

ORIGINAL

Decision No. 5697.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application)
of Los Angeles & San Diego Beach)
Railway Company for an order)
authorizing a reduction in the)
number of trains operating daily)
over its railway between San Diego)
and La Jolla, San Diego County,)
California.)

Application No. 3984.

W. R. Lyon for Applicant.

DEVILIN, Commissioner.

O P I N I O N

Los Angeles and San Diego Beach Railway Company, a corporation, has applied to the Railroad Commission for permission to decrease the number of scheduled trains operated on its line of railway and serving San Diego and La Jolla and intermediate points, all within the city limits of the City of San Diego.

A public hearing was held at San Diego on August 7th, 1918, the matter was duly submitted and is now ready for decision.

The proposed train schedule contemplates a reduction to a schedule of three round trips daily and contemplates the entire elimination of steam train operation, the three round trips to be operated by a gasoline motor car.

Exhibits introduced by the applicant at the hearing on this proceeding indicate that the total income for the year

ending December 31, 1917, amounted to \$44,352.15. The expense of operation amounted to \$54,496.75 leaving a deficit of \$10,144.60. The operating statement for the six months ending June 30th, 1918, shows a total revenue of \$25,242.48, operating expense in amount \$26,953.61 or a deficit of \$1,711.13. Applicant has been able to purchase fuel oil for use in its steam locomotives under a contract by which oil cost .77 cents per barrel. This contract, however, expired on August 1, 1918, and oil will now be required to be purchased in the general market at an expense of approximately \$1.75 per barrel. The expense of material and the cost of labor entering into the operation of steam trains has also increased and there appears no method by which the operation of steam trains can be continued without greatly increasing the deficit which has already accumulated.

The increasing use of privately owned automobiles and the competition furnished by a stage line now operating between San Diego and La Jolla have seriously affected the passenger travel on the line of the applicant and the record of the number of passengers carried shows a substantial decrease over that appearing in former years.

At the hearing on this application no protestants appeared objecting to the granting of the application, although the customary notice as required by the Commission was duly posted in the cars and stations of the applicant and proof of such posting was made at the hearing.

After careful consideration of the evidence and exhibits filed in this proceeding, I am of the opinion that the increased costs of operation of steam passenger trains is not justified by the limited amount of traffic to be handled and that the application should be granted permitting applicant

to operate its line by the use of a gasoline motor car and in accordance with the schedule as filed with the application in this proceeding.

Herewith the following suggested order.

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 fully advised,

IT IS HEREBY ORDERED that this application be and the same hereby is granted and that a schedule on a basis of three trains each way per day between San Diego and La Jolla be effective after one day notice will have been given by posting of revised schedule at all agency stations on the line of the Los Angeles and San Diego Beach Railway and filing same with this Commission.

Dated at San Francisco, California, this 24th day of August, 1918.

W. H. Loveland
W. H. Gordon
Frank R. Brown

Commissioners.