

Decision No. 46130**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
ARVIN LINE, a corporation, for
authority to abandon part of its route
known as its Fairfax Road operation.

Application No. 32565

In the Matter of the Application of
BAKERSFIELD TRANSIT COMPANY,
a corporation, for authority to reroute
and/or abandon portions of its Nos. 2,
3, 5, and 8 passenger stage lines.

Application No. 32568

In the matter of the Application of
BAKERSFIELD TRANSIT COMPANY,
a corporation, for authority to reroute
portions of its No. 8 and 10 passenger
stage lines.

Application No. 32573

Curtis Darling, for applicant Bakersfield Transit
Company, George Crozier, for applicant Arvin Line. J. Kelly Steel,
Frank Sullivan and Manuel T. Carnakis, for the City of Bakersfield,
protestant.

O P I N I O N

By Application No. 32565 Arvin Line seeks authority to
abandon and discontinue its local operation east of the city
limits of the City of Bakersfield, California, along Washington
Avenue, Potomac Avenue, Mount Vernon Avenue, Lake Street,
Morning Drive, Breckenridge Road, Golden Drive and Fairfax Road
north of Edison Highway. By Application No. 32573 Bakersfield
Transit Company seeks authority to extend the loop at the
easterly end of its Line No. 10 along Potomac Avenue and Washington

Avenue and to extend its No. 8 Line into a narrow loop primarily along Lake Street, in the area east of said city limits. The purpose of these proposed extensions is to enable the latter passenger stage corporation to better serve the people who would, in those areas, be deprived of the present Arvin Line service. By Application No. 32568 Bakersfield Transit Company seeks to effect abandonments and route changes in its operations within and to the north and east of the City of Bakersfield.

Public hearings were held in Bakersfield on August 14 and 15, 1951, at which time evidence both oral and documentary was adduced. Applications No. 32565 and No. 32573 were duly submitted and are now ready for decision. Application No. 32568 was submitted upon the filing of concurrent briefs within fifteen days after August 15, 1951, the date of submission. The parties stipulated that the two applications, No. 32565 and No. 32573 should be decided without awaiting the receipt of the briefs in Application No. 32568. This will be done herein.

Notice of hearing and of the proposed abandonment was duly published in a newspaper of general circulation in Bakersfield and was duly posted in the equipment operated over the lines sought to be abandoned.

According to the testimony of the president of the Arvin Line the portion of the operation lying west of Sterling Road, sought to be abandoned, has resulted in a heavy loss because of competition with Bakersfield Transit Company, due to the infrequency of Arvin's schedules as compared with that of Bakersfield Transit Company, the fact that the area is sparsely settled, and due to the further fact that Arvin's rights are

restricted against the performance of any local service within the city limits of Bakersfield. The operation along and to the east of Sterling Road and north of Edison Highway has never paid out-of-pocket costs. Only 10 to 20 persons from that area have been carried daily.

One lady, a resident in the vicinity of the intersection of Golden Drive and Breckenridge Road, appeared and stated that she would be personally inconvenienced by the abandonment of the service in that area. Also, the president of a corporation manufacturing electronic and aircraft equipment stated that three of his employees living in the area east of Bakersfield would be inconvenienced.

The present and proposed service of Bakersfield Transit Company will adequately take care of the transportation needs of all in the area where Arvin seeks to abandon operations except in the area south and east of the intersection of Sterling Road and Lake Street.

The extension of Bakersfield Transit Company's Line No. 8 along Lake Street will result in a minor increase in bus miles operated and will more completely serve that area. The extension of the No. 10 Line of that carrier will also better serve residents along and south of Potomac Avenue. This will be accomplished with no increase in operating cost. Both of these changes will, it is found, better serve the public and will be authorized by amending the appropriate route descriptions in Decision No. 45120 dated December 12, 1950, on Application No. 31878. No one opposed these changes so sought in Application No. 32573.

Upon full consideration of the record in these proceedings it is found as a fact that the portion of Arvin Line's operation, sought to be abandoned, does not serve a substantial portion of the traveling public in that area, and such operation has not been and cannot be made profitable under present conditions. Accordingly, Applications No. 32565 and No. 32573 will be granted. Decision in Application No. 32568 will be deferred until briefs have been filed.

O R D E R

Applications as above entitled having been filed, public hearings having been held, the Commission being fully advised in the premises and the matters involved in Application No. 32565 and Application No. 32573 being under submission,

IT IS ORDERED:

(1) That subparagraph (m) of ordering paragraph (3) of said Decision No. 45120 be, and it hereby is, amended to read as follows:

Beginning at the intersection of Chester Avenue and 19th Street, thence along 19th Street, K Street, 21st Street, East 21st Street, Baker Street, Niles Street, East Niles Street, Sterling Road, Lake Street, Mount Vernon Avenue to its intersection with Niles Street.

(2) That subparagraph (p) of ordering paragraph (3) of said Decision No. 45120 be, and it hereby is, amended to read as follows:

Beginning at the intersection of Baker Street and East 18th Street, thence along East 18th Street, Brown Street, East California Avenue, Quantico Avenue, Potomac Avenue and Washington Avenue to its intersection with East California Avenue.

(3) That Arvin Line be, and it hereby is authorized to abandon and discontinue passenger stage service over portions of its present route described as follows:

From Edison Highway along Washington Street, Potomac Avenue, Mount Vernon Avenue, Lake Street, Sterling Road, Pioneer Drive, Morning Drive, Breckenridge Road, Golden Drive and Eucalyptus Drive to Fairfax Road.
Also along Fairfax Road between Pioneer Drive and Edison Highway.

(4) That the route description in ordering paragraph (2) (c) of Decision No. 42035 dated September 14, 1948, on Application No. 29461 as amended by the order in Decision No. 45700 dated May 15, 1951, on Application No. 32241 be, and it hereby is, further amended so that said route description shall read as follows, which shall be the only route description therein:

From Edison Highway along Fairfax Road and Redbank Road to Weed-Patch Highway.

(5) That in all other respects said Decision No. 42035, as amended by said Decision No. 45700, shall remain in full force and effect.

(6) That applicant Arvin Line, be and it hereby is, authorized to cancel all fares, rules, regulations and schedules applying to said service herein authorized to be abandoned by ordering paragraph (3) herein.

(7) That, at least five (5) days prior to the abandonment of service herein authorized, applicant Arvin Line shall post notice thereof in all its terminals and buses operating in the area.

(8) That, at least five (5) days prior to the establishment of the changes in service herein authorized, applicant Bakersfield Transit Company shall post notice of the route changes ordered herein, in all its buses and terminals.

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

Dated at San Francisco, California, this 28th day of August, 1951.

R. J. [Signature]
PRESIDENT
Justin F. [Signature]
[Signature]

COMMISSIONERS.