

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.

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:

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 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 Spruce Streets in the city of San Diego and extending along said Spruce Street westerly to the intersection of Spruce 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

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 15th day of November, 1920.

H. S. Loveland

H. R. ...

Dwight Martin
Commissioners.