

Decision No. 24406

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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The Municipal League, a Voluntary Or-
ganization of the Citizens of the City
of Los Angeles, State of California,

Complainant,

vs.

The Southern Pacific Company, Atchison,
Topeka & Santa Fe Railway Company, and
San Pedro, Los Angeles & Salt Lake Rail-
road Company,

Defendants.

ORIGINAL

) Case No. 970

The Central Development Association of
Los Angeles, a Voluntary Organization of
the Citizens of the City of Los Angeles,
State of California,

Complainant,

vs.

The Southern Pacific Company, Atchison,
Topeka & Santa Fe Railway Company, San
Pedro & Santa Fe Railway Company, San
Pedro, Los Angeles & Salt Lake Railroad
Company,

Defendants

) Case No. 971

The Civic Center Association of Los
Angeles, a Corporation of the Citizens of
the City of Los Angeles, State of Calif-
ornia,

Complainant,

vs.

The Southern Pacific Company, The Atchison,
Topeka, & Santa Fe Railway Company, San
Pedro, Los Angeles & Salt Lake Railroad
Company,

Defendants

) Case No. 972

BY THE COMMISSION:

OPINION AND ORDER APPROVING PLANS FOR
LOS ANGELES PASSENGER TERMINAL

By our order issued in the above matters on July 8, 1927, (Decision 18593, 30 C.R.C. 151) the defendants Southern Pacific Company, The Atchison Topeka & Santa Fe Railway Company and the Los Angeles and Salt Lake Railroad Company, and each of them, were ordered to "proceed to construct and thereafter operate a union passenger station within that portion of the City of Los Angeles bounded by Commercial Street, North Main Street, Redondo Street, Alhambra Avenue and the Los Angeles River, together with such tracks, connections, and all other terminal facilities and additions, extensions, improvements and changes in the existing railroad facilities of said companies as may be reasonably necessary and incidental to the use of said union passenger station, at a cost of approximately ten million dollars(\$10,000,000), in substantial compliance with the plan outlined in Commission's Exhibit 4-b herein."

The order further provided: "Work upon the construction of said union passenger station shall commence within ninety (90) days after the effective date of this order, and shall be completed within three (3) years after said date."

The validity of the Commission order was upheld by the Supreme Court of California by decision rendered May 27, 1930, (The Atchison Topeka & Santa Fe Railway Co. et al., vs. Railroad Commission, 209 Cal. 460), and the decision of the State Court was affirmed by the Supreme Court of the United States on May 18, 1931, (The Atchison Topeka & Santa Fe Railway Company, et al., vs. Railroad Commission, 283 U. S. 390.)

Manifesting an intention to comply with the requirements of the Commission's order, the carriers, at a conference held on December 14, 1931, submitted to the Commission for its consideration and approval two sets of plans for a union passenger station and incidental facilities in the Plaza area. The Southern Pacific Company and Los Angeles and Salt Lake Railroad Company presented a plan which they have jointly agreed upon, and The Atchison Topeka & Santa Fe Railway Company presented a separate plan. The Southern Pacific-Los Angeles and Salt Lake plan is for a stub-end station and in every way is in full compliance with the requirements of Commission's Exhibit 4-b, designated in the Commission's order. The Atchison Topeka & Santa Fe plan is for a through station. This plan does not meet with the requirements of the Commission's order.

The respective carriers have also submitted for the information of the Commission the following cost estimates for the two plans above mentioned:

		The A.T. & S.Fe Through-Station Plan	S.P.-L.A. & S.L. Stub-end Station Plan
The A. T. & S. Fe Estimates	Construction Cost	\$5,554,060	\$4,884,022
	Land & Damage	<u>4,770,616</u>	<u>3,824,632</u>
	Total	10,324,676	8,708,654
S.P.Estimates	Construction Cost	6,465,670	4,574,902
	Land & Damage	<u>7,084,460</u>	<u>4,942,744</u>
	Total	13,550,130	9,517,646
L.A. & S. L. Estimates	Construction Cost	6,465,670	4,574,902
	Land & Damage	<u>5,464,235</u>	<u>4,158,282</u>
	Total	11,929,905	8,733,184

It should be noted that the plan designated as Commission's Exhibit 4-b is substantially the same plan as was presented to the Interstate Commerce Commission by the California Commission in Finance Docket 14778 and found to be in the public interest. The Interstate Commerce Commission in its decision referred to the plan as the "Plaza Plan" (Los Angeles Passenger Terminal Cases, 100 I.C.C. 421, decided July 6, 1925.) In the last proceeding before the Interstate Commerce Commission, wherein the Railroad Commission of California and the City of Los Angeles requested the issuance of certificates of public convenience and necessity authorizing the construction of the union passenger station and facilities as ordered by the California Commission by its order of 1927, the Interstate Commerce Commission had before it California Commission's Exhibit 4-b plan and issued its certificates of public convenience and necessity authorizing the construction of the station and facilities in compliance therewith. (Los Angeles Passenger Terminal Cases, 142 I. C. C. 489, decided May 8, 1928)

Our order herein will approve the plans submitted by the Southern Pacific Company and Los Angeles and Salt Lake Railroad Company and will disapprove the plans submitted by The Atchison Topeka & Santa Fe Railway Company.

ORDER

The Atchison Topeka & Santa Fe Railway Company, Southern Pacific Company and Los Angeles and Salt Lake Railroad Company having submitted to the Commission for its approval two sets of plans for a union passenger station in Los Angeles, as indicated in the foregoing opinion, the Commission having carefully considered the said plans and being fully informed in

the premises,

IT IS HEREBY ORDERED that the plans for a union passenger terminal at the Plaza, Los Angeles, California, submitted to this Commission on December 14, 1931, by Southern Pacific-Los Angeles and Salt Lake Railroad Company be and the same are hereby approved, and declared to be in compliance with the terms of the order of this Commission issued in Decision 18593, and

IT IS HEREBY FURTHER ORDERED that the plans submitted to this Commission on December 14, 1931, by The Atchison Topeka & Santa Fe Railway Company be and the same are hereby disapproved and declared to be not in conformity with the terms of the aforesaid order of this Commission.

Dated at San Francisco, California, this 18th day of January, 1932.

W. A. Scavely
Leon Whitely
W. J. Carr
M. B. Kinnic
Fred G. Stewart
Commissioner