

Decision No. 21345.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of Application of  
 SAN DIEGO ELECTRIC RAILWAY COMPANY,  
 a corporation, for permission to  
 abandon service over that certain  
 street railway line in the City of  
 San Diego, on 32nd Street, between  
 Grand Avenue and the Naval Repair  
 Base.

**ORIGINAL**

Application No. 9397.

R. G. Dilworth for Applicant.

BY THE COMMISSION:

O P I N I O N

San Diego Electric Railway Company, a corporation,  
 has petitioned the Railroad Commission for an order authorizing  
 the abandonment of street car service as now rendered on Thirty-  
 second Street, San Diego, from Grand Avenue to the United States  
 Naval Repair Base.

A public hearing on this application was conducted  
 by Examiner Handford at San Diego, at which time the matter was  
 duly submitted.

Applicant alleges that the line on which service is  
 proposed to be suspended was constructed by it upon and along  
 Thirty-second Street in the City of San Diego from Grand Avenue  
 to the ship-building plant of the United States Shipping Board  
 Emergency Fleet Corporation during the year 1918, as a war  
 measure and in order to furnish transportation to employees of  
 such corporation engaged in the construction of concrete ships  
 at such plant; that in the year 1920 the operations of the ship-  
 building plant ceased and shortly thereafter the properties of  
 said Shipping Board were transferred to the United States Navy

for use as a Destroyer Repair Base; that the tracks on Thirty-second Street as hereinabove referred to are owned by the Emergency Fleet Corporation and were constructed under a permit granted by the Common Council of the City of San Diego to said Emergency Fleet Corporation; that the tracks are in a dilapidated and worn-out condition and will require a large expenditure to place them in suitable condition for operation; that the revenue received from the operation of the line has not been sufficient to pay operating expenses and that further operation or the expense of rehabilitating the track is not justified by the traffic now offering or which might reasonably be anticipated; and that the line has only been maintained at the request of the Commandant of the United States Navy in charge of naval activities in the San Diego district, as an accommodation to the Navy Department.

The record shows the line to have cost approximately \$47,000. and that at no time were the operations profitable, the accumulated deficit during the period December 17, 1918 to September 30, 1923, inclusive, being \$29,984.20. The continuation of the service is earnestly desired by the Admiral in charge of the Eleventh Naval District and Naval Operating Base as being necessary for the transportation of the Navy personnel and the civilian employees, although it is apparent that the line was entirely dependent on the limited traffic furnished by the operation of the Repair Base, which does not return a revenue sufficient to meet the out-of-pocket operating costs, and that the line required extensive rehabilitation to place same in proper operative condition.

Following the submission of this matter the management of the San Diego Electric Railway Company agreed to continue the operation of the line for the accommodation of the Navy Department

until such time as the track became unsafe for operation or until paving was ordered by the City of San Diego, in which latter case entire rehabilitation of the line would be necessary and requiring the installation of girder rail and other expensive type of construction.

On June 10, 1929, applicant filed herein its amended application requesting authority to establish a bus line in lieu of the rail service herein proposed to be discontinued and alleging that a contract for the paving of Thirty-second Street had been awarded by the City of San Diego and that the paving work had been commenced by the contractor. It appears that the Common Council of the City of San Diego has on June 3, 1923, granted to applicant a franchise for the operation of a bus service on Thirty-second Street, San Diego, from National Avenue to Fisher Street, on the condition that the street car tracks on said Thirty-second Street be removed before the street is paved. The proposed change and substitution of bus service has the endorsement of the San Diego Chamber of Commerce, as evidenced by certified copy of a resolution passed under date of June 6, 1929. The proposed substitution of bus service is also endorsed by Rear Admiral A. H. Robertson, Commandant of the Eleventh Naval District.

In view of the fact that a substituted bus service is now proposed in lieu of the street car service, and that such bus service will be operated with the same frequency of service and at the same rate of fare as at present available on the street car service, and with the same transfer privileges, and further as the bus service is proposed to be extended to the entrance of the destroyer base, or approximately one-quarter mile further than the street car service, we are of the opinion that this is a matter in which further public hearings are not necessary and that the application should be granted in accordance with the following

order.

O R D E R

San Diego Electric Railway Company, a corporation, having made application to the Railroad Commission for an order authorizing the abandonment of service and the removal of its street car tracks on Thirty-second Street, San Diego, between Grand Avenue and the Naval Repair Base, a public hearing having been held, the matter having been duly submitted, a supplemental application having been filed herein on June 10, 1929, in which it is proposed to substitute auto bus service for the street car service herein sought to be abandoned, the Commission being now fully advised and of the opinion that this is a matter in which a further hearing is not necessary, and that the application should be granted.

IT IS HEREBY ORDERED that San Diego Electric Railway Company, a corporation, be and the same hereby is authorized to discontinue street car service on its so-called ship-yard line on Thirty-second Street, San Diego, between Grand Avenue and the Naval Repair Base, and to remove its tracks therefrom, provided, however, that upon the completion of the paving now in progress on said Thirty-second Street applicant will install and thereafter operate an automobile bus service on said Thirty-second Street, between National Avenue and the Destroyer Base, said bus line to be operated with the same frequency and at the same rates of fare, including transfer privileges, as the street car service for which discontinuance is hereby authorized.

The authority herein granted shall become on the date hereof.

Dated at San Francisco, California, this 7<sup>th</sup> day  
of July, 1929.

C. C. Seawright  
Leon O'Connell  
M. J. Conroy  
Commissioners.