

Decision No. 28446

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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

ORIGINAL

(a) For a certificate of public convenience)
and necessity to establish a new "Passenger)
Stage" line to be known as Mayflower bus line)
from 18th and K Street in the City of Bakers-)
field to the Grayson Addition and Mayflower Sub-)
division, adjacent to the City of Bakersfield.)

) Application

(b) For authority to extend the Alta Vista-)
La Cresta bus line as an extension of the exist-)
ing bus line and to reroute a portion thereof.)

) No. 27036

(c) For authority to extend the 19th and)
Chester Avenue-California Avenue Tract Street)
bus line as an extension of the existing bus)
line.)

(d) For authority to reroute a portion of)
the Oildale-South Chester Avenue bus line.)

BY THE COMMISSION:

O P I N I O N

Bakersfield and Kern Electric Railway Company now operates the local bus system in the City of Bakersfield and adjacent territory. By the instant application the company proposes to extend its service both within and outside the City of Bakersfield. The proposed extensions and reroutings are as follows:

1. New Motor Bus Line to Grayson Addition and Mayflower Subdivision.

The area proposed to be served, east of Union Avenue and south of California Avenue and adjacent to the City of Bakersfield, has been rapidly built up within the last few years by people who have few automobiles and are greatly in need of service. It is estimated that there are approximately 1,357 dwellings in the area with a population of about 4,570.

2. Extension of Alta Vista-La Cresta Bus Line and Rerouting of a portion thereof.

It is proposed to extend the westerly end of this line along 19th Street to Elm Street in the westerly portion of the city and to reroute the northerly end of the line in the Alta Vista-La

Crosta area. By this change the area between 24th Street on the north, Oak Street on the west, and the Santa Fe Railway on the south will be served and the rerouting on the northeasterly end of this line will better serve the district involved. The extension and rerouting of this line will not involve any additional equipment as there is sufficient layover time at the present terminal to take care of the additional miles.

3. Extension of Chester Avenue and California Avenue Tract Bus Line.

Applicant alleges that within the past ten months there have been constructed in this area approximately sixty new homes under the War Housing Authority and that there are approximately 729 dwellings in the area with a population of about 2,680..

4. Proposed Rerouting of a portion of Oildale-South Chester Avenue Bus Line.

It is proposed to add a segment on the Oildale end of this line and also a segment on the southerly end west of Chester Avenue and south of California Avenue in Bakersfield. To justify these changes applicant alleges that the present operation of this bus line consists of a 20-minute service during peak hours and a 30-minute service during the balance of the operation; that the highest point of travel is between the Oildale business district and the Bakersfield business district; and that the buses have presently been operating beyond full capacity on numerous occasions and are passing people up.

By the proposed rerouting additional service can be placed between the Oildale business district and the Bakersfield business district and also serve some additional territory with the ultimate result that better service will result on this line.

It appears that this is not a matter in which a public hearing is necessary and that the application should be granted.

Bakersfield and Kern Electric Railway Company is hereby placed upon notice that "operative rights" as such do not constitute a class of property which may be capitalized or used as an element of

value in rate fixing for any amount of money in excess of that originally paid to the State as the consideration for the granting of such rights. Aside from their purely permissive aspect they extend to the holder a full or partial monopoly of a class of business over a particular route. This monopoly feature may be changed or destroyed at any time by the State, which is not in any respect limited to the number of rights which may be given.

O R D E R

IT IS HEREBY ORDERED that:

I. The service regulations as set forth in Section III in Decision No. 34137 in Application No. 24101, are hereby further amended and added to:

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

1. Graysen Addition and Mayflower
Subdivision Motor Bus Line

Commencing at 18th and "K" Streets in the City of Bakersfield; thence easterly on 18th Street to Baker Street; thence southerly on Baker Street to Potomac Avenue; thence easterly on Potomac Avenue to King Street; thence southerly on King Street to Wilkins Street; thence easterly on Wilkins Street to Clyde Street; thence northerly on Clyde Street to Virginia Avenue; thence easterly on Virginia Avenue to Cottonwood Road; thence northerly on Cottonwood Road to California Avenue; thence westerly on California Avenue to Baker Street; thence northerly on Baker Street to East 18th Street; thence westerly on 18th Street to "L" Street; thence southerly on "L" Street to 17th Street; thence westerly on 17th Street to "K" Street; thence northerly on "K" Street to 18th Street and the point of beginning.

2. Extension and Rerouting of Alta Vista-
La Cresta Bus Line.

Commencing at the intersection of 19th Street and "B" Street; thence southerly along "B" Street to Truxton Avenue to Elm Street; thence along Elm Street to 19th Street; thence along 19th Street to Baker Street; thence northerly along Baker Street to Bernard Street; thence continuing northerly on Baker Street to Crawford Street; thence along Crawford Street to Alta Vista Drive; thence along Alta Vista Drive to La Cresta Drive; thence turning south along Alta Vista Drive to Bernard Street; thence along Bernard Street to Baker Street; thence returning to point of beginning over the same route.

3. Extension of Chester Avenue and California Avenue Tract Bus Line.

Commencing at the intersection of 20th Street and Chester Avenue; thence running northerly on Chester Avenue to 30th Street; thence easterly on 30th Street to Union Avenue and continuing easterly on Pacific to Alta Vista; thence northerly on Alta Vista Drive to Flower Street; thence westerly on Flower Street to Union Avenue; thence southerly on Union Avenue to Pacific Street; thence westerly on Pacific and 30th Street to Chester Avenue; thence southerly on Chester Avenue to the point of beginning.

4. Extension of portion of Oildale-South Chester Avenue Bus Line.

Commencing at the intersection of Woodrow Avenue and Sequoia Drive in Oildale; thence along Sequoia Drive to Lincoln Avenue; thence along Lincoln Avenue to Grant Drive; thence along Grant Drive to Tejon Avenue; thence along Tejon Avenue to Sequoia Drive; thence along Sequoia Drive to Woodrow Avenue; thence along Woodrow Avenue to Chester Avenue; thence southerly along Chester Avenue passing from Oildale into Bakersfield to 4th Street; thence along 4th Street to "H" Street; thence along "H" Street to Palm Street; thence along Palm Street to Oleander Avenue; thence along Oleander Avenue to Chester Lane; thence along Chester Lane to Myrtle Street; thence along Myrtle Street to Sunset Avenue; thence along Sunset Avenue to "C" Street; thence along "C" Street to California Street; thence along California Street to Chester Avenue; and return over the same route to the point of beginning.

II. In providing service pursuant to the foregoing certificate the following service regulations shall be complied with:

1. Applicant shall file a written acceptance of the certificate herein granted within a period of not to exceed 30 days from the date hereof.
2. Applicant shall comply with the provisions of General Order No. 79 and Part IV of General Order No. 93-A by filing in triplicate and concurrently making effective appropriate tariffs and time schedules within ninety (90) days from the date hereof and on not less than one (1) day's notice to the Commission and the public.

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

Dated at San Francisco, California, September 27, 1945.

Harold C. Kula
Justice J. C. Casper
Frank W. Cullen
Justice J. C. Casper
Harold C. Kula
Commissioners