

All of these trains, except one daily train, operate between the City of San Diego and the Town of La Mesa, a distance of approximately 12.5 miles. The company operates one of the above trains daily between San Diego and Lakeside. Passenger service on this line is afforded by gas electric motor cars operated in a single unit.

The increased use of the private automobile, together with bus competition, particularly that of the bus line between San Diego and La Mesa, authorized by the Commission in Decision No. 18717, on August 16th, 1927, in Applications Nos. 13617, 13793 and 13784, has resulted in a continual decrease in passenger traffic of applicant. The number of passengers handled monthly in 1927 decreased from 3,349, in January, to 1430, in November. Applicant presented evidence to show that during the year 1926 earnings on the average failed to meet operating expenses by \$365. per month and that for the first six months of 1927 the average loss was \$755. per month, which has steadily increased, and for the month of November the loss amounted to \$1,050.

Applicant now proposes to discontinue the operation of separate passenger and freight service and substitute therefor mixed train service between San Diego and Lakeside, these trains to operate only on Monday, Tuesday, Thursday and Saturday of each week. Under the proposed schedule, the trains will leave San Diego at 8:00 A.M. and Lakeside at 2:00 P.M. All baggage now handled on the gas motor car will be taken care of by the mixed train.

Although notice of the hearing had been posted at all stations along the line involved herein, only one protestant appeared to oppose the granting of the application. This witness represented the Chamber of Commerce of Lemon Grove and based his objection on the necessity of local passenger service between Lemon Grove and La Mesa. Applicant's Exhibit No. 7 shows that on an average 2.9 passen-

gers per day are handled in both directions between these two points.

After a consideration of the evidence presented in this proceeding, it appears that the application should be granted and the order following will so provide:

O R D E R

A public hearing having been held in the above entitled proceeding, the matter having been duly submitted and the Commission being now fully advised, and basing its order on the findings of fact which appear in the foregoing opinion,

THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA hereby declares that public convenience and necessity does not require the continuance of separate passenger and freight service on the Lakeside Branch Line of San Diego and Arizona Railway Company and that reasonable service to the public can be afforded by the substitution therefor of mixed trains to operate on Monday, Tuesday, Thursday and Saturday of each week, therefore,

IT IS HEREBY ORDERED that permission and authority be and it is hereby granted to San Diego and Arizona Railway Company to discontinue its separate passenger service on its Lakeside Branch Line and substitute therefor mixed train service, said mixed trains to operate on Monday, Tuesday, Thursday and Saturday of each week, provided that applicant shall, for at least five (5) days before the modification of such passenger service, post notices in all trains and at all stations on said Lakeside Branch Line, notifying the public of such change in service.

The authority herein granted shall become effective on the date hereof.

Dated at San Francisco, California, this 17th day of February, 1928.

Leon White
E. Deane
Samuel C. ...
W. A. ...
Commissioners.