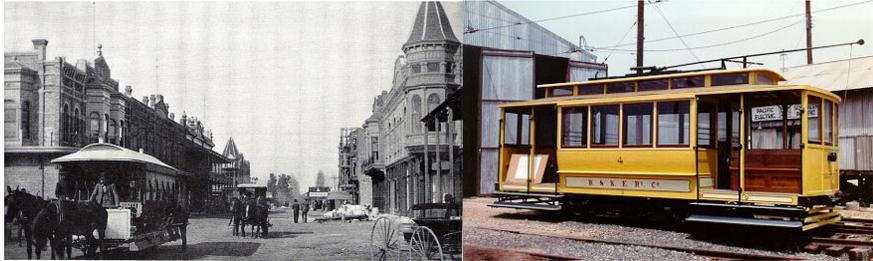


HISTORY OF PUBLIC TRANSIT IN BAKERSFIELD



By Emery M. Rendes
December 2019

HISTORY OF PUBLIC TRANSIT IN BAKERSFIELD



1860's: A new town is formed

Thomas Baker

While he was living in Visalia, Colonel Thomas Baker took time to ride his horse south over the plains to Kern Island. Colonel Baker thought that someday a great city would be built in this area, and transportation was a key issue on his mind. He dreamed about the railroad crossing the Tehachapi Mountains. On September 9, 1863 Thomas Baker brought his family to live on the north side of the Kern River. This area was known as Kern Island. After much searching, Mr. Baker found Mr. Gordon's ferryboat and took his family across to the foot of China Grade. He met Christian Bohna, an earlier settler on the island. He bought a shack and 160 acres for \$200 from Christian Bohna. Christian Bohna was one of the earliest settlers in Kern County. This shack was the only shelter around. The Bakers lived in this house for the next two years. This house was located on the corner of Nineteenth and N Streets.

Colonel Baker bought a patent, or land grant, which would let him drain 400,000 acres of swampland. This included land along the Kern River. He now owned over 80,000 acres of very good land. The tiny settlement was beginning to grow. Colonel Baker built a pole fence around 30 acres of land, along what is now Truxtun Avenue. The Rabobank Arena and Convention Center rests on part of the original Colonel Baker's field. Knowing how much travelers needed good feed for their animals, he planted ten acres of alfalfa. This was the first alfalfa grown in Kern County and was used to feed the animals of travelers passing through the settlement. "Baker's field" became the place to stop and graze your animals. Philo Jewett, another pioneer in Kern County, raised sheep. He suggested the city name of Bakersfield.

In 1866, Colonel Thomas Baker began to design the city of Bakersfield. He thought that one day Bakersfield would be an important city in California. He mapped the town with streets that were 82 1/2 feet wide and avenues that were 115 feet wide. Baker had looked at streets in other cities and he thought that the usual 66 feet was too narrow for carriages. Baker also set aside land for a civic center. His vision for Bakersfield was to have the railroad and the county seat for the newly formed Kern County, established by the state legislature on April 21, 1866.

In 1866 only 600 people lived in Bakersfield. Baker was already selling his land for \$1.00 an acre to attract people to the new town. He only kept 80 acres of land for himself. Colonel Baker did not live to see the railroad arrive in Bakersfield or the county seat

move to Bakersfield from Havilah. He died on November 24, 1872 of typhoid and pneumonia and is buried in Union Cemetery. The county seat was moved to Bakersfield in 1874 and the railroad arrived in the town in 1898. In 1873 it was officially incorporated as a city. Two years later, the city was unincorporated. By 1880, the town had a population of 801, and by 1890, it had a population of 2,626. The city reincorporated on January 11, 1898.

1870's & 80's: The Beginnings & The Golden Era for the Stage Drivers

The Southern Pacific wouldn't travel through Bakersfield unless the town gave them two blocks of land on each side of the route. The citizens of the town refused this demand. Therefore, the line ran two miles outside of the town. The depot opened in 1874 and was east and slightly north of the center of town. The "isolated desert depot" was named Sumner, and later Kern City. Its downtown area was centered around the intersection of Baker and Sumner Streets. It would eventually become East Bakersfield. This situation caused a problem for the traveler and a profit for stage drivers. One of the earliest was the H. H. Fish Omnibus Line, which charged \$1 for the trip. Although a franchise was granted in the same year to operate a horsecar line between the two towns, nothing came of this venture. The following year horse and buggy shuttle service and a telegraph line was operating between the two towns.



In 1880 Bakersfield had a population of 801 and Kern City had a population of 242. In 1887, a second franchise was granted to a partnership made up of T. J. Packard, H. A. Blodget, John Keith and H. H. Fish (the operator of the Omnibus Line). In 1888, a horse drawn streetcar line was constructed. The route was down 19th Street, and was the only road that connected the two settlements. Called the "Bakersfield and Sumner

Railroad", it operated between the Kern County Courthouse and the SP depot at Sumner, (East Bakersfield). The weather beaten, lightweight 12 passenger cars operated on a schedule dictated by the driver's whim. The tracks were 16 pound per yard, iron rail, designed for mining operations . In wet weather they often sunk into the mud and the drivers were regularly beaten, robbed or derailed by hoodlums but it was the only commercial transportation to the SP depot at that time. The 25 cent, one way fare was a high price in those days.



Title: 1888 Chester Ave. mule RR.jpg
Credit: citizenjournalist

The Santa Fe depot was located at F and 14th but did not arrive in Bakersfield until 1898.

1890's: End of the Stage Drivers & Era of the Horse Car Line

A transportation war raged between the stage and the horse cars. Stage coaches ultimately were run out of business. In 1890 Bakersfield had a population of 2,626 and Sumner's population was 622. By 1892, Sumner, which was now known as Kern City, would incorporate into a separate city.

Horse cars were the focus of "town rowdies" especially when they had been drinking...liked to lift the cars off the tracks. Drivers were unpredictable, too. 24 passengers (capacity). Horse cars ran until 1901 when...



Looking west from 19th & K

In December 1894, the Power Development Company was founded. Its owners were H. A. Blodgett, C. N. Beale, S. W. Fergusson, W. S. Tevis and Henry Jastro. The company began work on constructing a hydroelectric power plant at the base of the Kern River Canyon. The construction was completed in 1897. It also would provide enough power for an electric streetcar line.

In the spring of 1898 the railroad finally came to Bakersfield when the San Francisco & San Joaquin Valley Railroad arrived, ending the monopoly of the Southern Pacific Railroad.

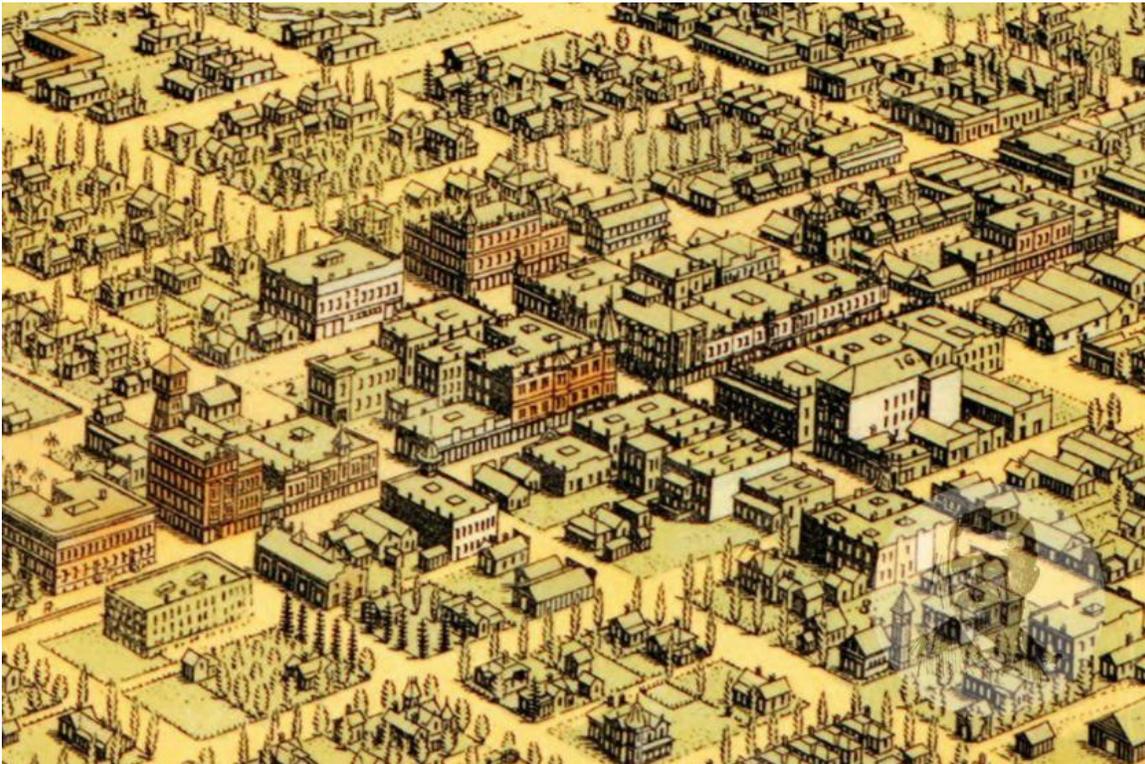


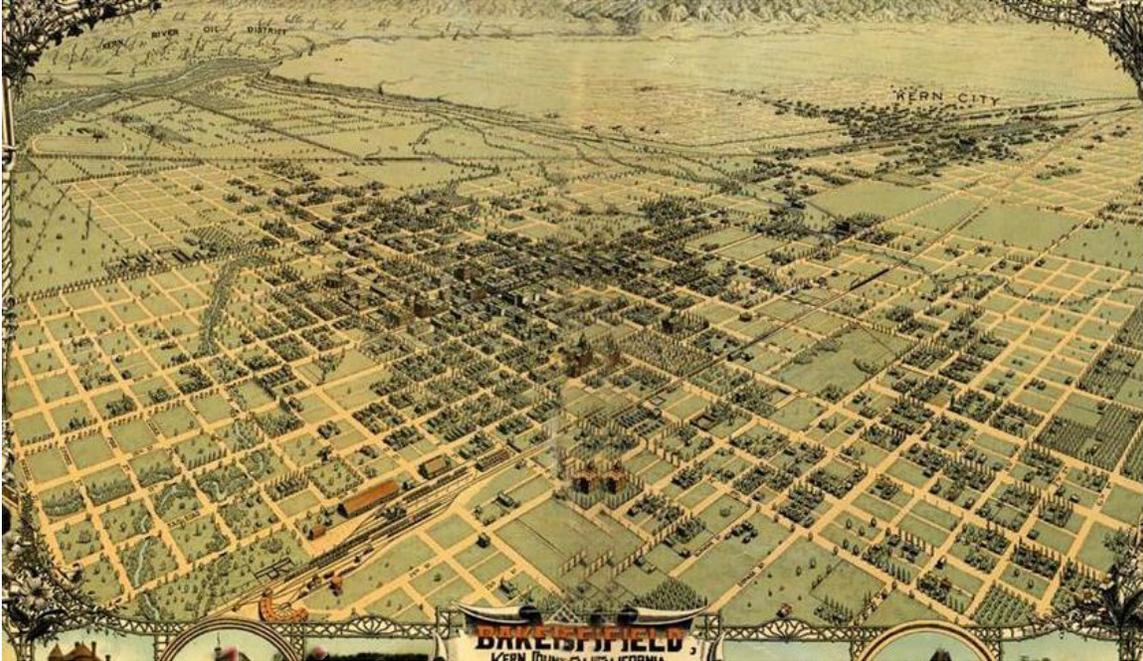
Bakersfield celebrates the arrival of the San Francisco & San Joaquin Valley Railroad in 1898 with a parade on Chester Avenue.

1900's: Electrification & Expansion

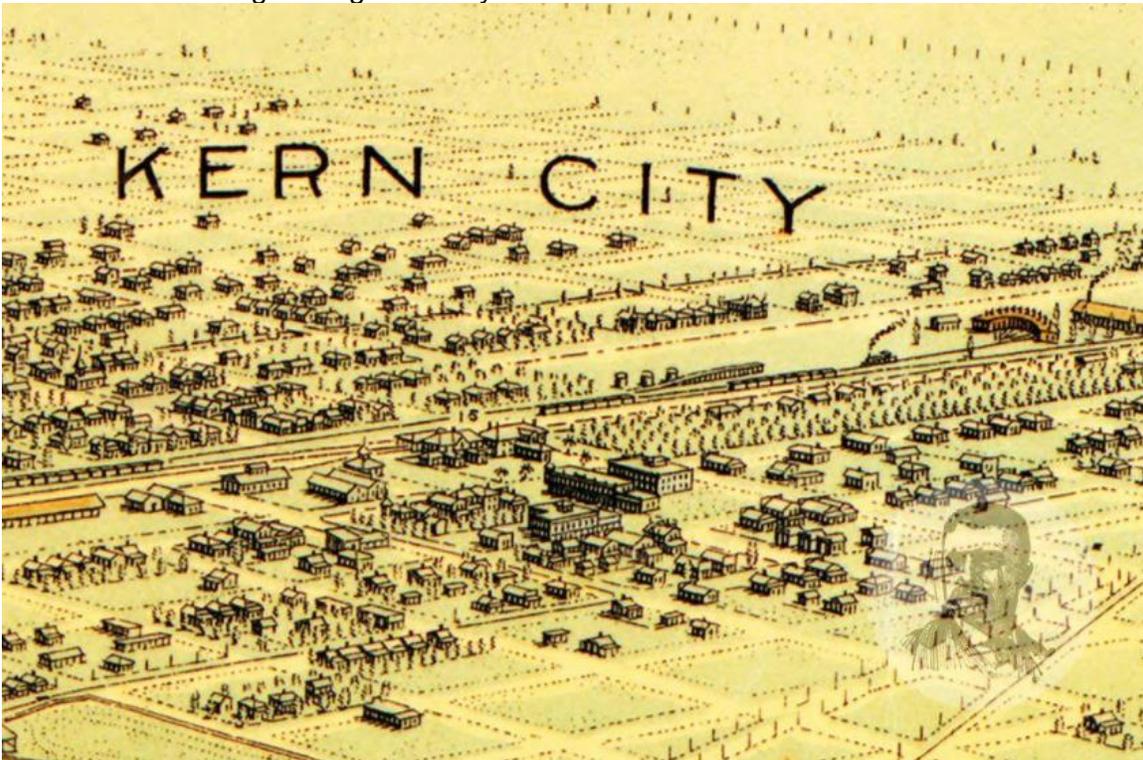


Chester Ave., looking North, Bakersfield, Cal.





Bakersfield and neighboring Kern City in 1901



In April 1897 a commercial quantity of electricity arrived in Bakersfield from the new powerhouse at the mouth of Kern River Canyon. April 11, 1900, Blodgett and Beal began building an electric streetcar railroad. Bakersfield and Kern Electric Railway was formed to take over the horse car line and to electrify it. The corporation was launched by H.A. Blodget, C.N. Beal, F. T. Whorf, C. R. Eager, and S. B. Cushing. The raising of

\$100,000 in bonds was voted on and approved in June 1900. In 1900 Bakersfield's population was 4,436 and Kern City's population had grown to 1,291.

First they replaced their lightweight rails with a heavier 36 pound girder type which had been previously used in Australia. The new line was to accommodate four 24 passenger electric streetcars. The cars were built by C.A. Hammond of San Francisco having a single truck with one 25 HP gear driven traction motor. These were designated as car numbers 1, 2, 3, and 4. Car # 4 survived until the end of service in 1942. The operating power required by these trolleys was 550 volts direct current.

In early 1900, the Company built their car barn at the northeast corner of East 19th Street and Union Avenue. The corrugated iron, wood frame building served as a shed and repair shop until a new shop was constructed in 1910 at Oak and 19th streets adjacent to the 3500 seat "Recreation Park". The Oak Street car barn and shops were used until a fire in 1920 burned down the 3500 seat grandstands and 10 foot fencing at adjoining Recreation Park, destroyed two trolleys, their paint shop and two company buildings. In the following years they completely rebuilt the original car barn and shops at E. 19th and Union Avenue and moved all rolling stock and equipment back to that location. Below is the site of the car barn at East 19th and Union.



1901 (February 17)- First electric car ran with 3,000 paying passengers (but crews allowed over 1,000 to ride free). The car traveled along 19th Street. The ride between Kern and Bakersfield cost .05 cents instead of the .25 cents charged for the horse cars. In the first year 710,000 fares were paid, revenue was \$35,551.42, and payroll was \$8,790.48.

Early in 1902 the company bought 3 double truck, 2 motor, semi convertible cars from C.A. Hammond. These cars could seat 40 passengers, operated by two men, and at rush hour about 175 passengers could be carried due to the extra step boards installed on both sides. Over time these and other semi convertible trolleys were completely enclosed for passenger comfort. These cars were numbers 5, 6, and 7. The new electric line ran as single track, from the Santa Fe depot, east on 19th Street to

Baker, then North to the SP depot in East Bakersfield. This system still had trouble with thugs and robbers until the motormen and conductors were deputized and carried billy clubs. Jim Baker, grandson of Colonel Baker (Founder of Bakersfield), was the track foreman in charge of laying expansion lines. When he became General Superintendent, he deputized all employees on the rolling stock and they were given permission to carry blackjacks. Thereafter trouble with the thugs stopped. Lack of proper rock ballast under the tracks and shoddy track maintenance led to constant derailments and delays. In 1909, the 36 pound rails between the two railroad depots was replaced with heavier 60 pound steel and were installed with proper ballast rock which eliminated the constant delay of trolley traffic due to spreading and breaking of rails.

The railway was owned by Power Transit and Light Company which was owned by the Kern County Land Company. It was still called Bakersfield and Kern Electric Railway Company.

In 1903 two extensions were added: 1.) from West 19th St. and F St. to Oak and south on Oak to 17th St. 2.) Chester Avenue line.

In 1903, "observation car" service started. The route started at the intersection of 19th Street and Chester Avenue and traversed the entire system. Its primary purpose was for sightseeing. It was decorated with flags and cost \$0.10 to ride. Originally it only operated on Sundays. However, it was so popular that two evening weekday services were also added.

1910's: Major Improvements, The First Buses, & The Jitney Threat

Cars number 8 and 9 were purchased in early 1910 to aid the overcrowding of trolleys as the town population increased. These cars were double track, 2 motor, GK 800 models. At this time more current was needed to run the expanded streetcar fleet. A 300 KW induction motor-generator was installed at the Power Transit and Light Co. substation, located at 20Th and H St's. The previously used 250 KW rotary converter was saved to use in emergencies.

Power to operate the first streetcars came from this 250 KW electric rotary converter, a motor-generator device to convert alternating current into direct current of 550 volts. The 550 volt electricity produced by this converter was fed into miles of copper wire located directly over the trolley tracks and supported by wooden utility poles. A "trolley pole" on the roof of the streetcar used spring tension to hold a small grooved wheel against the live wire. This trolley pole conducted the electricity to the motorman's speed control stand. The control stand had 7 speed positions; any lower speed positions slowed the drive motors by detouring the excess current through iron, serpentine grid resistors in the motorman's control stand. When running at low speed positions the iron grids glowed red hot as they absorbed the excess current. The trolley used the same amount of electricity at slow or fast speed positions so most times the method of driving the car was to go to full throttle then coast to the next stop. Most of the routes were run by accelerating and coasting rather than constant speed. Many cars were equipped with a "watt hour meter", a "tattletale" which measured the amount of current used on that run. Streetcar companies often penalized drivers who used excess electricity above the

predetermined amount needed for that route. Most cars could reach top speeds of 40 to 50 MPH if their route permitted such speeds.

Each trolley had an air compressor driven by a 5 horsepower, 550 volt, Westinghouse electric motor. This furnished 80 pounds of air pressure which was required to operate the air brakes and any other pneumatic appliances with which the car might be equipped such as door actuators, horns etc. The frequently rang trolley bell was manually operated. Heating was by 550 volt grids under the passenger seats. All head and tail lighting as well as interior illumination was by 550 volts.

With the construction of the railroad, the need for Kern City diminished. By 1910, Kern City voted to join Bakersfield. It also became known as East Bakersfield. This became Bakersfield's first major expansion outside its central boundaries. Most of the city's second service locations would be in East Bakersfield. These would include: second fire station, second library (Baker Street Branch), and high school (East Bakersfield High School). Bakersfield's population was now 12,727.

In 1910 the line was purchased by the "San Joaquin Light And Power Company" and the following were installed in management; J.F. Turner, manager and V.N. Mickelberry as mechanical foreman. In 1912 construction began on massive improvements; Double tracks from Bakersfield to East Bakersfield, new 116 pound per yard steel rails, redwood cross ties, eight inches of gravel ballast topped by 4 inches of concrete on top and the sides of the rails were protected by turned bisalt bricks. A gravel plant was built below the Bluffs to furnish the thousands of tons of heavy gravel required to properly bed the new rails.



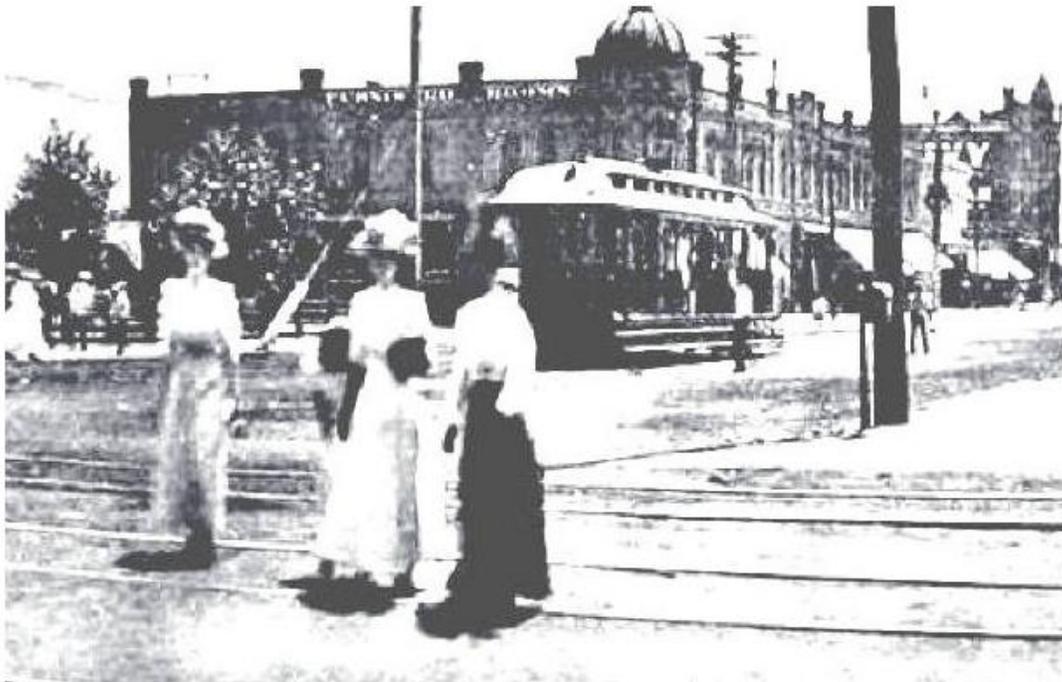
Bakersfield and East Bakersfield in 1917

Six, 40 passenger, pay as you enter, cars which were built by "The American Car Company" of St. Louis were purchased in 1911. The cars which could be converted into partially open-air cars. These cars required only a motorman, saving the expense of a conductor. The cars were numbered 10, 11, 12, 13, 14 and 15. The costly

improvements made by San Joaquin Light and Power Company during this period elevated the line into a first class electric railroad equal to any in America.



Car # 8 at the Southern Pacific station.



Title: SP Depot 1910.jpg
Credit: citizenjournalist



Southern Pacific station and streetcar on Baker Street at Sumner Street.

The car barn, located on 19th Street at Union Avenue, and for 10 years at Oak and 19th Streets, was where all maintenance was performed. They rebuilt many of the older cars to make them more comfortable for the passengers such as totally enclosing all the early "open air" models, adding better interior illumination, adding more convenient step boards and installing heaters under the seats. The company mechanics constantly updated the trolleys and buses mechanically as well as installing any new safety improvements. The car barn was moved (1912) from 19th Street and Union Avenue, to 19th Street and Oak Street, adjacent to the Recreation Park. The previous yard was used for storage by the power company.



Title: 1912 rail installation.jpg
Credit: citizenjournalist

San Joaquin Light and Power Co. was the most productive street car line for its length in the country.

Vandalism was a major problem. Youth broke furniture, vandalized windows, seats, etc.

1915 - Jitney Era. Front door service was provided for Bakersfield and Kern residents for .05 cents. Up to 45 autos operated at one time, causing revenue on the street railway to drop to \$60 a day. The major reason for jitney service was because the street car company failed to extend service to new areas such as Oildale, a community that developed adjacent to the Kern River Oil Field north of the Kern River, a few miles north of downtown Bakersfield. An election was held to choose between street cars or jitney. The railway won the election and Bakersfield was the first city in California to rid itself of the "public nuisance." On October 15, 1915 the company started transporting passengers by automobile. Small bus bodies with seats to accommodate 7 passengers and the driver were built at the Bakersfield steam plant and mounted upon a touring car chassis. On Oct. 15 service utilizing these vehicles was initiated on Baker Street between the S. P. Depot, Grace St., and on Niles Street from the S. P. Depot to Williams Street. Headways were 15 minutes. Service to new areas was initiated.



Car 23 came from Santa Barbara. Note the bus backed up to the tram at the safety zone. The jitneys had evolved into a bus system which performed the function of route extensions.

1916- Three studebaker 12-passenger buses were purchased and placed into operation on different lines, with 7.5 minute headways on the Niles and Baker Street lines.



First City Busses in front of the car barn at 19th and Union Avenue.

**Title: First Busses.jpg
Credit: citizenjournalist**

1918 (July 1) - J.F. Turner resigned as superintendent and V.N. Mickelberry was appointed to succeed him.

Safety became a big issue in this era which led to the introduction of the "Birney Safety Car". Manufactured, beginning in 1916, by "The American Car Co." of St. Louis and "The Brill Car Co." of Philadelphia. It soon began to replace the majority of streetcars nationwide. By the mid 20's sixty five percent of the trolleys purchased in America were Birneys. They were a lightweight trolley using only 2 sets of wheels, 2 axle motors and featured interlocking safety doors that prevented the car from moving if a door wasn't closed. The cost to purchase and operate these streetcars was half that of larger heavy cars. They were more nimble at stopping and starting in traffic and maintenance was cheap. Seven Birney trolleys were purchased by the Company from the cities of Santa Barbara and Santa Cruz, the Company eventually retired the heavier 40 passenger cars after finding the lightweight Birney cars quite suitable for the transportation needs of Bakersfield passengers.

Another safety feature appearing on streetcars nationwide was the "Lifeguard", invented in 1891 by Fred Root owner of "The Root Snowplow Co.". Steam locomotives called them "cow catchers", the scoop on the front of the engine designed to scoop the livestock away to avoid running over them with the wheels. The "Lifeguard" was a big basket like grill installed on the front of the trolleys designed to scoop up pedestrians who happened to get in the way of the moving streetcar. Some of Bakersfield's trolleys used them and others simply used a small bumper. Scooping up a pedestrian and possibly causing only a few broken bones was preferred to impacting them with the nose of the trolley or running over them. The larger streetcars weighed 17 tons and required quite a distance to stop. The concern of striking pedestrians or autos was the main reason for the constant ringing of the trolley bell.

When acquired in 1910 by the San Joaquin Light And Power Company, many miles of extended trackage had previously been constructed by "The Bakersfield And Kern

Electric Railway Company “and the new owners began major improvements to those extensions. As the new rails were being laid south on Chester Avenue, the Beale Clock Tower was in the center of the street at 17th and Chester. On January 22, 1912, The Bakersfield City Council voted to have the Clock Tower removed for construction of the two way trolley tracks but after consulting Truxtun Beale about removing his gift to Bakersfield, which had been constructed only 8 years prior, the idea was discarded and the tracks were routed around the structure. Traffic was congested around the Clock Tower with the trolleys and autos squeezed together but the citizen's sentimental attachment to the Beale Tower was strong and nobody seemed to complain of the fender benders which resulted over the years. Tracks were also extended along Eighth Street East to P Street; Along P Street North to 11Th Street; Along Eleventh Street West to Chester Ave.; Along West 19Th Street to Oak Street and from Chester Ave. East on 24Th Street to Hopper Machine Works.

1920's: Peak of Rail, Rise of the Auto & Subdivisions, Financial Losses

1920 Fire struck Recreation Park and caused the loss of the paint shop and two cars. The structures destroyed were not rebuilt.

1921 Peak of rail in Bakersfield: All previous revenue records broken.

At its height, five streetcar routes were operated.

- Santa Fe and Southern Pacific Line - This was the main line which ran from the Santa Fe Bakersfield Station to the Southern Pacific Sumner Station (later Bakersfield Station).
- F Street and H Street Loop - This started at the terminal of the Santa Fe and Southern Pacific Line. It traveled south on F Street to California Avenue. It then looped north on H Street, ending at a switch on 19th Street, reconnecting with the main line. This created a loop. Later the H Street switch was abandoned and the loop became a line between Santa Fe Station and the intersection of 19th Street and H Street (although it continued to have the name loop).
- North Chester Line - It initially ran from the intersection of 19th Street and Chester Avenue, to the intersection of 30th Street and K Street. It was later realigned to run entirely on Chester Avenue, ending at 32nd Street, across the tracks from the Southern Pacific Chester Station.
- South Chester Line - This ran from the intersection of 19th Street and Chester Avenue to the intersection of 8th Street and Chester Avenue. It then looped back via 8th Street, N Street and 11th Street.
- West 19th Street Line - This started at the intersection of 19th Street and F Street, where the Santa Fe and Southern Pacific Line turned south to connect to the Santa Fe Bakersfield Station. It continued west to Oak Street, where it turned south to Truxtun Avenue. A short branch line was constructed on Cedar Street, which terminated at 18th Street.

1922 - The car barn at East 19th and Union was rebuilt and placed in operation. Kern County prospered, resulting in an increase of automobiles. More money was spent for improvements on the railway than in any other year since 1912.



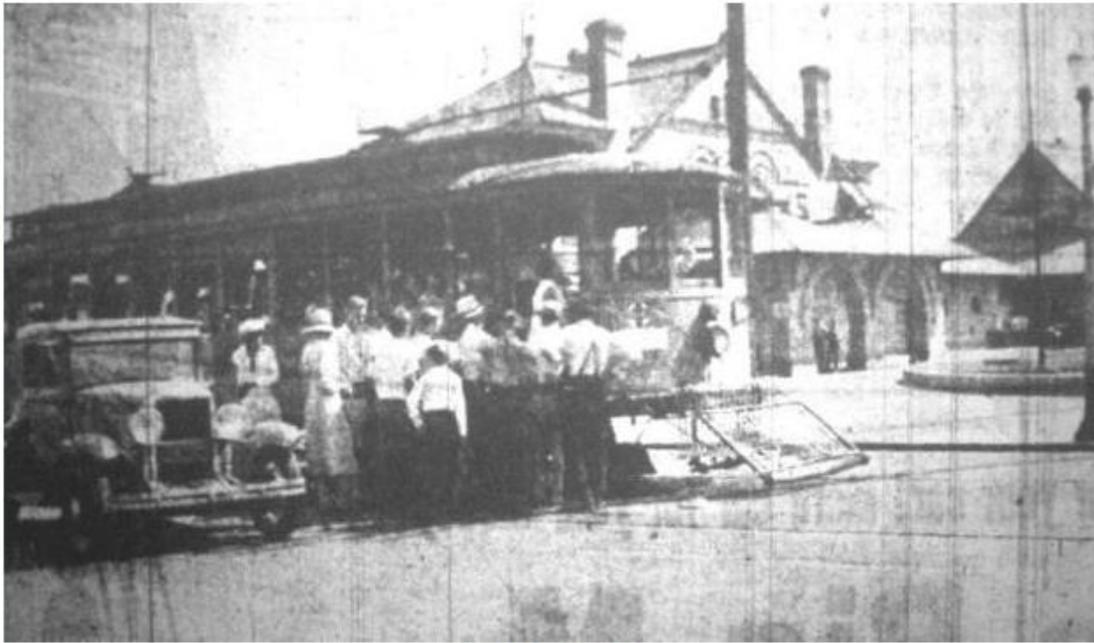
The Bakersfield and Kern Electric Railway's car barn was located on a triangular block fronting on 19th Street with Union Avenue on the west side and Grove Street along the rear.

1923 (May)- Bakersfield and Kern Electric Railway received permission from the State Railroad Commission to operate "one-man cars" in November of 1922 to save money.

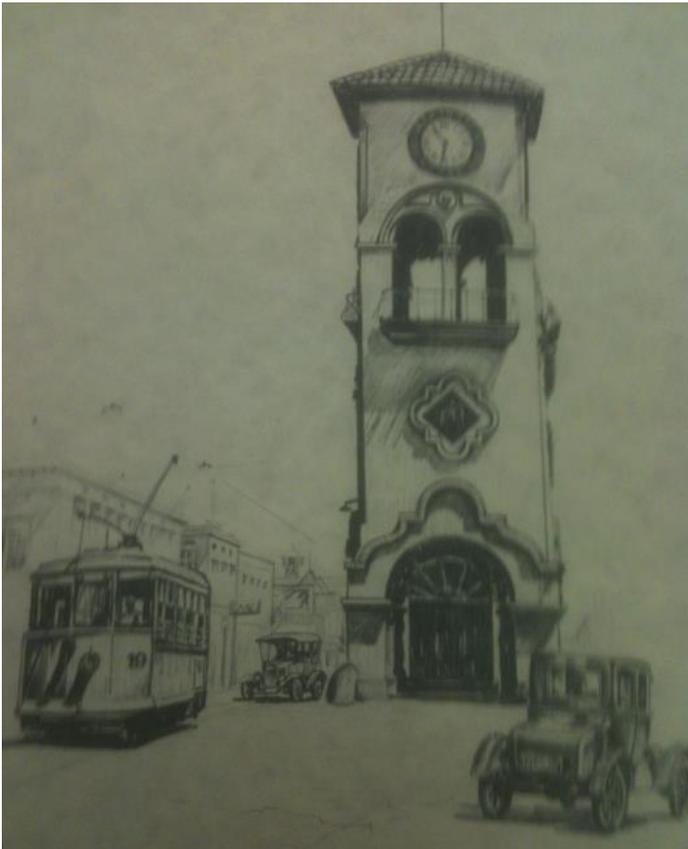


Title: motorman.jpg
Credit: citizenjournalist

After 1924 some short lines lost money in spite of the fare increases of .10 cents in cash and weekly pass for \$1.00.



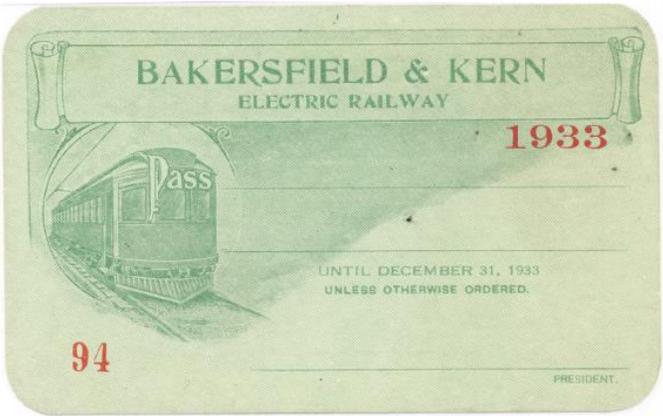
Title: cars 2.jpg
Credit: citizenjournalist



1920's - Subdivisions sprung up around Bakersfield and street cars couldn't serve all the areas.



Transfer (1921)



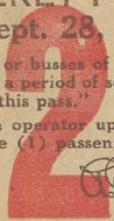
Bakersfield & Kern Electric Railway Company

WEEKLY PASS
Sept. 22 to Sept. 28, 1924, (Incl.)

"Pass bearer on cars or busses of the Bakersfield & Kern Electric Railway Co. for a period of seven (7) days as shown by dates on the face of this pass."

"Pass must be shown operator upon entering car or bus and is good only for one (1) passenger."

Void if not punched.

 *W. W. [Signature]*
 General Manager.

GLOBE TICKET COMPANY, LOS ANGELES.

CHANGE OF SCHEDULE

Chester Ave. Line. Effective Sunday, February 28, 1926. Cars will leave 19th and Chester at 5, 20, 35 and 50 minutes past the hour beginning at 6:05 A. M.

Cars will leave 32nd and Chester Ave., southbound, at 6:14, 6:29, 6:44 and 6:59 A. M., and on same minutes of succeeding hours until 11:59 P. M.

Cars will leave 8th and P Sts., northbound, at 6:12, 6:27, 6:42 and 6:57 A. M., and on same minutes of succeeding hours until 11:57 P. M.

BAKERSFIELD & KERN ELECTRIC RY. CO.
 (Subject to Change Without Notice)
 (OVER)

TO THE PUBLIC

The change of schedule noted on the reverse side of this card is made with the thought that the convenience of a greater number of patrons may be served thereby.

Cars arriving at 19th and Chester at 7:50 A. M. will enable office and mercantile employees ample time to be on duty at 8:00 A. M. and will also enable patrons employed on N. Chester Ave., W. 19th St. and in East Bakersfield, ample time to reach their destinations with a minimum delay.

Cars leaving the downtown section at 12:05, 5:05 and 6:05 P. M. will give employees relieved at these hours, direct service with a minimum delay.

BAKERSFIELD & KERN ELECTRIC RY. CO.
 (OVER)

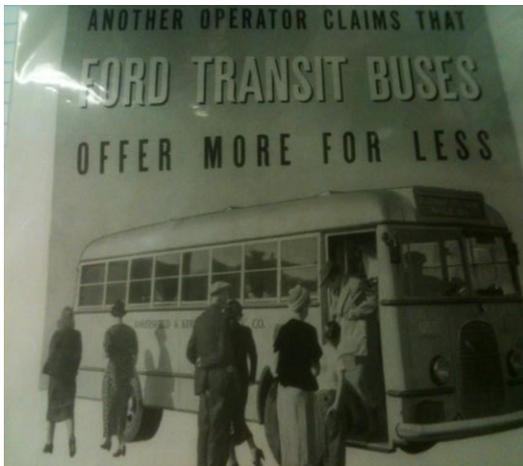


1930's: Abandonment of Streetcar Lines, Expansion of Bus Lines, Change in Ownership

1933 - Financial setbacks forced the San Joaquin Light & Power Co. to cease operations. Its equipment was sold to longtime employee, V.N. Mickelberry and other employees, who operated the electric car & bus line on a smaller scale. Under the leadership of Mickelberry the new company updated their trolley cars, lowered fares and ran more bus routes that connected with their streetcar terminals.

1933 - 1940 The company added supplementary bus lines and profits increased. This increase was caused by the expanded bus service to Oildale and Highland Park (East High area.)

1938 - The company employed 18 men and had 11 cars on hand. V. N. Mickelberry died and his son William took over the transit company.



1937 ad featuring a Bakersfield bus.

Looking east on 19th Street from Eye Street



19th & K looking west (1930's) Kress Building (Kern COG location) is on left

BAKERSFIELD AND KERN ELECTRIC RAILWAY COMPANY

TIME SCHEDULE
Effective July 1, 1939—30-Minute Service

OILDALE-HIGHLAND PARK-SOUTH CHESTER AVENUE BUS LINE
(TWO BUSES OPERATING)

READ ACROSS AND DOWN

Southbound Nineteenth and Chester	Northbound Brundage and Chester	Northbound Eighth and P Streets	Northbound Nineteenth and Chester	Northbound Roberts Lane and Oilda's	Southbound Howard and Highland	Southbound Lincoln and N. Chester	Southbound Nineteenth and Chester
Leave	Leave	Leave	Arrive and Leave	Leave	Arrive and Leave	Leave	Arrive
5:56 a.m.	6:08 a.m.	6:13 a.m.	6:21 a.m.	6:30 a.m.	6:38 a.m.	6:46 a.m.	6:56 a.m.
6:26	6:38	6:43	6:51	7:00	7:08	7:16	7:26
6:56	7:08	7:13	7:21	7:30	7:38	7:46	7:56
7:26	7:38	7:43	7:51	8:00	8:08	8:16	8:26
7:56	8:08	8:13	8:21	8:30	8:38	8:46	8:56
<i>and Every 30 Minutes Until</i>							
8:26 p.m.	8:38 p.m.	8:43 p.m.	8:51 p.m.	9:00 p.m.	9:08 p.m.	9:16 p.m.	9:26 p.m.
8:56	9:08	9:13	9:21	9:30	9:38	9:46	9:56*
9:26	9:38	9:43	9:51	10:00	10:08	10:16	10:26
10:26	10:38	10:43	10:51	11:00	11:08	11:16	11:26
11:26	11:38	11:43	11:51*				* to garage

ROUTE

The route over which the bus will travel on the South Chester Avenue line is as follows: Commencing at Nineteenth and Chester Avenue, south on Chester Avenue to California Avenue, east on California Avenue to P Street, south on P Street to Eighth Street, west on Eighth Street to H Street, south on H Street to Brundage Lane, east on Brundage Lane to L Street, north on L Street to Eighth Street, east on Eighth Street to P Street, north on P Street to California Avenue, west on California Avenue to Chester Avenue, north on Chester Avenue to Nineteenth Street and continuing on north on the present Oildale Highland Park Bus Line.

KERN GENERAL-PRIMAVERA PARK BUS LINE

Outbound S. P. Depot Baker and Sommer	Outbound Orange Drive Flower Street	Inbound Niles and Barlow Street	Inbound Haley and Kentucky	Arrive S. P. Depot Baker and Sommer
6:07 a.m.	6:17 a.m.	6:23 a.m.	6:33 a.m.	6:35 a.m.
6:37	6:47	6:53	6:59	7:05
7:07	7:17	7:23	7:29	7:35

Timetable (1939)

1940's: End of the Streetcar, Decline after World War II

1940- Outdoor advertising was allowed on one of the "birneys".

As the streetcar business declined over the years these lines were removed one at a time. When the end of the trolleys came only the 19th Street and Baker Street tracks remained. Over the years the last pieces of track that were buried under the asphalt on city streets have been removed, the last being removed in the 80's along Chester Avenue.

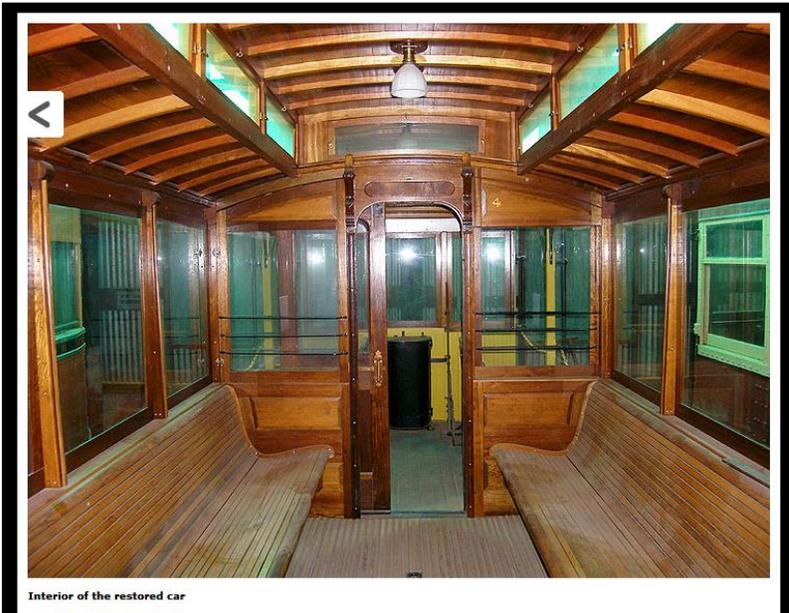
1942(February 28)- Last operation of streetcars ended when Dick Niccola turned into the barn at 19th Street & Union Avenue (Birney Car # 17) for the last time. The tracks, wire, and cars became so worn that they had to be replaced. The trolleys were sold for scrap except for five or six Birney cars numbers 17, 18, 19, 20, 21 and 23 that were sold to Halifax, N.S., Canada and operated there during WW II. Those were all sold for scrap shortly after the war ended. Two cars ended up as diners, one on F Street near the Santa Fe depot and the other on Edison Highway. Bus substitution was cheaper than rebuilding the street railway.

A teen-aged Frank Dupuy purchased the car # 4 from the B&K in 1942 and had it moved to his grandfather's backyard in Alhambra where he and his family lived. It was acquired by the Orange Empire Railway Museum in 1959 in extremely poor condition,

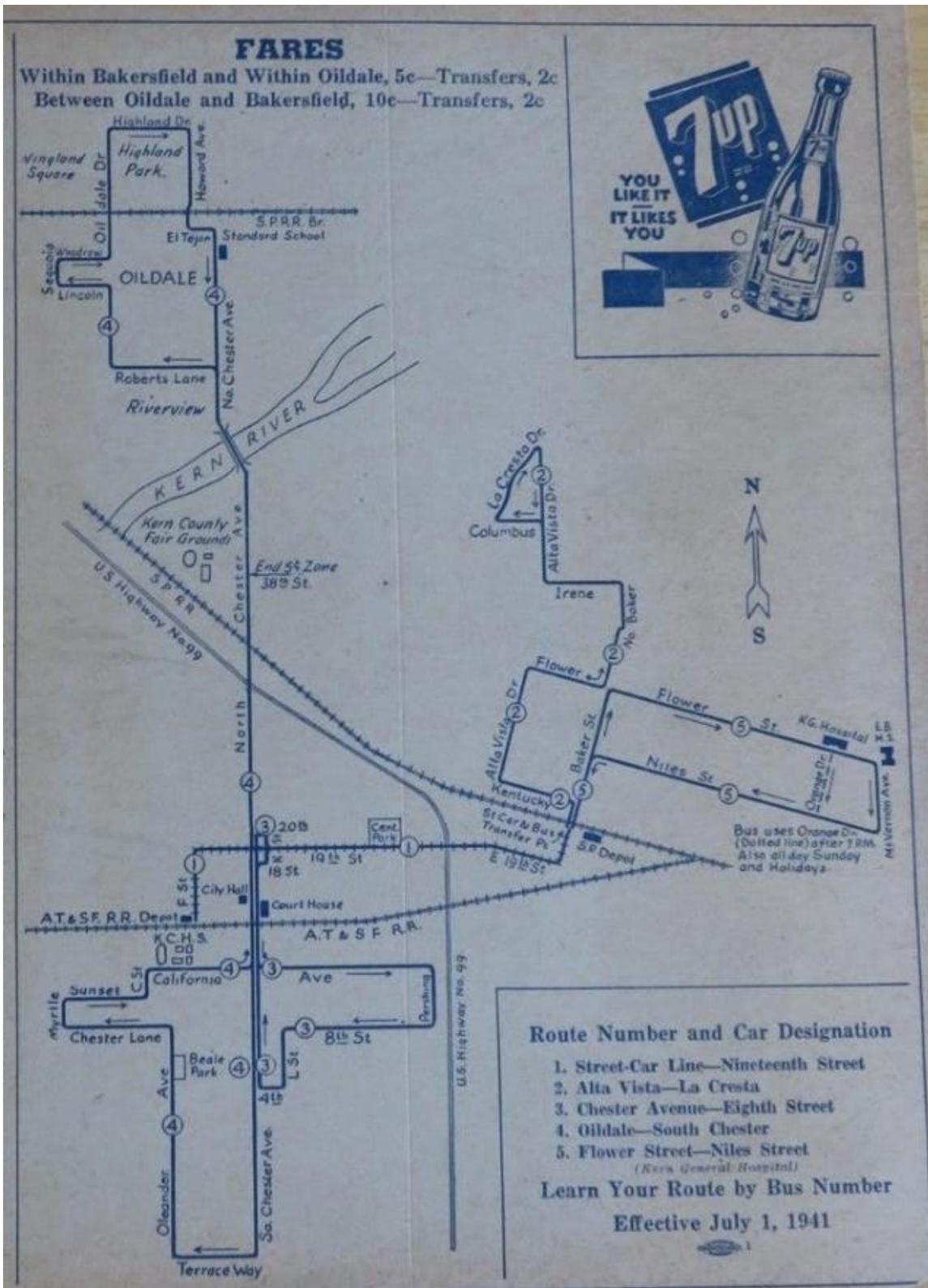
with major portions of the car body missing. The like-new appearance of the car today is due to the painstaking restoration work performed by Museum volunteers Joe and Norma Webber. Using the remaining pieces as patterns, almost all of the original wood was replaced to recreate the car's original appearance. See pictures below.



Moving to Frank Dupuy's backyard in 1942. OERM Collection



Interior of the restored car



Route system Map 1941

1950's: Decline, End of Private Ownership, City Ownership Begins



Picture of the former streetcar barn as it appeared in 1951. (NE corner E. 19th/Union)

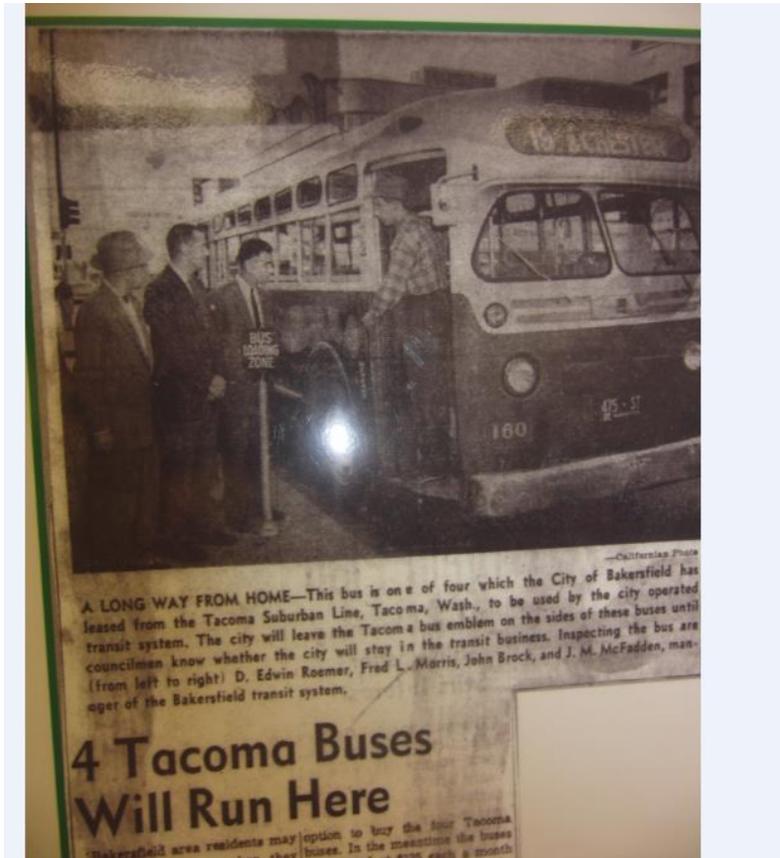


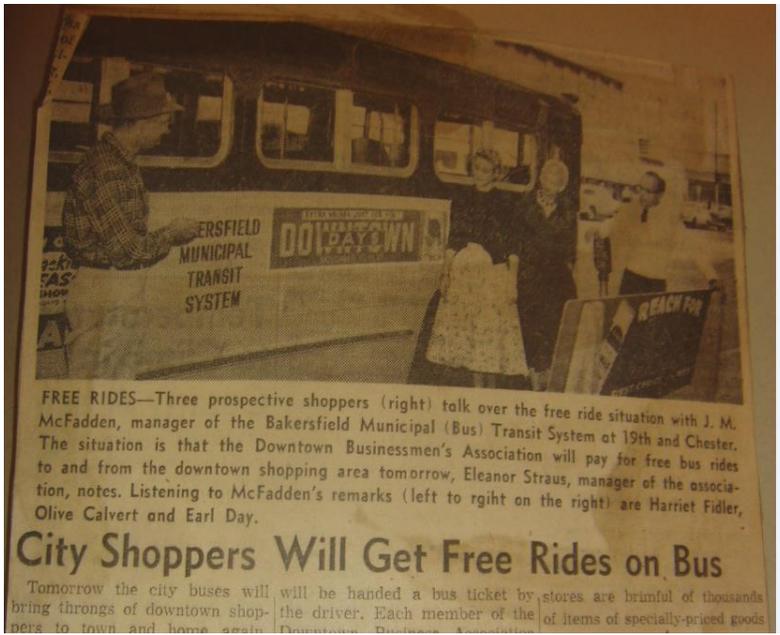
Rear of the former streetcar barn as viewed from Grove Street prior to its demolition in 1951.

1950- The Bakersfield Transit Company moved to 1217 S Street, near California Avenue.

1956- A salary increase demand from the drivers' union, coupled with declining patronage and an increased cost of operation (hence, mounting losses), prompted Mr. Mickelberry to cease business.

1956 (August 1)- The Bakersfield City Council assumed temporary operation and maintenance of the bus system. The City placed the Bakersfield Transit Company on option to purchase for eight months and a transit manager-consultant (John McFadden) was retained until May 31, 1957. Traffic sergeant Robert Guerin was named acting superintendent. This marked the beginning of a publicly-owned transit system.





1957 (March 19)- Bakersfield residents approved a charter amendment creating the Bakersfield Transit Authority and authorized sale of a \$395,000 bond issue for the initial capital purchase. The Bakersfield Transit Authority and its five-member commission controlled the transit operation until September 1965. Ray Meagher was elected chairman. Willard Lee was appointed superintendent on October 7, 1957.

1959- New transit headquarters opened at 3101 16th Street near the Oak Street overpass, replacing the former facility near California and S Street (1217 S Street). Fares were \$.15.



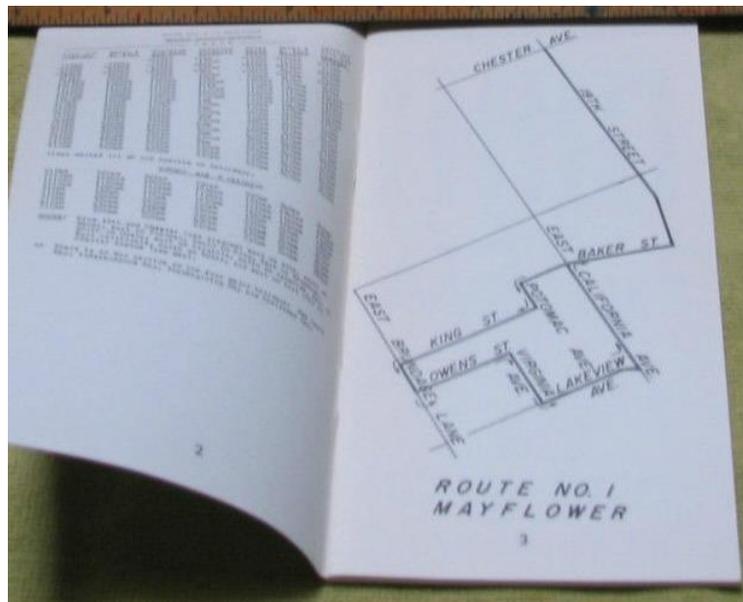
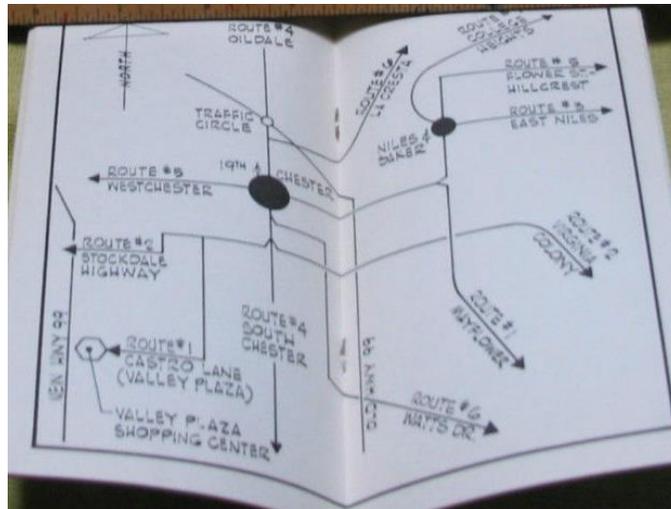
The intersection of Chester Ave. and 19th Street was the terminal location for buses, as seen above. The following photo is looking south on Chester Ave. from 19th Street.



1960's: Mounting Losses, The Struggle to Survive



Bus travelling east on 19th Street between Chester Ave. & K Street





1961- The first air conditioning units were installed on buses. In the following photo, Transit Commissioners Willard Myers, Hal Reinhardt, and Thomas Rutledge prepare to take a trial "spin" in a Bakersfield Municipal transit Coach, with newly installed Thermo King air conditioning.



1963 A Grand Jury report recommended that consideration be given to a joint municipal-school bus transit system.

1964 Max White was named transit superintendent by the transit commission.

1965 The Bakersfield Transit Authority began new bus service to Sears Ming Avenue with 30-minute headways. In 1967 the Valley Plaza Mall opened at this location, with Sears as one of the anchor stores.

1965 (November 8)- Operation and control of the system was transferred from the Bakersfield Transit Authority and its five-member commission to the City Manager, and the Division of Municipal Transit was added to the Municipal Code. Operating losses were covered by a property tax rate of as much as \$.08 per \$100 valuation for City residents. In 1970 another \$.10-\$.20 would have been required to modernize the 20-bus system.

1966 Police Lt. James Deem replaced Max White as transit superintendent until a transit system director could be hired.

When it seemed the City might terminate the system, the Greater Bakersfield Metropolitan Transit Committee was formed to determine how to preserve the system and enlarge and update its services. Throughout the 1960's, the transit system suffered mounting financial losses. It was decided that a special transit district should be formed, and special legislation was drafted for approval at the state level. This bill was sponsored by state senator Walter Stiern.

1970's: Revival & The Birth of a Public Transit District



Route 1 timetable and map 1973



The Rainbow Fleet
 A variety of colors shown (left)
 on Twin coaches. The Rainbow
 fleet existed from the 1970's
 until 1986.

1972 (June) - The voters within the proposed transit district boundaries approved formation of the District by a 2 to 1 margin. The Board of Directors was formally organized in September 1972.

1973 (February)- Mr. Ivo Keyser was hired as the first General Manager and acted as department head for the City until July 1, 1973, when the Greater Bakersfield Metropolitan Transit District completely separated from the City.



18th & Chester July 1973



1973 (March) – Bus service to Cal State Bakersfield was initiated.

1973 (September) - The name of the District was changed to the Golden Empire Transit District (GET). During the following five years GET acquired 24 new air conditioned buses, installed 300 bus stop signs, created a totally new route system, purchased a two-way radio system, and increased ridership by 167%. Base fare was \$.25.

1974- The first woman bus driver, Arma Williams, joined GET. The multicolored “Rainbow Fleet” also debuted in this year.

1976 (May) – A contract for purchase of 8 AM General buses was awarded.

1979 (November) - GET initiated curb-to-curb dial-a-ride service (GET A Lift) for people unable to access the fixed routes due to disabilities. Hall Ambulance personnel operated the service until 1986. Wayne Tranettes were part of the original fleet.



GET's Original Home
 The original bus yard, office, and shop was located at 3101 16th Street adjacent to the railroad tracks and the Oak Street bridge. It was constructed by the City of Bakersfield in 1959 and was used by GET from 1973 until 1983.

1980's: Growing Pains

1980 (July-September) - A 9-week operators' strike halted transit service, stranding 10,000 daily riders.

1980- (Dec. 7) Sunday service was initiated on fixed routes and GET A Lift.

1981- An expansion of the District boundaries occurred when the Greenfield, Rosedale-Greenacres-Fruitvale, Olive Drive, and northern Oildale areas were annexed. The District had outgrown its 16th Street facility and plans were under way for a new site.

1982- Construction began on a new office/maintenance complex at 1830 Golden State Avenue. Citing health problems, General Manager Ivo Keyser retired, with Assistant General Manager Steve Ruggenberg assuming those responsibilities.

1982- Sunday service was discontinued at the end of June due to low productivity.

1983- A new training program was instituted to familiarize new drivers with the transit industry and to train them to operate the buses.

1983- The 1830 Golden State Avenue office-maintenance facility opened and was named the Binder-Keyser Complex. Rozella Binder was a charter Board member and Ivo Keyser the first General Manager. A formal dedication occurred on Dec. 8. Senator Walter Stiern and former Board member Robert Bovee were guest speakers. The new facility was designed by David Doll Architects. Chief contractor was Tumblin Co. and project manager was Chet James. The first wheelchair lift-equipped buses arrived. There were 82 employees- 60 operators, 9 maintenance employees, 3 dispatchers, 2 route supervisors, 3 clerical/staff support, and 5 management employees.

1983 (Dec)- GETs first General Manager, Ivo "Buck" Keyser, passed away on Dec. 24. Mr. Keyser retired for health reasons in Nov. 1982. He assisted in writing the legislation that was later introduced by Senator Walter Stiern. This legislation gave birth to the District.

1984 (March)- The GET Board of Directors approved purchase of a Digital Rainbow 100 Computer at a cost of \$7,890. The new computer was initially used to do budget and payroll.

1984- In recognition of GET's contribution to increased mobility for disabled persons, the Bakersfield Mayor's Committee to Employ the Handicapped bestowed its monthly award upon GET.

1984- A new accident-free record of 54 operating days was set.

1985- A Comprehensive Transit Analysis study was conducted so that the transit system could better serve the urban area's land use and spatial arrangement. This resulted in a recommendation for a cross-town routing design in lieu of a strictly radial system.

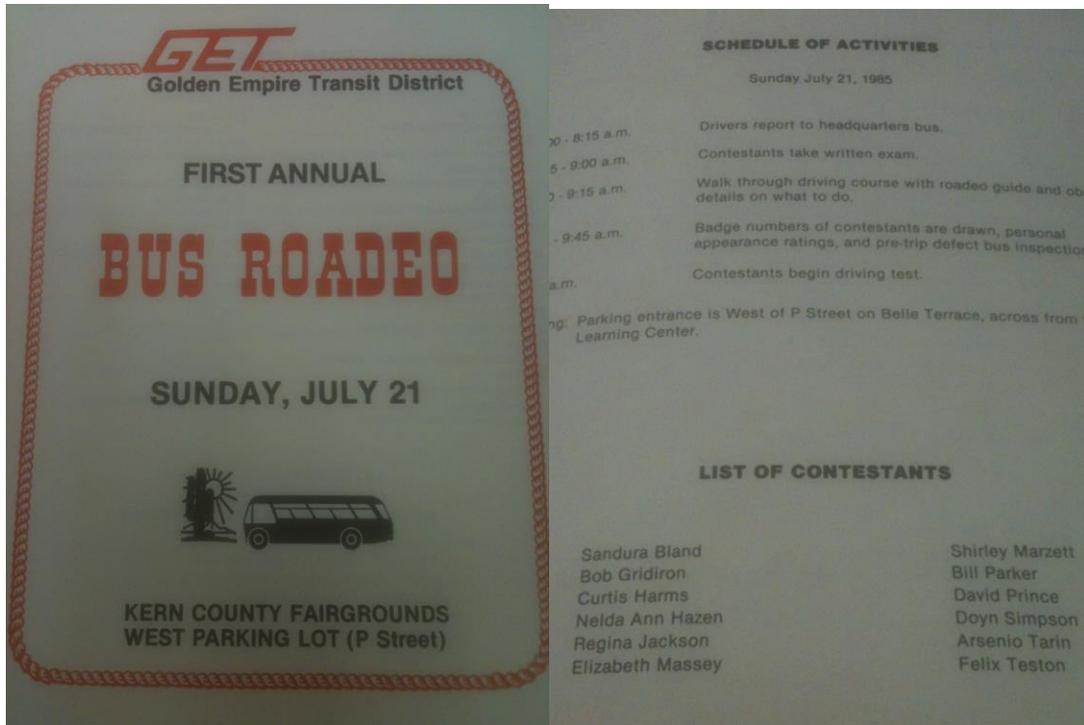
1985- The District held its first annual bus rodeo with Felix Teston winning and representing GET in international competition.



Riders boarding Route 10 Lakeview at Chester & 19th



AM General Bus in the rainbow fleet.



1986- The first District-owned bus shelters were installed at heavily-used bus stops.

1986 (September 8) - The cross-town route system, which was an entire redesign of the system, was implemented. While Downtown Bakersfield remained a major trip generator for the system, it was no longer the hub of a radial system. The new system also introduced morning and afternoon peak trips for the first time in District history. After an initial decrease in ridership, the new system experienced the greatest ridership growth in District history, topping 4.5 million annual riders in the early 90's.

1987 (March)- After a long dispute over where to locate a permanent downtown transit center, a center at 22nd Street and Chester Avenue was opened. The change moved customers from the long-standing transfer site on Chester at 19th to this off-street site. The new center (shown below) opened with a transit information center, restrooms, drinking fountains, and covered seating.





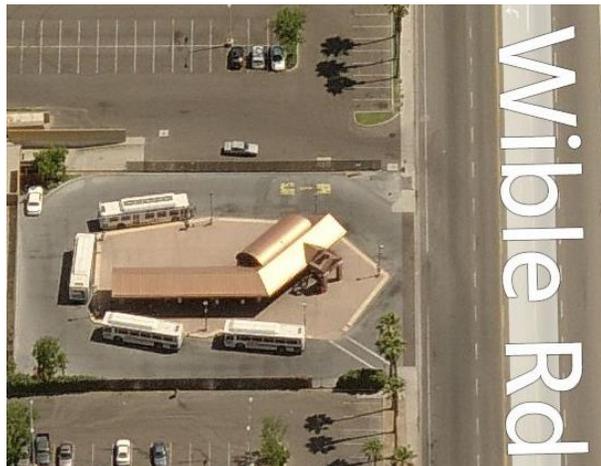
The Downtown Transit Center is located on the former site of Woody's Toy Circus, shown above during a parade on Chester Ave. at 22nd Street. Woody Bryant, the owner, was a celebrity who also hosted a popular local children's television program, "The Uncle Woody Show." The District purchased the property after a fire (Dec. 22, 1983) destroyed Woody's Toy Circus (see below).



1990's: Record Growth

1990-91- Eleven new buses were purchased as part of the District's bus replacement program.

1994 (January) - The Southwest Transit Center opened on Wible Road adjacent to Valley Plaza. The transfer site for routes in this area was originally located on Valley Plaza property, and then moved adjacent to the mall on Hughes Lane. The new location resolved a controversy which involved Valley Plaza, nearby residents, and riders over the issue of how to best serve the area's major retail center. Following the death of former Board member Larry Robinson, the center was named in his honor.



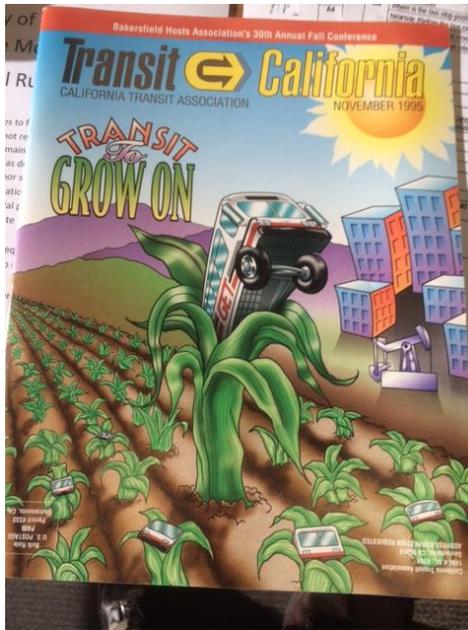
Southwest Transit Center

1994- Fares were raised for the first time since 1982 (Base fare from \$.50 to \$.75).

1995- The Metropolitan Bakersfield Major Transportation Investment Strategy (MTIS) was initiated. This long-range study is helping the District, City, County, and Kern COG to prepare for Bakersfield's transportation needs as it enters the new century. The issues of urban sprawl, livable communities, traffic congestion, air quality, funding and transit's vital role are being addressed. The project will assist local agencies in selecting a preferred alternative for transportation improvements in the metropolitan area. The project is intended to meet the federal requirements for major transportation improvements.

1995 (July) - Route 5 became the first route in the crosstown system to operate on 20-minute headways Monday through Friday.

1995 (Nov.) – The District hosted the California Transit Association 30th annual Fall conference. The theme was "Transit to Grow On."



1996- Plans for a compressed natural gas fueling station at the District's maintenance yard and an order for 19 natural gas buses were finalized.

1996- Sylvia Houston became the first woman driver to win the annual bus rodeo.

1996- The District initiated tripper service to Centennial and Ridgeview High Schools.

1996 (June) - The Summer Sizzlin' Youth Pass was introduced at a price of \$37.50 for customers 18 and younger for unlimited rides valid June, July, and August.

1997- The first compressed natural gas (CNG) buses arrived.

1997- The District installed 300 recycled plastic benches, funded by a grant from the California Dept. of Conservation.



1998- On January 5 the first crosstown express route was initiated, operating between the Southwest Transit Center, Downtown Transit Center, and Bakersfield College.

1998- Bicycle racks were installed on buses for the first time.



1998- An on-site CNG fueling station was completed.

1998- Route information tubes were installed at key locations.



1999- General Manager Steve Ruggenberg announced his resignation effective June 18. Assistant General Manager Chester Moland was appointed Chief Executive Officer.

1999- The Board of Directors approved the transfer of GET A Lift service to the North Bakersfield Recreation & Parks District, which is the Consolidated Transportation Services Agency (CTSA). The transfer was effective 7/1/99.

2000's: New Era, New Challenges

2000- Sunday service was initiated for the first time since 1982 on eleven routes from approximately 7:00AM-7:00PM. beginning Jan. 16.

2000- Fifteen new bus shelters were purchased.



2000- Evening service was operated for the first time in GET history on eleven routes until approximately 11:00PM as a trial service funded by the Kern County Dept. of Human Services, beginning Jan. 17.

2000- The Board of Directors approved the cancellation of the contract with the CTSA effective April 1 with GET A Lift operations returning to the District. Differences in trip types and needs between CTSA and GET A Lift riders were cited as reasons, and it was believed that area residents would be served better if the two types of service were operated separately.

2000- Transfers were eliminated on July 1 and replaced by a Day Pass (1.75 or .85 for seniors/disabled). A senior/disabled monthly Flash Pass was initiated @ \$12.50 each.

2000 (Sept) - The District assumed all runs that had been operated by a private contractor (MacDonald Transit) since 1986. This included peak runs as well as many all-day runs. The number of GET-employed drivers more than doubled.

2000 (Oct. 1) - Route 4 became the second route in the crosstown system to operate on 20-minute headways on weekdays.

2001- (July) Route # 2 became the third route in the crosstown system (along with routes 4 & 5) to operate on 20-minute headways on weekdays.

2002- Fareboxes were upgraded with printable Day Passes as well as an automatic validation process.

2002- Highest ridership in District history was recorded at the end of FY 2001-02, as 7,157,418 boardings were recorded.

2002- Eleven new shelters were purchased.

2002- Thirteen new GET A Lift vans arrived.

2003- Installation began on an Automatic Vehicle Location (AVL) system.

2003- Route 5 was extended to the Homeless Shelter on E. Truxtun Ave. (Oct.) after an extensive process involving coordination between City, County, District, and Homeless Shelter officials.

2003- Thirty-minute headways were initiated on Route 13 (Mon-Fri Daytime) for the first time, leaving only two routes with 60-minute weekday headways.

2003- The District celebrated its 30th anniversary.

2003- Evening service was extended for the first time since its inception in 2000 when route 11 was revised to operate on Stockdale Highway between Cal State & Stockdale Fashion Plaza.

2004- The District's first 40-ft. length buses (Orion 7) were placed into service.



2004- The Automatic Vehicle Location (AVL) system became operational, providing schedule adherence and ridership reports.

2005- The City of Bakersfield equipped more than 100 traffic signals with Traffic Signal Priority/Preemption equipment (TSP). The project was designed to improve safety at intersections when emergency vehicles cross and improve traffic flow for GET buses at select intersections when a bus is running five or more minutes behind schedule. GET secured \$750,000 in federal funds to the City's TSP program.

2006- (January) The base fare increased from \$.75 to \$.90 and fares for passes increased.

2006- (April) The fleet became 100% CNG, with new buses replacing the remaining diesel buses.

2006- (November) Seventeen bus shelters were installed.

2007- Over 400 bus stop signs were installed. For the first time in District history, more than 90% of all stops were marked with signs.

2007- Chester Moland resigned as CEO.

2008- A study was completed by Odyssey consultants, outlining future service needs and Marketing efforts.

2008- Karen King was hired by the Board of Directors as the District's fourth CEO and joined GET on June 23.

2008- (October) The first route (X-92) extending outside the District boundary was initiated to the Tejon Industrial Complex as an express route. This was also the first time the District operated service after midnight. A park and ride location was designated at the Panama Lane Wal-Mart/Lowes and later moved to the Auto Mall on Auto Mall Drive until a permanent site could be used.

2009- The Board of Directors adopted a new mission statement: To consistently provide safe, accessible, reliable, and affordable public transportation to diverse customers in the Greater Bakersfield area.

2009- The District received \$8.1 million in federal stimulus money for fareboxes and preventive maintenance.

2009- Fares were increased on August 1. The base fare increased from \$.90 to \$1.00. A new premium fare was introduced for express service.

2010's: A New Image

2010- Fares for passes were increased on February 1.

2010- Twenty-Seven New Flyer buses were placed into service.

2010 (April) Centre Station in the Get offices opened. It was developed to place a stronger focus on GET A Lift customers and is the hub for scheduling.

2010 (July) The GET A Lift Assessment Center opened at the GET offices. The center is to determine eligibility for GET A Lift customers applying for or recertifying for paratransit service.



2010: A new logo was unveiled:
New bus stop signs with this logo replaced old signs.

2010- Fares were increased on August 1, including the base fare, from \$1.00 to \$1.25.

2010 – The property adjacent to the GET yard was purchased for possible expansion.

2011- Kern Delta Park and Ride lot opened on McKee Rd. just west of South H Street, providing a permanent location for riders of route X-92. (June)



Ribbon-cutting ceremony at Kern Delta Park and Ride



Kern Delta Park
And Ride

2011- Ground was broken for the Bakersfield College Transit Center on Panorama Drive between Haley Street and Mt. Vernon Avenue.





2012- The Metropolitan Bakersfield Transit System Long Range Plan (LRP) was completed. It resulted in recommended changes to transit service in the Short (2013-2020), Medium (2021-2025), and Long (2026-2035) Terms.

2012- (March) The Bakersfield College Transit Center opened on Panorama Drive.

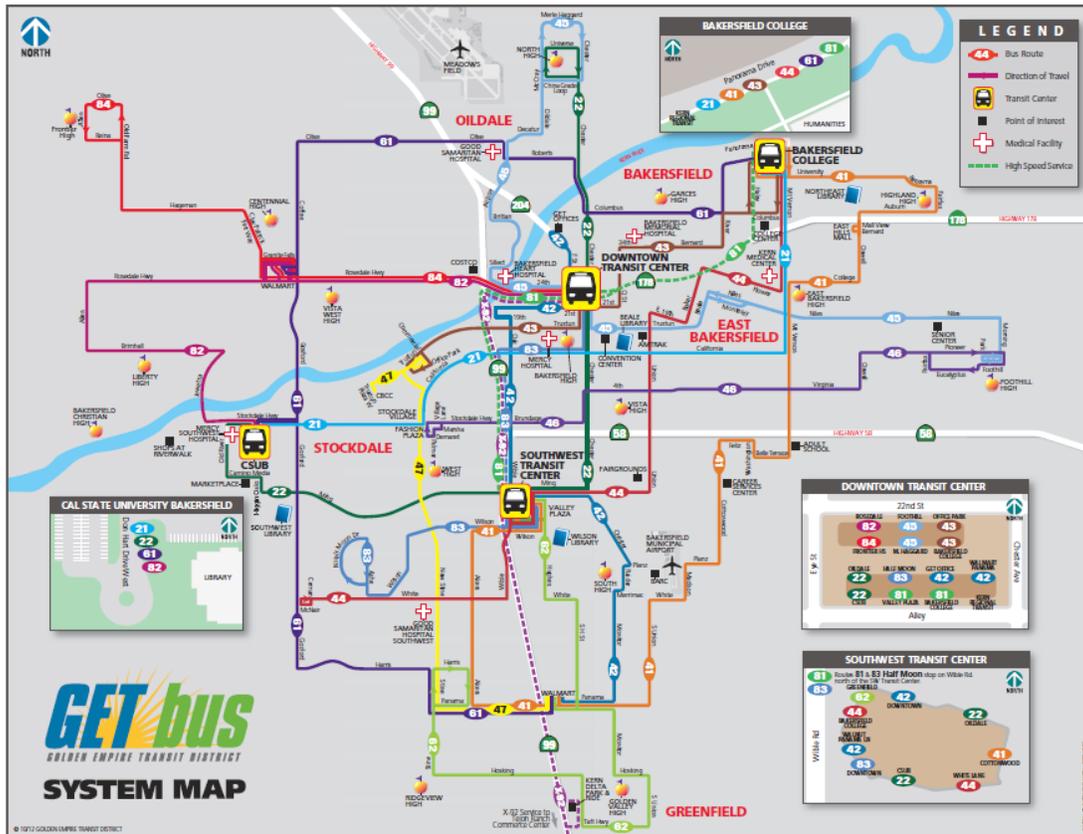


Mayor Harvey Hall cuts the ribbon with CEO Karen King And GET Board member Howard Silver to the right.



Bakersfield College Transit Center

2012- On Oct. 7 the short term recommendations of the Long Range Plan were implemented (see system map below), replacing the route and schedule system that was implemented in 1986. This system initiated the District's first "Rapid" routes (#21 and #22), making only limited stops and providing the foundation for future Bus Rapid Transit (BRT) service.



2012- (Sept.) Twenty new bus shelters were installed.

2012- 102 Solar lights were installed at bus stops.



2012- 12 new 40-ft. buses and 5 GET A Lift vehicles replaced older vehicles

2012- Modular buildings were installed in the yard for additional space for Safety & Training. The front office lobby was renovated and a master plan for the transit yard was completed.

2012- Replacement of the Automatic Vehicle Location (AVL) and Passenger Information System (PIS) system was approved.

2012- The Downtown and Southwest Transit Centers were painted and new signage installed.

2012- Google Transit Trip Planner became available on the District's website and WiFi became available at all transit centers and the GET office.

2012- Driver work runs were created (Runcuts) for the first time using computer software (Fleetnet).

2012- Created an online HR application process to allow applicants to apply on the website as well as in house on an information kiosk.



2012- Upgraded security surveillance to increase performance and recording times at all locations.

2013- All paratransit vehicles were equipped with the CAD/AVL/PIS system. GET A Lift operated via automated dispatching.

2013- The Health & Wellness Program Plan was officially unveiled at the employee Health Faire on May 17. On June 6 GET was notified the District had been selected as a participant in the National Healthy Worksite Program (NHWP).

2013- Five buses were added to routes 21 and 22 in October.

2013- An internal "Green Team" was created to assist with the development of the goals and action plans to meet the APTA Silver Sustainability commitment. The team identified water, energy, fuel, and paper reduction as target goals.

2013- A team of seven staff members participated in creating an Environmental Management System (EMS) for the District.

2013- The District, in partnership with CSUB, prepared and submitted a CMAQ funding application for the proposed CSUB transit center.

2013- A Workplace Violence Program was developed and implemented.

2013- Service was operated every day of the year, including all holidays.

2013- A plan to construct new administration and maintenance facilities on vacant District property adjacent to the current structures was presented.

2013- The results of a customer satisfaction survey indicated that more than half (56%) of all respondents reported being negatively affected by the October 2012 service changes. Annual ridership decreased by more than 1 million boardings. The first revisions to that system were implemented in October 2013.

2014- The new GPS tracking system was installed on all buses, providing on time performance data as well as specific data for boardings, alightings, lift and bike rack use.

2014 (March)- A joint City-County ad hoc transportation committee was formed to study mounting criticism resulting from the October 2012 system redesign after concerns for pedestrian safety and access to bus stops were raised by Bakersfield Homeless Center, Clinica Sierra Vista, and Bakersfield Association of Retarded Citizens (BARC).

2014 (July15 –August 18) - A 5-week strike halted transit service except for Get A Lift, which operated on a limited schedule. Free rides were offered from August 19 through August 31, boosting weekday boardings to 29,000 per day during the free period.

2014 (Sept)- The Bakersfield City Council removed Board members Howard Silver and Norris Ledbetter in the aftermath of the controversial Oct. 2012 system redesign and the 5-week strike.

2015 (Jan)- The City of Bakersfield reached a settlement with the High Speed Rail Authority to consider a change in the alignment for the proposed route from the Santa Fe corridor to the Union Pacific corridor, which would affect the District's property on Golden State Avenue as well as the plans for a new administration and maintenance facility.

2015- (Jan)- Route 83 was revised to provide service adjacent to Plaza Towers on the south side of Wilson Rd.

2015- (Feb)- Route 45 was extended to James in northern Oildale.

2015- April)- A customer satisfaction survey of more than 3,000 customers showed significant improvement from a previous survey.

2015- (July)- Evening service was initiated on routes 61, 62, and 83.

2015- (July)- The District received the Certificate of Achievement for Excellence in Financial Reporting by the Government Finance Officers Association of the U.S. and Canada (GFOA) for the second consecutive year.

2015- (Aug)- The Metropolitan Bakersfield Transit Center Study was completed is to identify locations for transit centers in Bakersfield due to anticipated growth and higher demand for transit service as well to identify the need for connectivity of various existing and future transit service connections.

2015- (Aug)- Fares were increased for the first time since 2010. The base fare increased from \$1.25 to \$1.50 and most other fare categories also increased.

2015- (Sept.) – GET's second General Manager from 1982-1999, Steve Ruggenberg, passed away.

2015- Service on Thanksgiving and Christmas day was eliminated due to low ridership.

2015- (Nov)- The District received certification of the ISO 14001 standards for the Environmental Management System (EMS) program.

2015- (Nov)- The District received the California Transit Association (CTA) Innovation Award for its EMS program.

2015- The District achieved the lowest vehicle accident rate in 5 years.

2016- The Blue Seal of Excellence was awarded to the Maintenance Dept. as prescribed by the National Institute for Automotive Service Excellence (ASE).

2016- The District received the Kern Green Award for integrating green practices in daily work.

2016- A Five-Year Information Technology Strategic Plan was completed.

2016- The City of Bakersfield completed bus stop improvements funded by the District's Transportation Development Act (TDA) funds up to an amount of \$500,000.

2016- (March) The Board of Directors approved reimbursement to the County of Kern for improving access to bus stops for an amount up to \$500,000 in Transportation Development Act (TDA) funds. The project area was Virginia Ave. between Washington and Oswell.

2016- (July) Weekday headways on route 61 were improved from 60 to 30 minutes.

2016- (October) A Community Advisory Committee was formed.

2016- (December) 2 MCI 45-foot commuter coaches arrived to be used on Route 92. These are the largest buses in the history of the District's fleet and the most seats (57 seats).



2017- (March) The GET Board authorized the execution of the Low Carbon Transit Operations Program (LCTOP) funding for purchase of 3 electric buses in the amount of \$278,644.

2017- (March) The City of Bakersfield requested that GET be a partnering agency for a Bike Share program.

2017- (August) The GET Board approved the purchase of 24 CNG New Flyer of America buses.

2017- (October) Fares were increased, including the regular single ride fare from \$1.50 to \$1.55.

2017- (October) A new mobile app, Token Transit, was implemented for pass purchases.



2017- (October) The GETWorks testimonial campaign was launched featuring real Bakersfield bus riders, instead of professional actors and models, sharing true stories of how GET empowers them and improves their lives. Nine testimonial candidates were featured in local newspapers and on social media, as well as the Maya Theater and on GET buses.

2017- (November) The Bakersfield Rehabilitation Center presented GET with a certificate of appreciation for Get A Lift service to their clients.

2018- (April) Stantec Consultants completed the *Study of Best Practices Regarding Alternatives to Traditional Fixed Route transit Service*. The study recommended microtransit solutions as alternative service delivery methods.

2018- A committee was formed to begin a plan for implementation of a microtransit pilot program. It was decided to call the service "RYDE" and implement a 6-monthly pilot on-demand ride sharing service in portions of southwest Bakersfield, particularly the Route 47 area and the southern segment of the Route 61 area.

2018 (April)- The Board of Directors authorized execution of the Low Carbon Operations Program (LCTOP) funding for purchase of 3 electric buses.

2018 (November)- Four days of free rides were offered due to poor air quality, funded by a Spare the Air grant for \$681,658.

2018- (Fall) A total of 24 New Flyer buses arrived for replacement of the fleet's 24 oldest buses. These buses generate near zero emissions.

2018- After a rigorous independent audit, GET was certified under the ISO 14001:2015 standard for its Environmental Management System (EMS). Fuel costs decreased and employees used electric cars as relief vehicles. Water consumption was reduced by 335,000 gallons.

2018- The break room in the administration building was doubled in size by using space from the Board meeting room, which would be moved to a new modular unit.

2018 (Sept.)- The Human Resources Dept. moved to a new modular unit that was installed adjacent to Safety & Training. Board of Directors meetings were also moved to a new modular unit.

2019- (April 7) RYDE microtransit pilot was launched in southwest Bakersfield. Riders could schedule the on-demand service with an app or call (\$3.50 for a one-way trip).

2019- (June 6) Flixbus, a long distance bus service, began operating in the Downtown Transit Center, sharing bus bay "L" with Route 82. Tickets could be purchased at the Downtown Transit Center Information Center.

2019- (October)- Construction began on installation of solar panels in the GET facility employee & visitors parking lot.

2019- (December)- Free rides were offered on fixed routes and GET A Lift during December, funded by the Caltrans Low Carbon Transit Operations Program (LCTOP).

The GET Board of Directors- *The District's Governing Body*

Since the District's inception, it has been guided by a five-member Board of Directors. Two members are appointed by the Kern County Board of Supervisors, two from the Bakersfield City Council, and the fifth member is at-large appointed by the other four members. The following individuals have given their time and service as Board members in commitment to public transit for the local community. They are listed in the decade they were first appointed.

1970's	1980's	1990's	2000's
Rozella Binder	Kathleen Ashland	Mary Almaraz	Christopher Finberg
Robert Bovee	Sheryl Barbich	Jackie Fisher, Sr.	Norris Ledbetter
Bill Carter	Donald Franklin	David James	
Arend Folkens	Sharon Gutierrez	William Mattox	2010's
Don Frazier	Esther Hupp	Patricia Norris	Jim Baldwin
Lynn Hall	Charles (Chuck) Michel	Margo Perry	Carlos Bello
Ray Inness	Larry Robinson		Gregory Bielli
Robert Watson	Howard Silver		Annazetta Henderson
	Mary Stratton		James Hunter
	Sherman Tyler		Elliott Kirschenmann
			Leasa Engel
			Cindy Parra
			Rueben Pascual
			Evelyn Young Spath