

# ORIGINAL

DECISION NO. \_\_\_\_\_

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application  
of LOS ANGELES AND SAN DIEGO BEACH  
RAILWAY COMPANY, a corporation, for  
an order authorizing said corporation  
to reduce the number of trains operat-  
ing daily over its railway, to make  
changes in its rates and for an inves-  
tigation as to necessity of such  
reduction and changes.

APPLICATION NO. 2994.

E. Swift Torrance, for Applicant.  
H. C. Gardiner and  
J. C. Harper, for Protestants.

DEVLIN, Commissioner.

## O P I N I O N

This is an application on behalf of the Los Angeles and San Diego Beach Railway Company for an order of the Commission approving a reduction in the number of trains operated and for an increase and readjustment of passenger commutation rates.

A public hearing was held at San Diego on July 26, 1917, the matter was duly submitted and is now ready for decision.

The Los Angeles and San Diego Beach Railway Company operates a standard gauge railroad from the city of San Diego to La Jolla, a distance of 14.8 miles, all within the corporate limits of the city of San Diego.

The portion of the line within the business part of San Diego operates over a franchise and through a well settled commercial and retail business district. North of the Santa Fe Depot the line traverses for a distance of approximately one mile a second-class residence district and then enters a region of scattered dwellings or vacant land near Mission Bay. Adjoining the shore line of the latter bay the right of way occupies low lands as yet entirely undeveloped. Thence through Pacific Beach and on to La Jolla are found alternate areas of platted and unplatted land, most of which is vacant or cultivated in grain and on which are found occasional small settlements. La Jolla, a suburb of San Diego, comprises a residence district of neat and attractive dwellings and is a tourist and summer resort, having an estimated population of 2500. With the exception of the settlement served by the three stations in Pacific Beach there is no substantial population between San Diego and La Jolla. At La Jolla is located a large private school, known as the Bishop's School, and at Pacific Beach there is a military academy, both of which institutions are patronized by scholars from San Diego.

The Los Angeles and San Diego Beach Railway outside of the city of San Diego does not serve a populous territory, and has suffered losses in passenger traffic due principally to the large increase in the number of privately owned automobiles. The operation of automobiles for public use, commonly known as Jitney Busses, has not been an active item of competition.

The freight business of this Company is of but slight volume, the percentage of total transportation revenue derived from freight business being as follows:

Fiscal Year ending	<u>June 30, 1914</u>	<u>June 30, 1915</u>	<u>June 30, 1916</u>
	11.6%	12.3%	11.2%

All freight handled is carried in mixed trains.

The present schedule of trains provides the following service between San Diego and La Jolla:

<u>Northbound</u>		<u>Southbound.</u>
7	DAILY	7
3	DAILY EXCEPT SUNDAY	3
1	SATURDAY & SUNDAY	
3	SUNDAY ONLY	5
	SATURDAY ONLY	<u>1</u>
<u>14</u>		16

The schedule proposed by applicant would provide the following service:

<u>Northbound</u>		<u>Southbound</u>
7	DAILY	7
<u>1</u>	SATURDAY ONLY	<u>1</u>
8		8

The reduction would consist of three daily except Sunday trains in each direction, four Sunday only trains northbound and five Sunday only trains southbound.

The passenger traffic on this line is steadily decreasing and records for the months of January to May, inclusive, show passengers carried as follows:

	<u>1914</u>	<u>1915</u>	<u>1916</u>	<u>1917</u>	<u>Comparison 1916 and 1917</u>
January	25,578	23,393	13,147*	17,929	36% increase
February	29,655	26,363	12,388*	17,613	43% "
March	30,807	31,567	24,995	19,359	22.5% decrease
April	24,314	26,441	21,149	15,730	25.6% "
May	<u>24,636</u>	<u>28,040</u>	<u>26,922</u>	<u>15,143</u>	<u>40.%</u> "
Totals	134,990	135,804	98,551	85,774	12.2% decrease

Note: (\*) Indicates months in which service was interrupted by flood conditions.

The recent falling off in passenger traffic is attributed to the light tourist movement in and around San Diego. It is estimated by the Company that ninety per cent of the present passenger travel is derived from regular commutation patrons.

The operation of the Los Angeles and San Diego Beach Railway is conducted at a loss and such loss will continue as long as efforts are made to perform service with the steam-propelled passenger trains. The operating expenses have been reduced to the lowest possible point but the traffic has decreased and there is no possibility of further reducing operating expenses to correspond with the loss of traffic. The proposed reduction of service will not permit of any profit from the operation of the line if steam passenger trains are to be continued; the loss will be diminished but not eliminated.

A comparison showing the results from operation during the months of January to May, inclusive, is as follows:

<u>Receipts</u>	<u>1916</u>	<u>1917</u>
Passenger	\$18,584.35	\$16,080.50
Freight	3,406.93	1,867.83
Express	568.16	732.94
Mail	362.20	362.20
Miscellaneous	92.45	120.30
<b>Total</b>	<b>23,014.09</b>	<b>19,163.77</b>
Operating Expenses	22,212.71	22,115.61
Net Earnings	801.38	2,951.85*
Taxes (5 months)	1,285.35	1,957.65
Net Earnings after deducting Taxes	*483.97	4,909.50*
Interest	2,446.61	2,002.01
Net Operating Loss	*2,930.58	6,921.51*

Note: (\*) Indicates deficits.

At the hearings on Application No. 2482 in the month of October, 1916, it was suggested that the use of steam locomotives

be discontinued in the passenger service and that some form of gasoline motor car be substituted, thereby conserving and reducing the operating expense to the lowest possible minimum. The Company arranged for an amendment of its franchise in the City of San Diego and an ordinance was passed by the City Council permitting the use of motor cars in lieu of steam locomotives or electric cars in the City of San Diego.

The Company thereupon made arrangements for the construction of a gasoline motor car with the understanding that if the car proved successful in operation further finances could be secured for the construction of a sufficient number of cars to eliminate the necessity for steam train operation. The experimental car has proven successful and is now in operation replacing several of the runs formerly cared for by the use of steam locomotives.

The expected arrangement for financing additional cars through the medium of local banking interests has failed, the banks declining financial aid due to the uncertain conditions attending the war emergency, and as a result the Los Angeles and San Diego Beach Railway finds itself with a solution of its operating difficulties in sight by the adoption of a different method of motive power, but are unable to take advantage of same by reason of their inability to secure the advance of the necessary funds, and it appears from the evidence that every possible effort has been made to secure the necessary funds for the purchase of the new type of equipment but that such efforts have been unsuccessful. If an amount not to exceed \$20,000.00 could be secured the necessary equipment could be purchased and the line could be operated without the continued and increasing losses attendant upon the use of steam-propelled passenger trains.

The reduction of service as desired by the applicant would result in a saving in a thirty day month of approximately 2707 train miles.

The operating expense per train mile for the five months ending May 31, 1917, (not including taxes, interest or depreciation) was 51.22¢ and would indicate a saving of \$1,386.52 if the proposed schedule had been effective during such period.

The revenue per train mile during the same period was 44.38¢. If all the revenue were to be retained under the proposed reduction of service, which is hardly probable, and considering that the reduced schedule had been effective during the five months under discussion, the revenue per train mile would have been 64.64¢ or a profit of 13.42¢ per train mile. There is necessary for taxes and interest an amount of \$3,969.66 or 13.29¢ per car mile. As no allowance has been made for depreciation and as certain items of expense are not reduced proportionately on a train mile basis by the reduction in the train mileage, it is apparent that if the reduction of train service now requested had been effective for the five months under discussion the line would have been operated at a loss, assuming that the full revenue received had been in evidence during the diminished train service.

It is obvious that a reduction of train service is not the only remedy for the applicant's difficulty in meeting its operating expenses, and a careful analysis of the accounts of the applicant is convincing that some other and cheaper method of transportation must be substituted for the steam passenger trains if relief is to be anticipated.

In view of the inability of the applicant to maintain the present scheduled operation of trains without incurring a material deficit from such operation, I shall recommend that the schedule outlined in the following order be authorized, same having been carefully considered by the Service Department of the Commission with regard to the needs of the regular daily patrons of the Company.

In this connection the attention of the officials of the Company is directed to the operating economies which seem possible by the adoption of self-propelled motor cars in lieu of any steam-propelled passenger trains, it being apparent that such substitution will render possible a more frequent schedule which can be maintained at a profit to the company and in the interest of its patrons. It is recommended that efforts for financing the purchase of gasoline motor car equipment be continued.

The present equipment of the Company has about outlived its usefulness, is badly in need of rehabilitation, and while safe is antiquated and unattractive for passenger travel and will require replacement in the very near future. Because of these facts careful consideration of the matter of a change to some other form of motive power is especially pertinent at this time, especially if by such change the operation of the line can be conducted at a profit instead of continued yearly deficits.

I will now consider the matter of the application for an increase and adjustment of passenger commutation rates.

It is proposed to eliminate the following commutation rates; the present 10 ride individual 30 day limit; the 15 ride

individual 15 day limit; the 60 ride individual 30 day limit; the 60 ride family 90 day limit; the 30 ride family 60 day limit; and the 20 ride family 60 day limit.

It is proposed to establish an individual 6 ride, five day limit; an individual 10 ride ten day limit; an individual 20 ride fifteen day limit; and an individual 52 ride 30 day limit.

Children's individual 60 ride sixty day limit tickets remain as formerly, but have been readjusted as regards rates resulting in reductions from San Diego to Bird Rock inclusive, and additions at the stations of La Jolla Strand, South La Jolla and La Jolla.

All family commutation tickets are to be cancelled, principally, it is understood, on account of the abuse of the privilege accorded and the numerous violations of the contract provisions carried on these tickets.

It would appear that an effort has been made to establish the proposed commutation rate schedules on a mileage basis rather than on the zone rates that have existed in the past. In general the rates proposed are not in excess of those carried by other railroads where operating conditions are comparable.



The present computation rates are in accordance with the following schedule:

Miles from San Diego	Between San Diego and	INDIVIDUAL			CHILDREN'S			FAMILY	
		10 Rides 30 Days	15 Rides 15 Days	60 Rides 30 Days	INDIVIDUAL 60 Rides 60 Days	FAMILY 60 Rides 90 Days	FAMILY 30 Rides 60 Days	FAMILY 20 Rides 60 Days	
4.8	Hardy	\$1.15	\$1.50	\$4.00	\$3.00	\$5.15	\$2.65	\$2.50	
6.2	Morena	1.45	1.75	4.25	3.50	7.00	3.75	2.90	
7.4	Mission Bay	1.65	1.90	4.50	3.75	7.00	3.75	3.50	
8.6	Lamont Street (Pacific Beach)	1.65	1.90	5.00	3.75	7.00	3.75	3.50	
9.0	Haines Street (Pacific Beach)	1.65	1.90	5.00	3.75	7.15	3.75	3.50	
9.6	Pacific Beach (Ocean Front)	1.65	2.00	5.25	4.50	7.35	3.75	3.40	
10.1	Seaside	1.65	2.00	5.25	4.50	7.35	3.75	3.40	
10.8	Glendol	1.75	2.10	5.50	4.50	8.40	4.50	3.50	
11.2	Bird Rock	1.85	2.20	5.75	4.50	8.80	5.00	3.70	
12.5	La Jolla Strand	2.00	2.25	6.00	4.50	9.00	5.25	4.00	
12.8	South La Jolla	2.00	2.25	6.00	4.50	9.00	5.25	4.00	
14.1	La Jolla	2.00	2.25	6.00	4.50	9.00	5.25	4.00	

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The proposed commutation rates are in accordance with the following schedule:

Miles	Station	Individual 6 Rides 5 Days	Individual 10 Rides 10 Days	Individual 20 Rides 15 Days	Individual 52 Rides 50 Days	Children's Individual 60 Rides 60 Days
0.0	Fourth & F Sts., Loop, San Diego,					
4.4	Old Town--(North San Diego),	0.66	0.88	1.56	2.29	1.60
5.5	Hardys,	0.83	1.10	1.96	2.86	1.98
6.9	Morena,	0.85	1.24	2.20	3.58	2.50
8.1	Mission Bay,	0.97	1.46	2.60	4.21	2.90
9.3	Lamont St., (Pacific Beach),	1.00	1.49	2.70	4.63	3.35
9.7	Haines Street, (Pacific Beach),	1.05	1.55	2.80	5.04	3.50
10.5	Pacific Beach, (Ocean Front),	1.11	1.65	2.98	5.35	3.70
10.4	Seaside,	1.11	1.67	3.00	5.40	3.75
11.5	Glendol,	1.17	1.78	3.22	5.98	4.15
11.9	Bird Rock,	1.21	1.84	3.33	6.19	4.28
13.2	La Jolla Strand,	1.27	1.90	3.56	6.66	4.75
13.5	South La Jolla,	1.30	1.90	3.65	7.02	4.86
14.8	La Jolla, (Depot),	1.42	2.10	4.00	7.70	5.33

The statement of earnings and operating expenses of the Los Angeles and San Diego Beach Railway for the calendar years ending December 31, 1915 and 1916, is as follows:

<u>Gross Earnings</u>	<u>1915</u>	<u>1916</u>
Passenger	\$ 65,803.22	\$ 47,127.05
Freight	8,799.53	8,153.77
Express	2,300.01	1,657.87
Mail	616.46	875.95
Miscellaneous	299.76	284.19
	<hr/>	<hr/>
Total	77,818.98	58,098.81
 <u>Operating Expenses</u>		
Maintenance of Way & Structures	6,540.61	10,551.43
Maintenance of Equipment	7,044.74	5,477.72
Conducting Transportation	41,891.14	36,544.57
General Expenses	6,615.35	7,187.82
	<hr/>	<hr/>
Total	62,091.82	59,761.54
 Net Earnings - Taxes not deducted		
	15,727.16	* 1,662.73
Taxes	3,749.06	2,062.35
Net Earnings - Taxes Deducted	11,978.10	* 3,725.08
Deduct Interest	4,731.16	5,326.05
Net Earnings	7,246.94	* 9,651.13

Note: (\*) Indicates deficit.

A condensed statement of operating receipts and expenses for the six months period ending June 30, is as follows:

	<u>1916</u>	<u>1917</u>
Gross Earnings	\$ 28,543.44	\$ 22,492.58
Operating Expenses	<hr/> 27,507.58	<hr/> 25,638.62
Net Earnings (Taxes not deducted)	1,040.86	* 3,146.04
Taxes	1,518.33	2,382.90
Net Earnings - Taxes deducted	* 477.47	* 5,528.94
Deduct Interest	2,761.61	2,359.26
Net Earnings	* 3,239.08	* 7,888.20

Note: (\*) Indicates deficit.

In the opinion in Decision No. 191 in Case No. 265, decided August 23, 1912, Frank Williams and John W. Hannay vs. Los Angeles and San Diego Beach Railway Company (see Opinions and Orders, C.R.C. Vol. 1, Page 451) the presiding Commissioner made the following comments which are applicable in the present proceeding:

"I may also say that in my opinion defendant, in selling the numerous forms of commutation tickets, has pursued a policy much more liberal than railroads generally throughout the country. In fact, it is almost a uniform practice for carriers to have on sale only two forms of commutation tickets for adults, namely, an individual monthly ticket good for the month and a family commutation ticket containing thirty rides. I find, however, that the rates now charged for individual monthly commutation tickets good for one round-trip daily during the month are excessive, and cannot be expected to be attractive to homeseekers, and accordingly recommend material reductions in the rates for such individual monthly commutation tickets."

An Order was entered in the above entitled case and the following statement appears in the Opinion:

"Defendant should be directed to file and publish said fares, effective twenty days from the date of the service of the order in this case. If after one year's trial it appears that the effect of the order in this case has been to reduce defendant's revenues, defendant may then, if it so desires, apply to this Commission for relief."

After careful consideration of the financial condition of the applicant as presented to this Commission and as reflected by the foregoing statements of earnings and expenses, it is apparent that the revenues received are not sufficient to enable the operation of the line to be continued except at a substantial deficit.

A comparison of the proposed commutation rates and the comparable rates for which cancellation is asked is as follows:

Present Individual 10 Ride - 30 Day Limit:

Between San Diego and	Rate	Rate per Trip	Rate per Mile
Hardy	1.15	11 $\frac{1}{2}$	2.4 $\frac{1}{2}$
Morena	1.45	14 $\frac{1}{2}$	2.34 $\frac{1}{2}$
Mission Bay	1.65	16 $\frac{1}{2}$	2.25 $\frac{1}{2}$
Pacific Beach - Lamont St.	1.65	16 $\frac{1}{2}$	1.92 $\frac{1}{2}$
" " Haines St.	1.65	16 $\frac{1}{2}$	1.83 $\frac{1}{2}$
" " Ocean Front	1.65	16 $\frac{1}{2}$	1.72 $\frac{1}{2}$
Seaside	1.65	16 $\frac{1}{2}$	1.63 $\frac{1}{2}$
Glendol	1.75	17 $\frac{1}{2}$	1.66 $\frac{1}{2}$
Bird Rock	1.85	18 $\frac{1}{2}$	1.65 $\frac{1}{2}$
La Jolla Strand	2.00	20 $\frac{1}{2}$	1.60 $\frac{1}{2}$
South La Jolla	2.00	20 $\frac{1}{2}$	1.56 $\frac{1}{2}$
La Jolla	2.00	20 $\frac{1}{2}$	1.42 $\frac{1}{2}$

Proposed Individual 6 Ride - 5 Day Limit:

Between San Diego and	Rate	Rate per Trip	Rate per Mile
Old Town	.66	11 $\frac{1}{2}$	2.50 $\frac{1}{2}$
Hardys	.83	14 $\frac{1}{2}$	2.54 $\frac{1}{2}$
Morena	.83	14 $\frac{1}{2}$	2.0 $\frac{1}{2}$
Mission Bay	.97	16-1/6 $\frac{1}{2}$	1.92 $\frac{1}{2}$
Pacific Beach - Lamont St.	1.00	16-2/3 $\frac{1}{2}$	1.58 $\frac{1}{2}$
" " Haines St.	1.05	17-1/2 $\frac{1}{2}$	1.80 $\frac{1}{2}$
" " Ocean Front	1.11	18-1/2 $\frac{1}{2}$	1.80 $\frac{1}{2}$
Seaside	1.11	18-1/2 $\frac{1}{2}$	1.78 $\frac{1}{2}$
Glendol	1.17	19-1/2 $\frac{1}{2}$	1.70 $\frac{1}{2}$
Bird Rock	1.21	20-1/6 $\frac{1}{2}$	1.69 $\frac{1}{2}$
La Jolla Strand	1.27	21-1/6 $\frac{1}{2}$	1.60 $\frac{1}{2}$
South La Jolla	1.30	21-2/3 $\frac{1}{2}$	1.60 $\frac{1}{2}$
La Jolla	1.42	23-2/3 $\frac{1}{2}$	1.60 $\frac{1}{2}$

Proposed Individual 10 Ride - 10 Day Limit:

Between San Diego and	Rate	Rate per Trip	Rate per Mile
Old Town	.88	8.8 $\frac{1}{2}$	2.0 $\frac{1}{2}$
Hardys	1.10	11 $\frac{1}{2}$	2.0 $\frac{1}{2}$
Morena	1.24	12.4 $\frac{1}{2}$	1.80 $\frac{1}{2}$
Mission Bay	1.46	14.6 $\frac{1}{2}$	1.80 $\frac{1}{2}$
Pacific Beach - Lamont St.	1.49	14.9 $\frac{1}{2}$	1.60 $\frac{1}{2}$
" " Haines St.	1.55	15.5 $\frac{1}{2}$	1.60 $\frac{1}{2}$
" " Ocean Front	1.65	16.5 $\frac{1}{2}$	1.50 $\frac{1}{2}$
Seaside	1.67	16.7 $\frac{1}{2}$	1.61 $\frac{1}{2}$
Glendol	1.78	17.8 $\frac{1}{2}$	1.55 $\frac{1}{2}$
Bird Rock	1.84	18.4 $\frac{1}{2}$	1.63 $\frac{1}{2}$
La Jolla Strand	1.90	19 $\frac{1}{2}$	1.44 $\frac{1}{2}$
South La Jolla	1.90	19 $\frac{1}{2}$	1.41 $\frac{1}{2}$
La Jolla	2.10	21 $\frac{1}{2}$	1.42 $\frac{1}{2}$

Present Individual 15 Ride - 15 Day Limit:

Between San Diego and	Rate	Rate per Trip	Rate per Mile
Hardy	1.50	10¢	2.0¢
Morena	1.75	11-2/3¢	1.88¢
Mission Bay	1.90	12-2/3¢	1.71¢
Pacific Beach - Lamont St.	1.90	12-2/3¢	1.47¢
" " Haines St.	1.90	12-2/3¢	1.40¢
" " Ocean Front	2.00	13-1/3¢	1.39¢
Seaside	2.00	13-1/3¢	1.31¢
Glendol	2.10	14¢	1.29¢
Bird Rock	2.20	14-2/3¢	1.21¢
La Jolla Strand	2.25	15¢	1.20¢
South La Jolla	2.25	15¢	1.17¢
La Jolla	2.25	15¢	1.06¢

Proposed Individual 20 Ride - 15 Day Limit:

Between San Diego and	Rate	Rate per Trip	Rate per Mile
Old Town	1.58	7.9¢	1.71¢
Hardys	1.98	9.9¢	1.80¢
Morena	2.20	11¢	1.59¢
Mission Bay	2.60	13¢	1.60¢
Pacific Beach - Lamont St.	2.70	13-1/2¢	1.45¢
" " Haines St.	2.90	14¢	1.44¢
" " Ocean Front	2.98	14.9¢	1.44¢
Seaside	3.00	15¢	1.44¢
Glendol	3.22	16.1¢	1.35¢
Bird Rock	3.33	16.6¢	1.39¢
La Jolla Strand	3.56	17.8¢	1.35¢
South La Jolla	3.65	18-1/4¢	1.35¢
La Jolla	4.00	20¢	1.35¢

Present Individual 60 Ride - 30 Day Limit:

Between San Diego and	Rate	Rate per Trip	Rate per Mile
Hardy	4.00	6-2/3¢	1.39¢
Morena	4.25	7¢	1.13¢
Mission Bay	4.50	7-1/2¢	1.01¢
Pacific Beach - Lamont St.	5.00	8-1/3¢	.97¢
" " Haines St.	5.00	8-1/3¢	.91¢
" " Ocean Front	5.25	8-3/4¢	.91¢
Seaside	5.25	8-3/4¢	.86¢
Glendol	5.50	9-1/5¢	.85¢
Bird Rock	5.75	9-7/12¢	.86¢
La Jolla Strand	6.00	10¢	.80¢
South La Jolla	6.00	10¢	.78¢
La Jolla	6.00	10¢	.71¢

Proposed Individual 52 Ride - 30 Day Limit:

Between San Diego and	Rate	Rate per Trip	Rate per Mile
Old Town	2.29	4.4¢	1.0¢
Hardys	2.86	5.5¢	1.0¢
Morena	3.58	6.85¢	.99¢
Mission Bay	4.21	8.1¢	1.0¢
Pacific Beach - Lamont St.	4.83	9.3¢	1.0¢
" " Haines St.	5.04	9.7¢	1.0¢
" " Ocean Front	5.35	10.1¢	.99¢
Seaside	5.40	10.4¢	1.0¢
Glendol	5.98	11.5¢	1.0¢
Bird Rock	6.19	11.9¢	1.0¢
La Jolla Strand	6.86	13.2¢	1.0¢
South La Jolla	7.02	13.5¢	1.0¢
La Jolla	7.70	15¢	1.0¢

Present Children's Individual 60 Ride - 60 Day Limit:

Between San Diego and	Rate	Rate per Trip	Rate per Mile
Hardy	3.80	5¢	1.04¢
Morena	3.50	5-5/6¢	.94¢
Mission Bay	3.75	6-1/4¢	.84¢
Pacific Beach - Lamont St.	3.75	6-1/4¢	.73¢
" " Haines St.	3.75	6-1/4¢	.69¢
" " Ocean Front	4.50	7-1/2¢	.78¢
Seaside	4.50	7-1/2¢	.74¢
Glendol	4.50	7-1/2¢	.69¢
Bird Rock	4.50	7-1/2¢	.67¢
La Jolla Strand	4.50	7-1/2¢	.60¢
South La Jolla	4.50	7-1/2¢	.59¢
La Jolla	4.50	7-1/2¢	.53¢

Proposed Children's Individual 60 Ride - 60 Day Limit:

Between San Diego and	Rate	Rate per Trip	Rate per Mile
Old Town	1.60	2-2/3¢	.61¢
Hardys	1.98	3.3¢	.60¢
Morena	2.50	4.16¢	.60¢
Mission Bay	2.90	4.83¢	.59¢
Pacific Beach - Lamont St.	3.35	5.58¢	.60¢
" " Haines St.	3.50	5.83¢	.60¢
" " Ocean Front	3.70	6.16¢	.60¢
Seaside	3.75	6.25¢	.60¢
Glendol	4.15	6.91¢	.60¢
Bird Rock	4.28	7.13¢	.60¢
La Jolla Strand	4.75	7.91¢	.60¢
South La Jolla	4.86	8.01¢	.59¢
La Jolla	5.33	8.88¢	.60¢

A comparison of the proposed rates with those of other railroads comparable as to mileage and operation is as follows:

Miles	Between	And	LOS ANGELES AND SAN DIEGO RAILWAY COMPANY		CHILDREN'S	
			10 Ride-10 Day Limit Rate in cents	20 Ride-15 Day Limit Rate in cents	60 Ride-50 Day Limit Rate in cents	40 Ride-40 Day Limit Rate in cents
9.5	San Diego	Lamont St.	1.49	2.70	4.85	5.85
9.7	"	Haines St.	1.65	2.80	5.04	5.80
10.5	"	Pacific Beach	1.6	2.98	5.25	5.70
14.8	"	La Jolla	1.42	4.00	7.70	5.55
PENINSULAR RAILWAY COMPANY						
9.7	San Jose	Opperting	---	---	4.80	2.75
10.2	"	Korte Vista	---	---	4.80	2.75
15.4	"	Los Altos	---	---	6.00	4.20
OCEAN SHORE RAILROAD COMPANY						
7.1	San Francisco	Palmetto	10 Ride-- 30 Day 1.25	---	5.00	2.80
9.9	"	Marathon	1.76	---	4.00	2.60
14.5	"	Salida	2.02	---	5.00	4.25
NORTHERN CALIFORNIA RAILWAY						
9.5	Sacramento	Highlands	---	---	4.50	5.55
15.9	"	High	---	---	5.00	6.00
OAKLAND, ANTIOCH & EASTERN RAILWAY						
9.9	Oakland	Pittsburg	---	---	5.75	5.15
10.5	"	Korega	---	---	4.50	5.95
15.5	"	Burton	---	---	5.40	7.65
GENERAL CALIFORNIA TRACTION CO.						
9.9	Sacramento	Day's Road	---	---	5.15	5.10
15.7	"	Geppor	---	---	6.20	7.85



SEABOARD SOUTHERN RAILWAY COMPANY

Children's

10 Ride-10 Day Limit      20 Ride-16 Day Limit      48 Ride-50 Day Limit      60 Ride-60 Day Limit  
 Rate      Rate per mile      Date      Rate per mile      Date      Rate per mile      Date      Rate per mile      Date      Rate per mile  
 in cents      in cents      in cents      in cents      in cents      in cents      in cents

Miles	Between	And	10 Ride-10 Day Limit	20 Ride-16 Day Limit	48 Ride-50 Day Limit	60 Ride-60 Day Limit
8.4	Stornton	Farmer	—	—	5.20	4.95
9.4	"	Castle	—	—	6.85	5.45
14.7	"	Atlanta	—	—	9.10	6.75

PENSACOLA INTERURBAN RAILWAY COMPANY

Miles	Between	And	10 Ride-10 Day Limit	20 Ride-16 Day Limit	48 Ride-50 Day Limit	60 Ride-60 Day Limit
8.6	Pensacola	Lagoon Ave.	—	—	5.35	6.80
9.6	"	Wallace	—	—	5.95	6.80
14.6	"	Academy Road	—	—	9.05	6.70

PACIFIC SOUTHERN RAILWAY COMPANY

Miles	Between	And	10 Ride-10 Day Limit	20 Ride-16 Day Limit	48 Ride-50 Day Limit	60 Ride-60 Day Limit
9.8	Los Angeles	Glendale	—	—	5.60	5.00
9.8	"	Bonita Park	—	—	5.50	5.40
8.7	"	Laguna	—	—	4.75	4.15
13.1	"	Los Hilos	—	—	6.80	6.05
14.4	"	La Honda Park	—	—	6.20	4.85
14.8	"	El Monte	—	—	5.60	4.95

While a study of the foregoing comparisons would indicate that some of the proposed rates, especially as to the 52 ride commutation, are in excess of rates now effective on other railroads, the large volume of traffic existent on such lines where the rates are actually effective by public use is not comparable with the limited traffic enjoyed by the applicant. This is particularly the case in the comparison with rates on the line of the Pacific Electric Railway Company where the volume of traffic greatly exceeds that of the applicant.

After careful consideration I find as a fact that the present passenger commutation rates are unjust, unreasonable and unremunerative, and that the following passenger commutation rates are just and reasonable and should be established, viz:

Between San Diego, Fourth & F Sts. Loop, and	: Indivi- : dual : 6 Rides : 5 Days	: Indivi- : dual : 10 Rides : 10 Days	: Indivi- : dual : 20 Rides : 15 Days	: Indivi- : dual : 52 Rides : 30 Days	: Children's : Individual : 60 Rides : 60 Days
Old Town (No. San Diego)	\$0.66	\$0.88	\$1.58	\$2.29	\$1.60
Hardys	0.83	1.10	1.98	2.86	1.98
Morena	0.83	1.24	2.20	3.58	2.50
Mission Bay	0.97	1.46	2.60	4.21	2.90
Lamont St. (Pacific Beach)	1.00	1.49	2.70	4.83	3.35
Haines St. (Pacific Beach)	1.05	1.55	2.80	5.04	3.50
Pacific Beach (Ocean Front)	1.11	1.55	2.98	5.35	3.70
Seaside	1.11	1.67	3.00	5.40	3.75
Glendol	1.17	1.78	3.22	5.98	4.15
Bird Rock	1.21	1.84	3.33	6.19	4.28
La Jolla Strand	1.27	1.90	3.36	6.86	4.75
South La Jolla	1.30	1.90	3.65	7.02	4.86
La Jolla (Depot)	1.42	2.10	4.00	7.70	5.33

Applicant should be directed to file and publish the above passenger commutation rates, effective twenty days from the date of the service of the order in this proceeding.

I herewith submit the following form of order:

O R D E R

Los Angeles and San Diego Beach Railway Company having made application to this Commission for an order authorizing a reduction in the number of scheduled trains operated on its line, for changes in certain passenger commutation rates and for an investigation as to the necessity for said reduction of schedule and changes in rates, a public hearing having been held and the matter duly submitted and the Commission being fully advised,

IT IS HEREBY ORDERED:

1. That a revision of the operating schedule be made and that trains be hereafter operated on the following minimum schedule until the further order of this Commission:

NORTHBOUND - TO LA JOLLA.

	2	4	102	6	8	10	12	14
San Diego								
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Sat. Only
Lv. 4th near Broadway	7.10 a.m.	9.30 a.m.	11.15 a.m.	1.45 p.m.	3.45 p.m.	5.30 p.m.	6.45 p.m.	11.00 p.m.
" Foot C St.	7.15	9.35	11.20	1.50	3.50	5.35	6.50	11.05
" Lamont St.	7.36	9.56	11.41	2.11	4.11	5.56	7.11	11.26
" Pac. Beach - Ocean Front	7.40	10.00	11.44	2.15	4.15	6.00	7.15	11.30
" Bird Rock	7.45	10.05	11.50	2.20	4.20	6.05	7.20	11.35
Arv. La Jolla - Silverado Depot	7.55	10.20	12 m.	2.30	4.30	6.15	7.30	11.45

SOUTHBOUND - TO SAN DIEGO.

	1	3	5	103	7	9	11	13
La Jolla								
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Sat. Only
Lv. Silverado Depot	6.55 a.m.	8.00 a.m.	10.15 a.m.	12.15 p.m.	2.30 p.m.	4.30 p.m.	5.45 p.m.	7.30 p.m.
" Bird Rock	7.05	8.10	10.26	12.25	2.44	4.44	5.55	7.44
" Pac. Beach - Ocean Front	7.10	8.15	10.31	12.30	2.49	4.49	6.00	7.49
" Lamont St.	7.13	8.18	10.33	12.35	2.52	4.52	6.03	7.52
" Foot C St.	7.35	8.40	11.05	12.55	3.20	5.15	6.25	8.15
Arv. 4th near Broadway, San Diego	7.40	8.45	11.10	1.00	3.25	5.20	6.30	8.20

2. Applicant is hereby directed to establish the time schedule herein authorized after five days notice will have been given to the traveling public by posting in all agency stations and the

filing of three copies of schedule with this Commission.

3. The Commission finds as a fact, that the applicant's present commutation rates and fares are unjust, unreasonable and non-remunerative, and finds as a fact that the following passenger commutation rates and fares are just and reasonable.

Between San Diego, Fourth & F Sts. Loop, and	:Indivi- dual :5 Rides :5 Days	:Indivi- dual :10 Rides :10 Days	:Indivi- dual :20 Rides :15 Days	:Indivi- dual :52 Rides :30 Days	: Children's : Individual : 60 Rides : 60 Days
Old Town (No. San Diego)	\$0.65	\$0.88	\$1.58	\$2.29	\$1.60
Hardys	0.83	1.10	1.98	2.86	1.98
Morena	0.83	1.24	2.20	3.58	2.50
Mission Bay	0.97	1.46	2.60	4.21	2.90
Lamont St.(Pacific Beach)	1.00	1.49	2.70	4.83	3.35
Haines St.(Pacific Beach)	1.05	1.55	2.80	5.04	3.50
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Seaside	1.11	1.67	3.00	5.40	3.75
Glendol	1.17	1.78	3.22	5.98	4.15
Bird Rock	1.21	1.84	3.33	6.19	4.28
La Jolla Strand	1.27	1.90	3.36	6.86	4.75
South La Jolla	1.30	1.90	3.65	7.02	4.86
La Jolla (Depot)	1.42	2.10	4.00	7.70	5.33

4. Applicant is hereby directed to file and publish the passenger commutation rates and fares in this order specified, effective twenty days from the service of this order.

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

Dated at San Francisco, California, this 7th day of August, 1917.

Manuel J. ...  
...  
Alex ...  
Edwin O. ...  
...  
 Commissioners.