

between Maricopa and Ventura, via Wheelers Hot Springs and Ojai.

Hearings were conducted by Examiner Williams at Ventura and Maricopa.

The original application of Derkum and Sansome, co-partners, provided for a new service between Maricopa and Wheeler's Hot Springs, this service to be merged with Derkum's service between Los Angeles and Wheelers Hot Springs and also with Sansome's service from McKittrick to Maricopa. At the Ventura hearing in August, 1927, it was disclosed that no road exists for 13 miles of the distance between Maricopa and Wheelers Hot Springs, and that it would be more than a year before a traversible road would be available. Upon this showing the application was removed from the calendar. Subsequently the co-partnership of Derkum and Sansome was dissolved, Sansome retiring. Derkum then amended his application to give service from Ozena Junction to Ozena.

Subsequently, also, Sansome, Boyd and Cook, co-partners, filed Application No. 15357 for a certificate between Maricopa and Ventura. At the hearing at Maricopa May 7, 1929 the road condition was practically unchanged and applicants asked that their application go off the calendar, which motion was granted.

The hearing continued on Derkum's application to extend his Bakersfield to Santa Maria stage service from Ozena Junction, 17 miles west of Maricopa to Ozena, 20 miles south.

He proposes a schedule leaving Bakersfield at 6:30 a.m. and arriving at Ozena at 10:05 a.m., the distance being

89 miles. The vehicle would then make a shuttle trip connecting with mid-day schedules from and to Bakersfield and Santa Maria and return to Bakersfield at 4:00 p.m., arriving at destination at 7:50 p. m. This involves 178 additional car miles which Derkum estimated will cost from 10 to 16 cents per mile depending on tire wear. Assuming that 13 cents is the cost per mile the operation will require \$23.14 daily for operating costs. The rate proposed between Bakersfield and Ozena, \$3.80 one way, will require six one way passengers to pay the cost of operation. How far this will be accomplished will be found in the testimony showing need and volume.

Applicant Derkum testified that he based his expectation of volume mainly on the coming and going of labor from a road construction camp to be established about twelve miles south of Ozena Junction. This labor will be used in building the first twenty miles of the new road between Maricopa and Ventura and which is the joint enterprise of a district composed of Kern-Ventura and Santa Barbara Counties, with substantial aid from the California Highway Division and the federal government. This road, eventually, will be a concrete highway but the work on the first section is only grading and sub-structure. It will not be traversible for six months or more. The service proposed by Derkum will use the existing dirt road, paralleling very closely the new highway. Derkum testified he had been informed by Mr. McMasters, foreman of the camp, that from 30 to 70 men will be employed and a labor turnover of from three to five daily is anticipated -- a monthly

turnover of more than 100%. Applicant expects this traffic to move from Bakersfield or Maricopa; perhaps a few from Santa Maria. In addition he expects to serve the 150 persons, or thereabout, in the lower Cuyama Valley, scattered along the line; also hunters, campers and others seeking the virgin forests of the Santa Barbara forest reserve beyond Ozena. There is no road south of Ozena. He did not estimate the daily volume but said he is willing and financially able to pioneer the operation until it becomes profitable.

In his behalf applicant produced A. R. Ainsworth, State Fish and Game Warden of the Cuyama district who testified that the service proposed will be a convenience as most of the settlers in the Cuyama south district trade at Maricopa; that a great many hunters and fishers seek the region. He estimated the population at not less than 140. Dr. K. D. Cook, physician of Maricopa testified lack of public transportation about Ozena isolated residents from medical aid and that in one instance a woman had died before medical assistance could reach her. Perry Brites, Supervisor of Kern County and road supervisor of the Cuyama district, expressed the opinion that stage service is needed for passengers, baggage and express. Similar testimony was given by E. E. Ballagh, City Clerk of Maricopa, George E. Feister of Maricopa and Ray T. Campbell, formerly a homesteader at Ozena, now at Bakersfield.

J. R. Connolly, testifying in behalf of protestants, said there were only about 30 people in the Ozena district and that others live at a distance of from one to five

miles from the road. C. B. Warner, Manager of Maricopa Water Company testified similarly, and added that Maricopa water services had decreased from 650 in 1914 to 350 in 1929. Joseph Fazekas who has carried for several years the rural free mail route between Ozena Junction and Ozena testified there are only about 15 families, that he had not heard of any demand for stage service and that he had carried but three "pick up" passengers in six months.

In rebuttal it was stipulated that A. L. Ringle, druggist, J. R. Anderson, Justice of the Peace and Carl Von der Horck, bank attache would testify the same as applicant's witnesses.

Such a showing we do not believe furnished a sufficient basis for granting the certificate herein sought. Derkum's Bakersfield-Santa Maria line, of which this service is to be a part, is not profitable and still is in the pioneering stage. This he admitted. It calls for 254 car miles, with two vehicles daily. To add to this 175 miles of additional burden with the meager prospect of additional business, as shown by the record, is contrary to the Commission's established policy. In addition it would permit applicant to engage in what palpably is an imprudent venture although he expresses readiness and financial ability to maintain it. An order denying the application will be entered.

ORDER

Paul Derkum, successor to Derkum and Sansome, a co-partnership, having made application to establish automotive

stage service between Ozena Junction and Ozena, and to merge same with his operation between Bakersfield and Santa Maria, as authorized by Decision 19626 on Application No. 14359, a public hearing having been held, the matter having been duly submitted and now being ready for decision,

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA hereby declares that public convenience and necessity do not require the service as proposed by applicant, and

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

Dated at San Francisco, California, this 4th day of June, 1929.

Thos. S. Lott

C. C. [unclear]

Leon [unclear]

Commissioners.