Decision No. 8341.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

0000000 In the Matter of the Application of the SAN DIEGO ELECTRIC RAILWAY COMPANY for authority to discontinue service Application No. 5009. and suspend operation and to take up tracks on part of its system. Read G. Dilworth, for Applicant. ٠ S. J. Higgins, City Attorney, and W. C. Earle, Consulting City Engineer, for the City of San Diego. D. R. Essry, for the City of Coronado. E. T. Lannon, in propria persona. LOVELAND, COMMISSIONER:

<u>O P I N I O N</u>

In a supplemental application filed October 4, 1920, applicant herein requests an order of the Railroad Commission , granting authority to discontinue the operation of its street car line, operating from First and Washington to Fifth and

- Spruce Streets, San Diego, and to take up its tracks comprising such line.

The original application, filed September 29, 1919, requested authority to abandon and discontinue operation on a number of lines in the cities of San Diego and East San Diego

- and in the county of San Diego and Decision Number 6836 on Applications 3808 and 5009, as decided November 14, 1919, denied authority for abandonment of service and the taking up
- of tracks on the lines requested requiring the company to submit further proof that the abandonments requested were justified.

Applicant has kept detailed record of receipts and expenditures covering the operation of the so-called No. 13 line extending from the intersection of Fifth and Spruce Streets westerly on Spruce Street to the intersection of First and Spruce Street and thence northerly on First Street to its intersection with Washington Street.

Exhibits filed by the applicant show the total revenue derived from the operation of Line No. 13 for the period January to September, 1920, inclusive as \$12,653.00. The expense of operation during the same period is \$14,921.50 to which should be added the items of depreciation and taxes amounting to \$7,074.44 making a total expense for the operation of this line of \$21,995.94 or a deficit from operation of \$9,342.94°. The operation of the entire system of the San Diego Electric Railway Company for the period has resulted in a deficit amounting to \$54, 420.42.

The line proposed to be abandoned serves a community that has available other street car service operating on Fifth Street and such service is at its greatest distance four blocks from the tracks on line No. 13 herein proposed to be abandoned.

It appears from the evidence in this proceeding that the operation of the line has been conducted at the minimum of expense by use of a one-man car and that the tracks require rehabilitation to place same in proper operative condition, it being estimated by the chief engineer of the applicant that an expenditure of approximately \$9,000.00 will be required to place the line in safe operative condition for the winter months. To entirely rehabilitate the line and place same in proper operative condition by substituting ninety-one pound high T rail for the sixty pound rail now in use would cost an estimated amount of \$59,000.00, and such rehabilitation; it is estimated, will require to be made within the next three years.

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After careful consideration of all the evidence and exhibits filed in this proceeding, I am of the opinion that the continued operation of the so-called No. 13 line of the San Diego Electric Railway Company is not justified for the reason that the revenue derived from operation does not produce an amount necessary to meet the expense of operation, excluding taxes and depreciation, and is not sufficient to make any return on the amount invested in tracks and equipment. The entire operation of the San Diego Electric Railway system, as reflected by exhibits in this proceeding, is conducted at a substantial loss and, in view of the fact that transportation is available for the patrons of the company by the use of lines located four blocks from that herein proposed to be abandoned, I am of the opinion that the public interest would best be served by devoting the amount of deficit now being accumulated by the operation of this line to the conduct of other lines upon which more substantial patronage is accorded by the public.

I submit the following form of order:

ORDER

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 ONDERED that applicant be and the same hereby is authorized to discontinue service and remove its tracks over its so-called No. 13 line, said line extending from the intersection of First and Sprace Streets in the city of San Diego and extending along said Sprace Street westerly to the intersection of Sprace and First Streets, thence northerly along First Street to its intersection with Washington Street; such suspension of service to be made after five days notice will have been given the traveling public by posting

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notice in its cars operated on said line.

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 Diego, California, this $\frac{15^{-1}}{5}$ day of November, 1920.

Commissioners.