

Decision No. 34458

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of GEORGE L. BRADFORD, proposing to do business under the fictitious name and style of KERN TRANSPORTATION COMPANY, for a certificate of public convenience and necessity to operate an automobile passenger service, as a common carrier between Bakersfield and United States Army Air School at Lerdo, Kern County, California.

ORIGINAL

) Application No. 23966

In the Matter of the Application of PACIFIC GREYHOUND LINES, a corporation, for an optional route between Lerdo and North Camp via Lerdo Road and Air Training Camp, and to consolidate same with remainder of applicant's system.

) Application No. 24022

In the Matter of the Application of SANTA FE TRANSPORTATION COMPANY, a California corporation, for an optional route between Lerdo and North Camp, via Lerdo Road and Air Training Camp, and to consolidate same with the remainder of applicant's system.

) Application No. 24023

J. W. HEARD, JR. for George L. Bradford, doing business as Kern Transportation Company, applicant in Application No. 23966.

H. C. LUCAS and H. D. RICHARDS for Pacific Greyhound Lines, applicant in Application No. 24022, protestant in Application No. 23966 and intervenor on behalf of applicant in Application No. 24023.

ROBERT BRENNAN and WM. F. BROOKS for Santa Fe Transportation Company, applicant in Application No. 24023, protestant in Application No. 23966, and intervenor on behalf of applicant in Application No. 24022.

BY THE COMMISSION:

O P I N I O N

George L. Bradford, doing business as Kern Transportation Company, Pacific Greyhound Lines and Santa Fe Transportation Company by their respective applications as above entitled, request certificates to render passenger stage service to the United States Army Air School to be established near Lerdo.

The three applications were consolidated for hearing which was held March 19, 1941 at Bakersfield before Examiner Howard. Evidence was received in the three matters, they were submitted and now are ready for decision.

Inasmuch as the three applications seek similar privileges and a large part of the evidence of record is common to each, they will be discussed together.

The Army Air School in question, hereinafter referred to as the camp, will be located about thirteen miles north of Bakersfield near Lerdo. Construction work has not been started although bids therefor will be let within the next sixty days. It is planned to station between 2,000 and 2,500 troops at the camp when it is ready for occupation. It is impossible to determine accurately what the service needs of the camp will be until it is actually established. However, it was estimated by the assistant traffic manager of the Santa Fe Transportation Company that between 1,700 and 1,800 men would desire transportation within a period of a few hours on pay days from the camp to Bakersfield which is the closest large city. His opinion was based upon the actual experience of his company in rendering service

to an army camp under similar circumstances. It appears from the Record that heavy peak loads will occur only on the days when the soldiers are paid. However, lesser concentrations may be expected daily when the men are going on or returning from leave.

It is obvious that when the so-called pay-day peaks prevail many buses will be needed to adequately transport those desiring to ride.

Mr. Bradford has not previously been engaged in the transportation business, hence he possesses no equipment. However, he proposes to purchase three and possibly more 20-passenger buses if his application is granted. He intends to operate schedules leaving Bakersfield on the hour commencing at 7:00 A.M. and ending at 10:00 P.M. and leaving the camp on the half hour commencing at 7:30 A.M. and ending at 10:30 P.M. He stated that the time schedules would be revised after the camp opened if it were found advisable. Mr. Bradford's proposed fares are 25 cents for one-way rides and 40 cents for round trips.

Both Santa Fe Transportation Company and Pacific Greyhound Lines now operate along U. S. Highway No. 99 within less than a mile of the camp site. They each conduct extensive operations in California using air-conditioned buses with seating capacities ranging from 32 to 41 passengers. It is their proposal to operate a co-ordinated service between Bakersfield and the camp so that tickets sold by each company may be used on either Pacific Greyhound Lines or Santa Fe Transportation Company buses. The proposed fares are 20 cents one-way and 40 cents round trip. Together, these two carriers operate some twenty-seven through schedules in each direction daily along U. S. Highway No. 99. The through buses are operating at the present time with load

factors of from 45 to 50 per cent of capacity. It is proposed to divert these schedules through the camp if the applications are granted. Both Santa Fe Transportation Company and Pacific Greyhound Lines have extra equipment available at Bakersfield as well as Tulare. They plan to augment the service afforded on the through buses by performing a local shuttle service between the camp and Bakersfield with the extra equipment when peak loads require such operation.

The facts developed at the hearing show that passenger transportation facilities will be needed at the camp. Sometimes the traffic demands will be heavy. It is evident that Mr. Bradford's proposed service alone would be inadequate to provide sufficient transportation for the camp. However, the record discloses that Santa Fe Transportation Company and Pacific Greyhound Lines, through their proposed co-ordination, would have enough equipment available to satisfy the estimated demand. Indeed, Mr. Bradford, through his attorney, so stipulated. Nevertheless, the extent of the demand for service will be conjectural until the camp is in operation. Perhaps then it will develop that additional service will be required.

It must be concluded from the record adduced at this hearing that no need is shown for applicant Bradford's service at the present time. The evidence of record compels the conclusion, however, that public convenience and necessity will require the establishment by Santa Fe Transportation Company and Pacific Greyhound Lines of the co-ordinated service they propose. Hence, Application No. 23966 will be denied and Applications Nos. 24022 and 24023 will be granted.

O R D E R

Public hearing having been held in the above-entitled proceeding, the Commission being fully apprised in the premises and it being found as a fact that public convenience and necessity so require:

IT IS ORDERED that a certificate of public convenience and necessity be and it is granted to Santa Fe Transportation Company authorizing it to operate an automotive passenger stage service, as that term is defined in section 2 $\frac{1}{2}$ of the Public Utilities Act, for the transportation of passengers to and from the United States Army Air Training camp near Lerdo, such operation to be consolidated with and made a part of the certificate previously granted to it by Decision No. 28606 and by Decision No. 30790, as subsequently amended.

IT IS FURTHER ORDERED that a certificate of public convenience and necessity be and it is granted to Pacific Greyhound Lines authorizing it to operate an automotive passenger stage service, as that term is defined in section 2 $\frac{1}{2}$ of the Public Utilities Act, for the transportation of passengers to and from the United States Army Air Training camp near Lerdo, such operation to be consolidated with and made a part of the certificate previously granted to it by Decision No. 23244, as subsequently amended.

IT IS FURTHER ORDERED that in the operation of said passenger stage services pursuant to the foregoing certificates, Santa Fe Transportation Company and Pacific Greyhound Lines shall comply with and observe the following service regulations:

1. File a written acceptance of the certificate herein granted within a period of not to exceed thirty (30) days from the date hereof.
2. Subject to the authority of this Commission to change or modify such at any time by further order, conduct said passenger stage operations over and along the following described route:

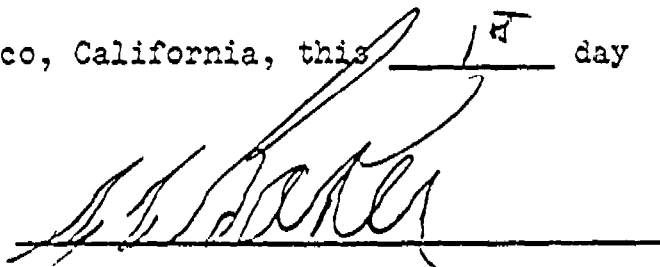
Via U. S. Highway No. 99 and Lerdo Road.

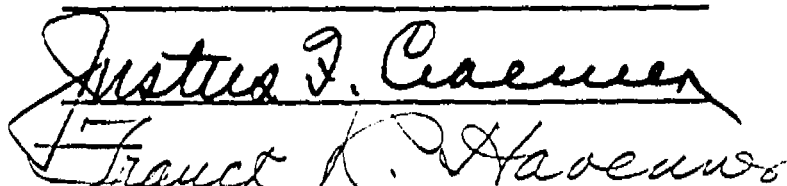

3. Comply with the provisions of General Order No. 79, by filing tariffs in conformity therewith in triplicate, and Part IV of General Order No. 93-A within one hundred and twenty (120) days from the effective date of this order and upon not less than five (5) days' notice to the Commission and the public.

IT IS FURTHER ORDERED that Application No. 23966 be and it is hereby denied.

The effective date of this order shall be twenty (20) days from the date hereof.

Dated at San Francisco, California, this 1st day of April, 1941.





COMMISSIONERS