

BEFORE THE RAILROAD COMMISSION  
OF THE STATE OF CALIFORNIA.

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ORIGINAL

Decision No. 456

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In the matter of the application of  
SAN DIEGO & SOUTHEASTERN RAILWAY  
COMPANY for an order authorizing  
change in the location of its passenger  
depot now located at 10th and N  
Streets in San Diego to 13th and N  
Streets, and for an order authorizing  
the abandonment of an agency at 5th  
and L Streets in San Diego and the  
transfer of passenger and freight  
facilities from 5th and L Streets to  
13th and N Streets.  
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Application No. 366.

H. L. Titus for applicant.

TELLEN, Commissioner.

O P I N I O N

This is an application to change the location of a depot,  
to abandon an agency and to remove passenger and freight facilities  
in the city of San Diego. The application is made under the pro-  
visions of this Commission's General Order No. 30, reading in part  
as follows:

"It is further ordered that no railroad corporation  
shall move or abandon any depot or station building, or abandon  
an agency at any depot, or take up or discontinue the use of  
any siding, spur, or other track upon which passengers or  
freight have been received or discharged, without first having  
made application to and received the consent of this Commission;  
provided, however, that this section shall not apply to  
temporary tracks, nor to the extension or alteration of tracks  
which shall continue to serve the purposes for which they were  
constructed, nor to tracks which have been constructed under  
special contracts, wherein time limits or other conditions  
affecting their permanency are specified."

The applicant, San Diego & Southeastern Railway Company,  
is a consolidation of the San Diego Southern and the San Diego &  
Cuyamaca Railway Companies. The San Diego Southern, in turn, is a  
consolidation of the National City and Otay Railway Company and the  
Coronado Belt Line. The National City and Otay Railway Company

operated a line of steam railway between 5th and L Streets in San Diego and Tia Juana on the Mexican boundary line, passing through National City, Chula Vista, Otay and Nector. From National City a branch line ran through the Sweetwater Valley to the Sweetwater Dam and a few miles beyond to La Presa. The Coronado Belt line operated a line of steam railway running from San Diego through National City to the south and thence skirting the bay of San Diego to the south and west and thence running north along the narrow strip of land between the bay and the ocean to Coronado. The San Diego & Cuyamaca Railway Company operated a line of steam railway running from San Diego easterly through or near La Mesa, El Cajon and Lakeside to Fosters.

The National City and Otay Railway Company had its freight and passenger terminus in San Diego in rented quarters on L Street between 5th and 6th Streets. The company did its freight business in San Diego largely on L Street in front of its ticket office. The San Diego & Cuyamaca Railway Company did its freight and passenger business in San Diego at its depot at 10th and X Streets.

After the consolidation, the National City and Otay Railway Company's line of railway was electricized through National City and Chula Vista as far south as Otay. Steam trains are still operated, but the railway's passenger business<sup>thereon</sup> is confined to transporting passengers from San Diego to the territory between Otay and Tia Juana and to the Sweetwater Valley and in the reverse direction. The remaining territory formerly served by the National City and Otay Railway as to passengers is now served by applicant's electric interurban cars using the tracks of the National City and Otay Railway, and no question as to this traffic is involved in this proceeding. The applicant herein has erected a freight depot at the southwest corner of 13th and N Streets and is now handling there all the freight formerly handled by the National City and Otay Railway Company at 5th and L Streets and by the San Diego & Cuyamaca Railway Company

at its depot at 10th and N Streets, with the exception of certain carload lots.

It is now proposed to make the following further changes:

(1) To move the old Cuyamaca depot from its present location at 10th and N Streets to the northwest corner of 13th and N Streets.

(2) To move the freight and passenger terminus of the old National City and Otay Railway from 5th and L Streets to the said northwest corner of 13th and N Streets.

(3) To move the ticket agency now at 5th and L Streets to the proposed passenger depot at 13th and N Streets.

The following reasons, among others, are urged in favor of the proposed changes:

1. The applicant desires to use the site of the old Cuyamaca depot for yard track development.

2. It is said to be dangerous for passengers, by reason of the large number of tracks which they must cross, to go to and from the present Cuyamaca depot. At the proposed new site, the passenger track will be directly in front of the depot, so that passengers going to or from trains will have no tracks to cross.

3. Considerable confusion is said to have arisen from the fact that applicant has had two passenger termini, one at 5th and L Streets and the other at 10th and N Streets.

4. It is urged that the growth of the city in other directions, the establishment of commercial and industrial houses in the vicinity, the relocation and enlargement of gas plants, and the altered direction of street car traffic have combined to render the locations of applicant's termini both at 5th and L Streets and 10th and N Streets inconvenient and undesirable.

If the proposed changes are authorized, passengers formerly using the facilities at 5th and L Streets will, if going south, take the interurban electric, transferring to the steam trains at 24th

Street in National City, and those going north will transfer from the steam trains to the interurban electric at the same point, all without extra fare. For all these persons the proposed arrangement will have considerable advantage over the present arrangement for the reason that the interurban electric will take them from and to the heart of the business district of San Diego, whereas the present terminus at 5th and L Streets is located on the waterfront, some seven or eight blocks south of the business center of the city. Passengers heretofore using the old Cuyamaca depot and walking to or from the same will be slightly inconvenienced for the reason that the proposed new site will be about two blocks further out from the city's business center than the present depot. Applicant, however, has offered to place the sidewalks in the vicinity of the proposed new location in good condition, so that walking will be both safer and more convenient for persons walking to and from the depot. Persons using the street cars to and from the old Cuyamaca line will not be inconvenienced by the change, but, on the contrary, will avoid crossing a large number of tracks in going to or from the depot.

I am convinced that the convenience of by far the largest number of passengers using the applicant's lines of railway will be promoted by the proposed changes. Applicant will derive substantial benefit from the changes in the increase of its yard development and the concentration of its depot facilities without detriment or disadvantage to its patrons. The step is one of progress in the handling and development of applicant's business. Although notice of the hearing was published in the newspapers and posted both in applicant's cars and depots, no one appeared to oppose the application. I recommend that the application be granted and submit herewith the following form of order:

O R D E R .

SAN DIEGO & SOUTHEASTERN RAILWAY COMPANY having applied for authority to change the location of its present depot at 10th and N Streets in the City of San Diego to the northwest corner of 13th and N Streets and to remove its freight and passenger facilities now at 5th and L Streets to said northwest corner of 13th and N Streets, the tracks at 5th and L Streets, however, to remain as heretofore, and to abandon its agency at 5th and L Streets, and a public hearing having been held on said application, and the Commission finding that public convenience and the economical and advantageous handling and development of applicant's business will be promoted by the grant of the authorization as requested.

IT IS HEREBY ORDERED that said application be and the same is hereby granted.

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 11<sup>th</sup> day of February, 1913.

John M. Eshleman  
Max F. Miller  
Edwin O. Edgerton