

Decision No. 10754

## BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the application  
of ROLLINS COCHERAN for certificate  
of public convenience and necessity  
to operate auto stage passenger  
service between Los Angeles, Calif-  
ornia and Fairview--Kernville,  
California.

ORIGINAL

Application No. 7964

Rollins Cochran, Applicant, in propria persona  
E.W. Kidd and F.D. Howell, for Motor Transit  
Company and Hand & Frigitt, operating as  
Kernville Stage Company, Protestant  
H.W. Powell, for Packard Stage Line, Protestant.

BY THE COMMISSION:

OPINION

A public hearing was held by Examiner Westover at Los Angeles on the above entitled application for authority to operate passenger stage service between Los Angeles and Fairview, Kern County, serving Freeman and Kernville as intermediate points. The total distance between terminals is 210 miles.

The route proposed is via Palmdale and Mojave and over Walker Pass. Applicant proposes to operate a 7-passenger Cole Eight touring car, 1917 model, two round trips per week.

Applicant's testimony is to the effect that service is particularly needed to the resort and camp at Fairview, at which place there is a 10-room hotel, with a 4-room annex, and 23 housekeeping cottages of one room and kitchenette each.

and four single tent houses. Kernville, which is about 20 miles nearer Bakersfield, has a population of about 115, and is an outfitting point for the surrounding mountain country. Applicant testified there would be some local travel consisting of passengers from Kernville to Fairview by those seeking hunting and fishing, and by passengers from Fairview to Kernville for shopping and attending dances and entertainment. At Freeman there is a garage and filling station, a post office and very little population, and it is a far less important point than Kernville. Applicant has made no investigation as to need of service to and from Freeman.

The present service between Los Angeles and Kernville consists of stages operated between Bakersfield and Kernville via Caliente; the Southern Pacific Company, operating between Los Angeles and Bakersfield via Caliente; Motor Transit Company, operating between Los Angeles and Bakersfield via the Ridge Route; and Packard Stage Line, operating between Los Angeles and Mojave and a point on the Caliente Road about two miles from Caliente, where connection can be made with the Kernville stage. Passengers at present can leave Los Angeles at 8:10, at 7:00 and 8:00 A.M., respectively, and arrive at Kernville at 5:30 P.M.

There is no direct testimony showing criticism of the present service, although applicant testifies that he has been told there is some complaint of service. It is admitted, however, that there is no need for a fourth line to serve between Los Angeles and Kernville. If either of the present carriers is not giving satisfactory service, a complaint should be filed against the negligent one so that

proper corrective measures can be applied if found to be needed.

It is unlikely that the proposed service of two round trips a week to Fairview would be found satisfactory as against present service by three different routes, daily except Sunday.

Furthermore, the proposed route over Walker Pass and across the Mojave Desert, via Freeman, Mojave and Palmdale, cannot be economically justified.

However, there is no common carrier at present serving between Kernville and Fairview and we authorize the applicant herein in the accompanying order to serve between these points.

#### ORDER

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

THE RAILROAD COMMISSION HEREBY CERTIFIES that public convenience and necessity require the operation by Rollins Cochran of passenger stage service between Kernville and Fairview, but it does not require service between Kernville and Freeman or any points south of Freeman, and

IT IS HEREBY ORDERED that Rollins Cochran be and he is hereby authorized to operate passenger stage service between Kernville and Fairview, subject to the following conditions:

1. The operative rights and privileges hereby established may not be transferred, leased, sold nor assigned, nor the said service abandoned unless the written consent of the Railroad Commission thereto has first been procured.
2. No vehicle may be operated in said service unless said vehicle is owned by the applicant herein or is leased by said applicant under a contract or agreement satisfactory to the Railroad Commission.

3. IT IS HEREBY ORDERED that applicant shall, within fifteen days from the date hereof, file with the Railroad Commission schedules and tariffs covering said proposed service, which shall be in addition to proposed schedules and tariffs accompanying the application; shall show each point proposed to be served and quote rates to and from each such point; and shall set forth the date upon which the operation of the line hereby authorized will commence, which date shall be within thirty days from date hereof, unless time to begin operation is extended by formal supplemental order herein.
4. The authority herein contained shall not become effective until and unless the above mentioned schedules and tariffs are filed within the time herein limited.

Dated at San Francisco, California, this 21<sup>st</sup> day  
of July, 1922.

H. H. Boudice  
Irving Martin  
Wm. H. Hooper  
J. J. Pennington

Commissioners.