

Decision No. 28196.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of
BAKERSFIELD AND KERN ELECTRIC RAIL-
WAY COMPANY, a corporation, for an
order of the Railroad Commission
authorizing it to discontinue ser-
vice upon and to permanently abandon
two lines of transportation in the
City of Bakersfield.

Application No. 18948.

F. H. Pearson, for Applicant.

Walter Osborn, City Attorney, Bakersfield.

CARR, COMMISSIONER:

O P I N I O N

In this proceeding Bakersfield and Kern Electric Railway Company seeks authority to discontinue operation on its

- (1) West Park bus line,
- (2) Chester Avenue rail line north of 19th Street,
- (3) 19th Street rail line west of "F" Street,

and thereafter abandon the rail facilities of the lines over which service is sought to be discontinued.

A public hearing was conducted herein at Bakersfield on June 30, 1933.

Applicant operates the local transportation system in the City of Bakersfield, which consists of approximately six miles of street car lines and five miles of bus lines, all of which, with the exception of about one mile of bus line, are within the City of Bakersfield. In general, the rail operation consists of a main east and west line along 19th Street and a north and south line

along Chester Avenue. These lines intersect in the business center of the city. The 19th Street line divides at "F" and 19th Streets, one branch terminating at the Santa Fe Station on "F" Street near 15th Street, and the other at the west city boundary at 19th and Oak Streets. The east terminal of the 19th Street line is at the Southern Pacific Station, located at Baker and Sumner Streets.

Applicant operates two bus lines as extensions to its rail lines, one known as the West Park line, connecting with the rail line at the Santa Fe Station and the other as the Nile Street line, connecting with the rail line at Southern Pacific Station. Each of these bus lines is approximately two and one-half miles in length and serve residential sections of the city, the West Park line extending into the extreme southwest and the Nile Street line into the northeast section of Bakersfield.

The record shows that the operating revenue received by this carrier has decreased from approximately \$107,000 in 1925 to \$38,000 in 1932, while the operating expense has been reduced from \$80,000 to \$56,000 during this time. In 1931 and 1932 the company failed to earn out-of-pocket cost of operation, exclusive of depreciation, by \$5,418 and \$17,833 respectively.

Exhibit No. 9 shows that the monthly operating expenses of the West Park bus line from January 1, 1928 to May 31, 1933, without exception exceeded the operating revenue. The average monthly operating losses were as follows:

1928	....	\$303.
1929	....	185.
1930	....	205.
1931	....	314.
1932	....	487.
Jan. to May 1933	....	464.

Exhibit No. 10 shows by months, from October 1, 1930, to May 31, 1933, the operating revenue and expenses of the sections

of the 19th Street and Chester Avenue rail lines which applicant now seeks authority to abandon. This tabulation shows that at no time during this period has the monthly operating revenue equaled the operating expenses. The average monthly operating losses have been as follows:

1930	....	\$422.
1931	....	717.
1932	....	689.
1933	....	594.

From the above figures it may be seen that applicant's entire operation is conducted at a substantial loss. The operations which applicant seeks to discontinue are the most unprofitable portions of the system. With the elimination of these lines, applicant's operating loss will be eliminated or at least materially lessened and the carrier is desirous of continuing with the remainder of the system with the hope that some public transportation service for the City of Bakersfield can be retained with the most remunerative rate, without suffering an operating loss.

As a further means of working out a solution of the transportation system, applicant is experimenting, with the Commission's consent, with different forms of fare structures. This, however, is not a part of the instant application but is referred to as its effect is related to the general plan of continuing some transportation service.

The record shows that applicant and the City of Bakersfield have agreed on a plan of restoring the pavement along the tracks proposed to be abandoned.

No opposition developed to the granting of this application. The City of Bakersfield has indicated that it is not opposed to the company's plan of reducing its service and has requested that the matter be handled in an expeditious manner as the removal of the track on north Chester Avenue is desired to permit of the construc-

tion of a large traffic circle as part of a major highway development through the City of Bakersfield.

After carefully considering the evidence in this proceeding it is concluded that the relief sought in this application is reasonable and should be granted and the following recommended order will so provide.

O R D E R

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

IT IS HEREBY ORDERED that Bakersfield and Kern Electric Railway Company be and it is hereby authorized to discontinue service on its West Park bus line and rail operation on its Chester Avenue line north of 19th Street and on its 19th Street line west of "F" Street, in and in the vicinity of the City of Bakersfield, and thereafter to abandon rail facilities on these two sections of track, subject to the following conditions:

- (1) Applicant shall give the public not less than five (5) days' advance notice of discontinuance of service authorized herein by posting signs in all its street cars and buses.
- (2) Applicant shall, within thirty (30) days after said discontinuance, notify this Commission, in writing, of the same.
- (3) The authority herein granted shall lapse and become void if not exercised within one (1) year from the date hereof.

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

The foregoing Opinion and Order are hereby approved and ordered filed as the Opinion and Order of the Railroad Commission of the State of California.

Dated at San Francisco, California, this 5th day of July, 1933.

C. C. Sawyer

M. J. Carr

W. B. Harris

Commissioners.