

ORIGINAL

Decision No. 39455

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of BAKERSFIELD & KERN ELECTRIC RAILWAY COMPANY (a) For a certificate of public convenience and necessity to establish a new "Passenger Stage" line to be known as Casa Loma - South Union Avenue bus line from 19th and Chester Avenue in the City of Bakersfield to the area known as Casa Loma Acres and Tract No. 1066, adjacent to the City of Bakersfield. (b) For authority to extend the Mayflower bus line as an extension and to reroute a portion thereof. (c) For authority to extend the Oildale-South Chester Avenue bus line and to reroute a portion thereof. (d) For authority to extend the Oildale Via Woodrow - Sunset Park bus line and to reroute a portion thereof.

Application No. 27803

O P I N I O N

In this application Bakersfield and Kern Electric Railway Company requests a certificate of public convenience and necessity for the establishment of a new passenger stage line between 19th and Chester Avenue in the City of Bakersfield and the area known as Casa Loma Acres and Tract No. 1066 adjacent to the City of Bakersfield, the new stage line to be known as the "Casa Loma - South Union Avenue Bus Line." Also, authority is requested to extend and reroute portions of the following existing bus lines: (a) Mayflower, (b) Oildale - South Chester Avenue, and (c) Oildale via Woodrow - Sunset Park.

The proposed new "Casa Loma - South Union Avenue Bus Line" would operate from the business center of Bakersfield via 18th Street, South Union Avenue, and Casa Loma Drive to "P" Street. Applicant alleges that there is at present no urban transit service to this area inhabited by approximately 2859 persons, and that there are numerous motels and tourist courts along South Union Avenue as well as many industrial establishments.

Applicant proposes to extend its present Mayflower bus line from the business district of Bakersfield to the intersection of Hughes Lane and Terrace Way via South Chester Avenue, California Avenue, and Oleander Avenue, returning via Hughes Lane and "A" Street.

Applicant states that the new extension is necessary to provide service along Oleander Avenue which street will no longer be served by the Oildale - South Chester Avenue line, as hereinafter explained, and that the proposed new route will also provide service further west along Hughes Lane and "A" Street into a growing community.

Applicant proposes to extend its Oildale - South Chester Avenue bus line south on South Chester Avenue to those sections commonly known as El Camino Tract, Southgate and Rose Garden subdivisions. Applicant further proposes to operate the Oildale - South Chester Avenue bus line in both directions along South Chester Avenue from California Avenue to Terrace Way instead of in the southbound direction only as at present. Service on Terrace Way between South Chester Avenue and Oleander Avenue would be abandoned.

Applicant alleges that this proposed extension is necessary because of the large number of persons in the area now without transportation service, and that on April 27, 1946, there were 1,756 persons in the area under discussion. Since that time numerous houses have been completed and at present there are at least 100 additional houses.

Applicant proposes to extend the Oildale via Woodrow Avenue-Sunset Park Bus line from its present terminus in Oildale to the Kern County Airport. Applicant advises that the proposed extension has been requested by the Kern County Chamber of Commerce, Bakersfield Chamber of Commerce, and County officials on the ground that there are numerous employees of the Airport as well as the pilots of one hundred private planes based at the Airport, and the students of several flying schools who need such a transportation service.

No other transit system provides service in the area covered by applicant's proposal.

Applicant proposes that all of the changes and extensions requested will be integrated with and coordinated with its present system of passenger stage lines within the City of Bakersfield and in the areas in the County of Kern contiguous to said city.

O R D E R

IT IS HEREBY ORDERED that:

I. A certificate of public convenience and necessity be and it is hereby granted to the Bakersfield and Kern Electric Railway Company for the operation of an automotive passenger stage service for the transportation of passengers in coordination and consolidated with its existing passenger stage service between the business district of Bakersfield and Casa Loma Acres and Tract No. 1066, and to reroute and extend the Mayflower, Oildale-South Chester Avenue, and Oildale via Woodrow - Sunset Park bus lines over routes as hereinafter described.

II. In the operation of the passenger transportation service authorized above, Bakersfield and Kern Electric Railway Company shall comply with and observe the following service regulations.

- (1) Written acceptance by letter of the certificate herein granted shall be filed within a period of not to exceed thirty (30) days from the date hereof.
- (2) Service shall commence within a period of not to exceed ninety (90) days from the effective date hereof and upon not less than one (1) day's notice by letter to the Commission and appropriate notice to the public.
- (3) 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 effective date hereof and on not less than one (1) day's notice to the Commission and the public.

(4) Subject to the authority of this Commission to change or modify such at any time by further order, Bakersfield and Kern Electric Railway Company shall conduct said passenger stage operations along the following described routes.

- a. Case Loma - South Union Avenue Bus Line.
From the intersection of 19th Street and Chester Avenue in the City of Bakersfield, east along 19th Street to "L" Street, south on "L" Street to 18th Street, east on 18th Street to Union Avenue (also known as Golden State Highway or U. S. Route #99), south on Union Avenue to Casa Loma Drive, west on Casa Loma Drive to "P" Street; returning on Casa Loma Drive to Union Avenue to 18th Street, to Chester Avenue, to point of origin at 19th Street and Chester Avenue.
- b. Mayflower Bus Line.
From 18th and "M" Streets, north on "M" Street to 19th Street, west on 19th Street to "I" Street, north on "I" Street to 20th Street, east on 20th Street to Chester Avenue, south on Chester Avenue to California Avenue, west on California Avenue to Oleander Avenue, south on Oleander Avenue to Terrace Way, west on Terrace Way to Hughes Lane, north on Hughes Lane to Brundage Lane, east on Brundage Lane to "A" Street, north on "A" Street to Chester Lane, east on Chester Lane to Oleander Avenue, north on Oleander Avenue to California Avenue, east on California Avenue to Chester Avenue, north on Chester Avenue to 19th Street, east on 19th Street to "L" Street, south on "L" Street to 18th Street, east on 18th Street over the present Mayflower Bus Line.
- c. Oildale - South Chester Avenue Bus Line Extension.
From Terrace Way and South Chester Avenue, south on South Chester Avenue to Casa Loma Drive, west on Casa Loma Drive to Kern Island Road, north on Kern Island Road to Belle Terrace, east on Belle Terrace to South Chester Avenue, north on South Chester Avenue to the intersection of 19th Street and South Chester Avenue, and over the present Oildale routing.
- d. Bildale via Woodrow Avenue - Sunset Park Bus Line Extension.
From the intersection of El Tejon Avenue and Grant Drive in the Oildale Section, west on El Tejon Avenue to Lassen Drive, north on Lassen Drive to the Kern County Airport; returning via Lassen Drive and El Tejon Avenue to the intersection of El Tejon Avenue and Grant Drive, thence over the existing Oildale via Woodrow Avenue - Sunset Park bus line routing to downtown Bakersfield.

All within the City of Bakersfield or the areas in the County of Kern contiguous to said city.

5. Applicant is authorized to turn its motor vehicles at terminus or intermediate points, either in the intersection of the streets or by operating around a block contiguous to such intersection in any direction.

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

Dated at Los Angeles, California, this 1st
day of October, 1946.

Harold S. Hill
Justin J. Cascar
Frank Davis

A. J. [Signature]
Commissioners