

ORIGINAL

Decision No. 34127

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of BAKERSFIELD AND KERN ELECTRIC RAILWAY COMPANY)

- (a) For authority to abandon its bus line known as Kern General-Primavera Park line;
- (b) For authority to extend the Flower-Niles Street bus line as an extension of the existing bus line;
- (c) For certificate of public convenience and necessity to establish a new "passenger stage" line to be known as Alta Vista-La Cresta bus line, from the Southern Pacific Station at Sumner and Baker Streets, in the City of Bakersfield, to the La Cresta and Skyline Park Subdivisions adjacent to the City of Bakersfield;
- (d) For authority to reroute certain portions of the Oildale-South Chester Avenue bus line to make service available in the Sunset Park and West Park Subdivisions;
- (e) For certificate of public convenience and necessity to establish and operate a new "passenger stage" line from 19th Street and Chester Avenue into the California Avenue Park Tract, in the City of Bakersfield, said new "passenger stage" line to be known as the Chester Avenue-8th Street line.

Application No. 24101

BY THE COMMISSION:

O R D E R

In this application the Bakersfield and Kern Electric Railway Company requests that it be granted authority to revise the routing of its bus service in Bakersfield and the surrounding territory in order to better serve the community and also to provide service in areas which are now without local transportation.

The proposal provides for an extension of service to the Skyline Park Subdivisions adjacent to and northeast of the City of Bakersfield, to reroute the service in the Oildale area adjacent to Chester Avenue, to operate a new service into the California Avenue

Park Tract in the southwest portion of Bakersfield, to abandon service east of Mount Vernon Avenue, and to extend the Flower-Niles Street bus line to Mount Vernon Avenue, passing both the Kern County General Hospital and the East Bakersfield High School. Furthermore, it is proposed to establish a 5-cent fare with a 2-cent transfer charge on the entire system except on the Oildale line north of 38th Street, which will be a 5-cent zone or a 10-cent fare from the Oildale area into the center of Bakersfield.

It appears that the plan proposed in this application will better serve the entire area than as at present operated; that this is not a matter in which a public hearing is necessary; that the application should be granted; and that a restatement of the entire passenger stage operations should be made, therefore

IT IS HEREBY ORDERED that

I. Bakersfield and Kern Electric Railway Company is authorized to abandon the operation of passenger stage service upon its Kern General-Primavera Park line, described as follows:

Commencing at Southern Pacific Company's passenger depot at Baker and Sumner Streets; thence along Baker Street, Niles Street, Orange Drive, Flower Street, Mt. Vernon Avenue, Oregon Drive, Locust Ravine, Niles Street, Berlow Street; Lake Street, Mt. Vernon Avenue, Kentucky Street, and Baker Street to the point of commencement.

Said service shall be discontinued concurrently with the establishment of the extended Flower-Niles Line, as hereinafter authorized.

II. The certificates of public convenience and necessity as a passenger stage corporation now held by the Bakersfield and Kern Electric Railway Company are hereby amended to read as follows:

"A certificate of public convenience and necessity is hereby granted to Bakersfield and Kern Electric Railway Company for the operation of an automotive stage service as a passenger stage corporation, as that term is defined in Section 2 $\frac{1}{2}$ of the Public

Utilities Act, for the transportation of passengers between the City of Bakersfield and the immediate surrounding unincorporated territory, as a unified and consolidated service."

III. The following service regulations shall be complied with and observed in rendering passenger stage service pursuant to the foregoing certificate:

- (1) Subject to the authority of the Commission to change or modify such at any time by further order, said passenger stage service shall be conducted over and along the following described routes:

(a) FLOWER-NILES STREET LINE:

Commencing at Southern Pacific Company's depot at Baker and Sumner Streets; thence along Baker Street to Flower Street; along Flower Street to Mt. Vernon Avenue; along Mt. Vernon Avenue to Niles Street; along Niles Street to Baker Street; and along Baker Street to point of commencement. With an alternate route along Orange Drive between Flower Street and Niles Street.

(b) ALTA VISTA-LA CRESTA LINE:

Commencing at Southern Pacific Company's depot at Baker and Sumner Streets; thence northerly along Baker Street to Kentucky Street; westerly along Kentucky Street to Alta Vista Drive; northerly along Alta Vista Drive to Flower Street; easterly on Flower Street to Baker Street; northerly on Baker Street to Irene Street; westerly on Irene Street to Alta Vista Drive; northerly on Alta Vista Drive to Columbus Street; westerly on Columbus Street to La Cresta Drive; north-easterly along La Cresta Drive to Alta Vista Drive; southerly on Alta Vista Drive to Irene Street; easterly on Irene Street to Baker Street; southerly on Baker Street to Flower Street; westerly on Flower Street to Alta Vista Drive; southerly on Alta Vista Drive to Kentucky Street; easterly on Kentucky Street to Baker Street; and southerly on Baker Street to point of commencement.

(c) OILDALE-SOUTH CHESTER AVENUE LINE:

Commencing at the intersection of 19th Street and Chester Avenue; thence northerly along Chester Avenue across Kern River Bridge to Roberts Lane; westerly along Roberts Lane to Oildale Drive; northerly along Oildale Drive to Lincoln Avenue; westerly on Lincoln Avenue to Sequoia Drive; northerly along Sequoia Drive

(c) OILDALE-SOUTH CHESTER AVENUE LINE: (Cont'd)

to Woodrow Avenue; easterly on Woodrow Avenue to Oildale Drive; northerly along Oildale Drive to McCray Street; and northerly along McCray Street (which is the northerly extension of Oildale Drive) to Highland Drive; easterly along Highland Drive to Howard Avenue; and southerly along Howard Avenue to California Street (which is the southerly extension of Howard Avenue) to El Tejon Avenue; easterly along El Tejon Avenue to Chester Avenue; southerly along Chester Avenue to 19th Street; continuing southerly along Chester Avenue to Terrace Way; westerly on Terrace Way to Oleander Avenue; northerly along Oleander Avenue to Chester Lane; westerly along Chester Lane to Myrtle Street; northerly along Myrtle Street to Sunset Avenue; easterly along Sunset Avenue to "C" Street; northerly along "C" Street to California Avenue; easterly along California Avenue to Chester Avenue; northerly on Chester Avenue to 19th Street, the point of commencement.

(d) CHESTER AVENUE-EIGHTH STREET LINE:

Commencing at the intersection of California Avenue and Chester Avenue; thence easterly along California Avenue to Pershing Street; southerly along Pershing Street to Eighth Street; westerly along Eighth Street to "L" Street; southerly along "L" Street to Fourth Street; and westerly along Fourth Street to Chester Avenue.

- (2) Motor vehicles may be turned at termini or intermediate points, either in the street intersections or by operating around a block contiguous to the intersection, in either direction, as required by local regulations.
- (3) Applicant shall commence the service herein authorized within a period of not to exceed sixty (60) days from the effective date hereof and shall file in triplicate and concurrently make effective upon not less than ten (10) days' notice to the Commission and the public, a tariff or tariffs in accordance with the Commission's general orders, and containing rates and rules which in volume and effect shall be identical with the rates and rules shown in Exhibits "J" and "K" attached to the application, in so far as they conform to the foregoing certificate, or rates and rules satisfactory to the Commission.
- (4) Applicant shall file in triplicate and make effective within a period of not to exceed sixty (60) days after the effective date of this order, on not less than five (5) days' notice to the Commission and the public, time tables covering the service herein authorized, in a form satisfactory to this Commission.

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

Dated at San Francisco, California, this 21st day of
April, 1941.

[Signature]
[Signature]

Frank R. Havenor
Commissioners