

Decision No. 13923.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of  
SOUTHERN PACIFIC COMPANY, a corporation,  
SOUTHERN PACIFIC RAILROAD COMPANY, a corporation,  
and LOS ANGELES & SALT LAKE  
RAILROAD COMPANY, a corporation, for an Order  
authorizing the construction, maintenance  
and operation, at grade, of (1) certain  
connecting tracks between their  
respective lines of railroad, and certain  
other tracks, over and across certain public  
streets, and (2) a railroad crossing  
between their respective lines of railroad  
at a point in Alhambra Avenue, all within  
the City of Los Angeles, County of Los Angeles,  
State of California.

Application No. 10032.

A. S. Halsted and Fred E. Pettit, Jr., for Los Angeles & Salt Lake Railroad Company.

E. J. Foulds and Frank Karr, for Southern Pacific Company, and for Southern Pacific Railroad Company.

Frank Karr, for Pacific Electric Railway Company.

Jess E. Stephens, City Attorney, and Milton Bryan, Deputy, for the City of Los Angeles.

W. W. Clary, for the Central Development Association.

David R. Faries and John R. Berryman, Jr., for Automobile Club of Southern California.

Maynard McFie, for Vernon and Southeastern Industries' Association.

S. L. Haskins and E. G. Weeks, for Los Angeles Railway Corporation.

BRUNDIGE, COMMISSIONER:

O P I N I O N

In this proceeding the Southern Pacific Company and the Los Angeles and Salt Lake Railroad Company seek authorization to cross certain streets and avenues within the City of Los Angeles

with certain lines of railroad more specifically described herein-after.

The expressed purpose is to give effect to a certain "temporary agreement" between the two companies, a copy of which was filed with the Commission and which outlines the terms and conditions under which the Los Angeles and Salt Lake Railroad Company may operate its passenger trains in and out of the Southern Pacific Company's passenger station at Fifth and Central Avenue, abandoning for passenger purposes its present station at First Street on the East bank of the Los Angeles River. Also, the arrangement contemplates that the Southern Pacific Company will route its through freight trains, Pacific Electric "bridge" switches and Southern Pacific-Pacific Electric transfer switches along the East bank of the Los Angeles River, thus relieving Alameda Street of this railroad traffic.

It requires no more than a cursory examination of this application to recognize that it may not be treated without consideration of a number of other matters with which it is necessarily involved, among which may be mentioned the Union Passenger Terminal Cases and the Applications regarding grade separation at certain river crossings. In order to clarify the whole matter of terminal facilities and railroad operations in the City of Los Angeles, and to determine exactly the relation of this application to other pending cases, public hearings were held on June 4th and June 18th.

Without attempting to review all the voluminous testimony and exhibits filed, it will suffice to say that the Commission, while acting favorably upon this application, is persuaded that the arrangement proposed will by no means permanently solve the railroad problem or the traffic congestion problem in Los Angeles, and it may be said that its sanction to the installation of the tracks herein proposed, is given primarily in order that the plan may be tested. It must moreover be recognized that such sanction is given solely upon condition and understanding that it will not jeopardize or affect

in any manner, the position of the City of Los Angeles or this Commission, or any other party to the Union Terminal proceeding; nor hamper the program for grade separation.

All plans introduced in the Union Terminal proceedings look to the diversion of both freight and passenger traffic from Alameda Street to the river bank tracks; there is no question that ultimately freight traffic must be thus removed, but there is some question as to what the effect will be upon vehicular traffic if we remove all of the freight traffic to the river bank tracks at this time prior to the completion of the viaducts as proposed in other proceedings now before this Commission. The work of grade separation at some of the river crossings is now actively under way, but it will be a period of months before it is completed. During this construction period it is extremely doubtful whether it will be advisable to add to the river bank vehicular traffic congestion by swelling the volume of railroad traffic with the Alameda Street freight movements. This matter of diverting freight traffic should be regarded as an experimental one, and it may be that both Alameda Street and the river bank tracks should be utilized for freight movements until the viaducts are built.

At the hearing much emphasis was laid upon the paramount necessity of alleviating the present intolerable and dangerous traffic congestion, and estimates were introduced dealing with the possible relief which might be expected by the adoption of the carrier's plan. This feature is of such importance that it may be said that it alone would justify giving heed to the applicant's plea and that their proposed arrangement be given experimental effect under the supervision of the Commission in order that the anticipated benefits and the actual relief to the traffic problem could be ascertained by actual trial.

It is not believed at this time that the joint occupancy of the Southern Pacific station by the applicants can have any effect

upon the determination of the Union Passenger Terminal cases. It is unnecessary to review the history of those proceedings; the matter now is under consideration and will be determined shortly by the Interstate Commerce Commission upon the record already adduced before it.

It is moreover to be anticipated that an unsatisfactory and hazardous condition will arise at Santa Fe Avenue, and the Commission will immediately, upon making effective the arrangements outlined, institute proceedings on its own motion to determine whether a grade separation should be made at that point.

### ORDER

Southern Pacific Company, a corporation, Southern Pacific Railroad Company, a corporation, and the Los Angeles and Salt Lake Railroad Company, a corporation, having made application for permission to cross certain streets and avenues within the City of Los Angeles, public hearings having been held, the Commission being apprised of the facts, the matter being under submission and ready for decision,

IT IS HEREBY ORDERED, that permission and authority be and it is hereby granted the Southern Pacific Company, Southern Pacific Railroad Company, and the Los Angeles and Salt Lake Railroad Company, to construct certain connecting tracks between their respective lines of railroad and certain other tracks over and across certain public streets, and a railroad crossing between their respective lines of railroad at a point in Alhambra Avenue, all within the City of Los Angeles, State of California, more specifically described as follows:

Beginning at a point in the center line of the present Southern Pacific Railroad Company double main tracks in Alhambra Avenue, said point being distant 990 feet, more or less, measured North 83 deg. 35 min. 15 sec. East, along said center line from its point of intersection with the Easterly line of the official bed of the Los Angeles River; thence South 83 deg. 35 min. 15 sec. West, a distance of 32.87 feet to a point; thence South 89 deg. 19 min. 15 sec. West a distance of 52.25 feet to a point; thence Northwest-erly along a curved line, concave to the right, having a radius of 563 feet, more or less, whose tangent is the last described course, a distance of 737 feet more or less to a point; thence North 14 deg. 06 min. 15 sec. East a distance of 52.25 feet to a point; thence North 19 deg. 50 min. 15 sec. East a distance of 32.87 feet to a point in the center line of proposed Union Pacific double track the West track being distant 953 feet, more or less, measured North 19 deg. 50 min. 15 sec. East along said center line from its point of intersection with Southern Pacific Railroad Company's center line of double main tracks, and

Beginning at a point in the center line of the Southern Pacific Railroad Company's double main tracks in Alhambra Avenue, said point being distant 500 feet, more or less; Easterly measured along said center line from its intersection with the Easterly line of the official bed of the Los Angeles River; thence Westerly and Southerly along the line of standard switch turnout and the line of a curve concave to the Southeast, having a radius of 521 feet, more or less, 290 feet more or less to a point in the Southerly line of Alhambra Avenue distant Easterly 230 feet, more or less, measured along said Southerly line of Alhambra Avenue from its intersection with the Easterly line of the official bed of the Los Angeles River.

Alhambra Avenue. Beginning at a point in the Northerly line of Alhambra Avenue distant Easterly measured along the said Northerly line eighteen (18) feet more or less from the intersection of the Northerly line of Alhambra Avenue and Easterly line of the official bed of Los Angeles River, thence Southerly on a straight line one hundred twenty-five (125) feet, more or less, to a point in the Southerly line of Alhambra Avenue, distant Easterly measured along the said Southerly line eighteen (18) feet, more or less, from the intersection of the Southerly line of Alhambra Avenue and the Easterly line of the official bed of the Los Angeles River.

Alosta Street. Beginning at a point in the northerly line of Alosta Street distant southeasterly measured along said northerly line two hundred eighty-five (285) feet, more or less, from the easterly line of the official bed of Los Angeles River; thence in a southeasterly direction on a curve concave to the northeast having a radius of 1672.28 feet, two hundred sixty-five (265) feet, more or less, to a point in the southerly line of Alosta Street, distant, measured southeasterly along the said southerly line four hundred sixty-five (465) feet from the easterly line of the official bed of the Los Angeles River.

Intersection of Albion and North Main Streets. Beginning at a point in the northwesterly line of Albion Street distant northeasterly measured along the northwesterly line of Albion Street twenty (20) feet, more or less, from the intersection of the northwesterly line of Albion Street and the easterly line of the official bed of the Los Angeles River, thence in a southerly direction along a curve concave to the west having a radius of 1273.57 feet, one hundred twenty (120) feet, more or less, to a point in the southerly line of North Main Street, distant easterly measured along the southerly line of North Main Street sixteen (16) feet, more or less, from the intersection of the south line of North Main Street and easterly line of the official bed of the Los Angeles River.

All of the above as shown by the map (Exhibit "C") attached to the application; said crossings to be constructed subject to the following conditions, viz:

(1) The entire expense of constructing the crossings, together with the cost of their maintenance thereafter in good and first-class condition for the safe and convenient use of the public, shall be borne by applicant.

(2) Said crossings shall be constructed of a width and type of construction to conform to those portions of said

streets now graded with the top of rails flush with the pavement, and with grades of approach not exceeding two (2) per cent; shall be protected by suitable crossing signs and shall in every way be made safe for the passage thereover of vehicles and other road traffic.

(3) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of said crossings.

(4) If said crossings shall not have been installed within one year from the date of this order, the authorization herein granted shall then lapse and become void, unless further time is granted by subsequent order.

(5) During the construction period of viaducts on the East bank of the Los Angeles River, applicants shall consult with this Commission and obtain its approval before diverting or routing freight traffic from Alameda Street to river bank crossings or vice versa; and shall comply with directions of the Commission made on its own initiative with respect to diverting or routing of freight traffic.

(6) Applicants shall not use the granting of this application either by way of defense or argument on the ground of capital expenditure or any other ground against any order, or in any proceeding now or hereafter pending before this Commission or any other Commission, court, or public tribunal providing for or looking toward railroad or terminal unification in the City of Los Angeles.

(7) The Commission reserves the right to make such other and further orders herein relative to the location, construction, operation, maintenance and protection of said crossings or to the diverting or routing of freight or other traffic over them or any of them as to it may seem right and proper, and to revoke the permission hereby granted if, in its judgment, public convenience and necessity at any time demand such action.

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.

This Order shall become effective two (2) days after the making thereof.

DATED at San Francisco, California, this 16<sup>th</sup> day of August, 1924.

C. Leacy

H. B. Brundage

Dwight Martin

Egerton Shore

J. L. Whitney  
Commissioners.