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Decision No. 19716

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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In the Matter of the Application of)
KERN COUNTY TRANSPORTATION CORPORATION)
for certificate of public convenience)
and necessity to operate passenger)
auto stage service between Fellows,)
Taft, Maricopa, Pendleton Jet. and)
Taft Gate, on the one hand, and all)
points south of Taft Gate on Ridge)
Route, State Highway, to and including)
Los Angeles, on the other hand.)

Application No. 14031.

Earl C. Cook, For the Applicant.
Rollin Laird, For Chas. E. Sansome (Home
Stage Line), Protestant.
Earl Bagby, For California Transit Company.

BY THE COMMISSION:

O P I N I O N

The Kern County Transportation Corporation has petitioned the Railroad Commission in accordance with its amended application for an order declaring that public convenience and necessity require the operation by it of an automobile stage line as a common carrier of passengers and baggage between Taft and Taft Gate provided that no local service shall be rendered between Taft and Maricopa.

A public hearing of this application was conducted before Examiner Satterwhite at Taft. The matter was submitted and is now ready for decision.

Applicant proposes to charge rates and to operate upon a time schedule in accordance with Exhibits "A" and "B" attached to said application, and to use the equipment described

in Exhibit "C".

Charles E. Sansome operating a stage line under the fictitious name of Home Stage Line protested the granting of said application. California Transit Company did not protest the application by reason of the amendments made to said application at the hearing.

Applicant now operates an authorized stage service, among other operations, between Taft and Bakersfield by way of Greenfield and transfers passengers destined to and from Los Angeles at Greenfield to the California Transit Company. This present service affords four trips each way daily between Taft and Los Angeles. The proposed service would afford a more direct service to Los Angeles for the reason that the proposed route from Taft would be twelve miles shorter, and the trip from Maricopa would be twenty-eight miles shorter to Los Angeles. The record shows that at the time of the filing of the application it was the expectation of the applicant that there would be an increased demand for this shorter service to Los Angeles but it now appears, and it is now admitted by the applicant that during the last several months there has been a steady decline in the travel between west side oil fields and Los Angeles and intermediate points. The record shows that during this period of time the General Petroleum Company has laid off 85% of its men and the Standard Oil Company has also curtailed its operations, in some instances as high as 75% of its crews in this particular oil field have been laid off. Although the present route by way of Greenfield is a longer route to Los Angeles the record shows that the four schedules afford a very satisfactory service. Applicant admitted during the hearing that the proposed service would attract no new business and would only draw from the

passenger travel now being carried by way of Greenfield and that no new business would be created or built up. The record further shows that until the oil companies resume active operations again there will be little likelihood of an increase of passenger travel between the points proposed to be served.

After a careful consideration of the evidence we are of the opinion that the public convenience and necessity do not require the proposed service and the application should be denied.

ORDER

A public hearing having been held in the above entitled proceeding, and the matter having been submitted and being now ready for decision,

IT IS HEREBY ORDERED that the above entitled application be and the same is hereby denied.

Dated at San Francisco, California, this 8th day of May, 1923.

Leon Whitell

C. Searcy

M. J. C.

Commissioners