 3 - Manchester-Avalon-Compton

Commencing at the intersection of Manchester Avenue and Broadway, thence along Manchester Avenue, Avalon Boulevard and Compton Boulevard to Willowbrook Avenue. Return via Palm Avenue and Oleander Avenue to Compton Boulevard, thence the reverse of the going route to point of beginning.

Route No. 4 - Manchester-Central-Compton

Commencing at Manchester Avenue and Broadway, thence along Manchester Avenue, Central Avenue and Compton Boulevard to Willowbrook Avenue. Return via Palm Avenue and Oleander Avenue to Compton Boulevard, thence the reverse of the going route to point of beginning.

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Appendix A

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SECTION 2. ROUTE DESCRIPTIONS (Continued)

Route A - George Washington-Bret Harte Schools

Commencing at the intersection of 120th Street and San Pedro Street, thence via 120th Street, Vermont Avenue, Imperial Highway, Denker Avenue, Century Boulevard, Hoover Street, 94th Street and Vermont Avenue to Century Boulevard.

Route B - Bret Harte-George Washington Schools

Commencing at the intersection of 92nd Street and San Pedro Street, thence via 92nd Street, Hoover Street, Century Boulevard, Denker Avenue, 108th Street, Gramercy Place, Century Boulevard, Hoover Street and 94th Street to Bret Harte Junior High School.

Route C - Henry Clay Junior High School

Commencing at the intersection of 108th Street and Denker Avenue, thence via Denker Avenue, Imperial Highway, Normandie Avenue, 124th Street, Western Avenue, 122nd Street to Normandie Avenue.

Route D - Henry Clay Junior High School

Commencing at the intersection of 108th Street and Van Ness Avenue, thence via Van Ness Avenue, Imperial Highway, Western Avenue, 124th Street, Denker Avenue and 122nd Street to Western Avenue.

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