

ORIGINAL

Decision No. 44598

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application )  
of Bakersfield Transit Company for) Application No. 31416  
authority to reroute and/or extend)  
its Routes Nos. 5 and 8. )

W. M. Mickelberry and Leslie Watts, for applicant.  
Roland S. Woodruff for Arvin Line, protestant.

## O P I N I O N

Applicant, Bakersfield Transit Company, presently rendering a passenger stage service in the City of Bakersfield and area adjacent thereto, requests authority to extend its Routes 5 and 8 and to abandon a portion of the latter route.

A public hearing was held on June 12, 1950, before Commissioner Potter and Examiner Daly and the matter submitted. The application was protested by Arvin Line.

The authority to operate over and along Routes 5 and 8 as presently described was granted in Decision No. 44202 in Application No. 31347. Applicant proposes to extend Route 5 from the intersection of Mt. Vernon Avenue and Flower Street along Mt. Vernon Avenue to Edwards Avenue, Valley Avenue, College Avenue, Locust Ravine, Quincy Drive and Mt. Vernon Avenue to its intersection with Flower Street. Applicant also proposes to abandon the eastern terminus of its Route 8 along Locust Ravine, Avenida Esculla and Calapa Way and extend the route along Niles Street for a distance of approximately eight blocks, or one mile, to its intersection with Sterling Road. This eight blocks extension would parallel protestant's route, which operates over Lake Street, located two blocks south of Niles Street.

The Vice President of applicant testified that the portion of Route 8, which it proposes to abandon, would be adequately served by the proposed extension of Route 5. He further stated that applicant proposes a fare of ten cents. While school is in session, school children would be able to purchase tokens at the rate of twenty for a dollar. Free transfer privileges would also be provided. A scheduled half hour service would commence at 6:00 a.m. and would continue until 11:30 p.m.

In support of the proposal to extend Route 5, applicant's Vice President testified that a recent survey indicated that there are approximately 462 residents in the area that would be served.

According to this witness the proposed extension of Route 8 would provide a service to many new residents living north of Niles Street. A petition, supporting the extension of Route 8 and signed by approximately 231 persons living within two blocks of Niles Street, was received in evidence as Exhibit No. 1. The construction of new homes is in process in a portion of the area north of Niles Street. It is anticipated that other portions of this area will be developed. At the present time all of the area east of Barlow Street is without any means of transportation after 5:45 p.m. During the day residents along Niles Street and north thereof have to walk from two to as many as five blocks to reach protestant's route on Lake Street. Witnesses residing along protestant's route testified that they preferred to walk the greater distance to the present terminus of applicant's Route 8 in order that they might avail themselves of applicant's half hour schedules.

The President of Arvin Line testified that as an extension and enlargement of an existing right, protestant was granted authority

in Decision No. 38856 in Application No. 27358 to operate between the intersection of Edison Highway and Washington Avenue and the intersection of Fairfax Road and Red Bank Road via Lake Street. He stated that this route extends two and a half miles beyond the point where applicant's proposed extension would end. The witness further testified that prior to 1948 this route was operated on a half hour schedule from 7:00 a.m. to 11:30 p.m.; that due to an operating loss on this route, service was reduced to an hourly basis in 1948 and the evening schedules from 5:45 p.m. to 11:30 p.m. were eliminated in 1949; that there was no appreciable difference in revenue between the half hour and hourly schedules; that on an average the evening schedules resulted in a gross revenue of approximately six dollars per evening and that the present operation of this route is resulting in a daily loss of approximately six dollars; that there is hope that this loss will be reduced by new traffic that would result from the construction of many new homes along Fairfax Road, which he stated is to commence in the near future. He also testified that on June 6, 1950, a traffic check was made covering the area between Barlow Street and Sterling Road over Lake Street, and indicated twenty-eight inbound passengers and thirty outbound passengers. On June 7, 1950, he stated, a traffic check between the same points indicated thirty-two inbound passengers and thirty-four outbound passengers.

Public witnesses testifying on behalf of protestants were residents of the area along Sterling Road, Fairfax Road and Red Bank Road. It was the opinion of these witnesses that a new service along Miles Street might result in a diversion of traffic and subsequent abandonment of protestants operation, thus leaving this area of approximately four hundred residents without any means of

transportation. However, in accordance with the testimony given by the President of Arvin Line, the construction of new homes along Fairfax Road should be sufficient to support its present operations and still provide service to the residents in that area.

The evidence establishes a need for service particularly to that area north of Niles Street. This need will be amplified as the construction of new homes is completed. The evidence further indicates that after protestant's last scheduled run at 5:45 p.m. the whole of the area involved is without any means of public transportation.

After full consideration of the evidence of record, the Commission is of the opinion and finds that public convenience and necessity require the establishment and operation of the proposed service. The authority sought will be granted by amending the route descriptions of Routes 5 and 8 described in Decision No. (44204) in Application No. 31347.

#### O R D E R

Application having been made, a public hearing having been held, the matter submitted, the Commission being fully advised in the premises and it having been found that public convenience and necessity so require,

#### IT IS ORDERED:

(1) That the route description of Routes Nos. 5 and 8 in the order of Decision No. 44202 in Application No. 31347 are hereby amended to read as follows:

"Route No. 5. Commencing at the intersection of F Street and 19th Street, thence along F Street, Truxton Avenue, Elm Street, 19th Street, Baker Street, Flower Street, Mt. Vernon Avenue, Edwards Street, Manley Avenue, College Avenue, Locust Ravine, Quincy Drive, Mount Vernon Avenue, to Flower Street and Over Flower Street to point of beginning."

"Route No. 8. Commencing at the intersection of 24th Street and Drake Street thence along Drake Street, Bay Street, Hubbard Street, Spruce Street, 24th Street, F Street, 19th Street, Baker Street, Niles Street to its intersection with Sterling Road, return via reverse of same route to point of commencement."

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

Dated at Los Angeles, California, this 1<sup>st</sup> day of August, 1950.

Justus J. Green  
James H. Green  
Harold P. Hule  
Herbert H. Patten  
COMMISSIONERS