

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

FRANK WILLIAMS and
JOHN W. HANNAY,

Complainants,

vs.

Case No. 265.

LOS ANGELES & SAN DIEGO BEACH
RAILWAY COMPANY,

Defendants.

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Frank Williams for complainants.
Leovy & Leovy for defendants.

THELEN, Commissioner.

SUPPLEMENTAL OPINION.

In the above entitled matter the Commission made its order, dated August 23, 1912, readjusting passenger rates over defendant's line of railway between San Diego and La Jolla and points intermediate. Defendant was directed to file and publish the fares specified in the order, effective twenty days from the service of the order. On September 14, 1912, applicant, in order to hold the matter in statu quo, filed its application for a rehearing. In this application, applicant pointed out certain difficulties in applying a three cent rate as between different stations on the line and submitted a draft of local passenger tariff, worked out to the best of applicant's ability, in accordance with this Commission's order dated August 23, 1912. I recommend that this draft be approved, and that defendant be given ten days after service upon it of this order to file and publish the same.

In paragraph 3 of this Commission's said order, defendant was directed to stop at Seaside for passengers having tickets to that station and on flag, all its motor cars coming south and all its steam trains in either direction, except such trains going north as consist

of more than three cars, and to print on all its time tables and tickets sold by agents or conductors, the names of all stations, including Seaside. Some confusion has arisen with reference to this portion of the order by reason of the fact that steam trains going north sometimes carry three cars and sometimes more than three. It appears that steam train No.2, during a ~~month~~ period of one month, has averaged five cars. Train No. 4, during the same period, has averaged four cars, but the average has been brought up by including the Sunday trains. On week days, train No.4 generally carries less than four cars daily. Train No. 6 during a period of twenty-six days, has had twelve cars altogether over an average of three cars. Train No. 8, during the same period, has had an average of three and 1/30 cars each trip. I recommend that this Commission's order in this respect be amended so as to provide specifically that applicant shall stop at Seaside going north, its steam trains Number 6, 8 and No.4 except on Sunday. If difficulty arises from this solution of the problem, applicant may later apply by letter to the Commission for relief.

This disposes of the points raised in the application for a rehearing, and I recommend that the application be denied. I submit herewith the following form of order:

SUPPLEMENTAL ORDER.

Defendant in the action entitled as above having filed with this Commission its petition for a rehearing in the proceeding entitled as above, and due consideration having been given to the same,

IT IS HEREBY ORDERED AS FOLLOWS:

1. In lieu of the single and round trip rates specified in Section 1 of this Commission's order dated August 23, 1912, and of the one way passenger fares therein prescribed, defendant is hereby directed to file and publish within ten days from the service on it of this order, the following local passenger tariff:

Mls
 fm Stations
 S D

Miles	Stations	4th & G Sts		Foot G St		Old Town		Hardy		Morona		Mission Bay		Lamont St		Haines St				Pac. Beach				Seaside				Glendol				Bird Rook				LaJolla Strand				So. La Jolla				La Jolla			
0.0	4th & G Sts																																														
0.5	Foot G St	5	10																																												
3.7	Old Town	10	20	10	20																																										
4.8	Hardy	10	20	10	20	5	10																																								
6.2	Morona	15	25	15	25	10	20	5	10																																						
7.4	Mission Bay	20	30	20	30	10	20	10	20	5	10																																				
8.6	Lamont St	20	30	20	30	15	25	10	20	5	10	5	10																																		
9.0	Haines St	20	30	20	30	15	25	15	25	10	20	5	10	5	10																																
9.6	Pac. Beach	25	35	25	35	20	30	15	25	10	20	5	10	5	10	5	10																														
10.1	Seaside	25	35	25	35	20	30	15	25	10	20	10	20	5	10	5	10	5	10																												
10.8	Glendol	30	40	30	40	20	30	20	30	15	25	10	20	10	15	10	15	5	10	5	10																										
11.2	Bird Rook	35	45	35	45	25	35	25	35	20	30	15	25	15	20	15	20	10	20	10	20	5	10																								
12.5	LaJolla Strand	40	50	40	50	30	40	30	40	25	35	20	30	20	30	20	30	15	25	15	25	10	20	5	10																						
12.8	So. La Jolla	40	50	40	50	30	40	30	40	25	35	20	30	20	30	20	30	15	25	15	25	10	20	5	10	5	10																				
14.1	La Jolla	40	50	40	50	30	40	30	40	25	35	20	30	20	30	20	30	15	25	15	25	10	20	10	20	5	10	5	10																		

First column of figures indicate single trip fares.

Second column indicates round trip fares.

In other respects, said Section 1 of said order shall remain in full force and effect.

2. Section 3 of this Commission's said order, dated August 23, 1912, is hereby amended so as to read as follows: "3. Defendant is directed to stop at Seaside for passengers buying tickets to that station and on flag, all its motor cars coming south, all its steam trains coming south, and also its steam trains Numbers 6, 8, and No. 4 except on Sunday, going north, and to print on all its time tables and tickets sold by agents or conductors the names of all stations, including Seaside."

3. This order shall become effective ten days after service upon defendant.

4. In all respects except as herein modified, this Commission's order dated August 23, 1912, shall remain in full force and effect.

5. Applicant's petition for a rehearing is hereby denied.

The foregoing supplemental opinion and order are hereby approved and ordered filed as the supplemental opinion and order of the Railroad Commission of the State of California.

Dated at San Francisco, California, this 30th day of September, 1912.

John W. Ashleman
H. L. ...
Mar. ...
Edward O. Edgerton

Commissioners.