

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application of)
 the Southern Pacific Company for ap-)
 proval of plans and specifications)
 covering the construction of a new)
 passenger station at Los Angeles,)
 State of California.)

Application No. 793

Trippet, Chapman & Biby, representing complainant in Case No. 457.
 C. W. Durbrow and Frank Karr, representing Southern
 Pacific Company and Pacific Electric Railway.
 John G. Mott and G. C. O'Connell, representing
 Alameda Street property owners, intervenors.
 S. M. Haskins, representing Los Angeles Railway
 Company.
 Albert Lee Stephens and Howard Robertson, representing
 the City of Los Angeles.

EDGERTON, Commissioner.

O P I N I O N

This is an application by Southern Pacific Company for an order authorizing it to tear down and abandon an existing passenger depot building in the City of Los Angeles, and to erect a new depot in said city, in accordance with plans and specifications on file herein, the approval of which is also asked, and to take up and relocate existing trackage and place new trackage in accordance with said plans and specifications.

Prior to the filing of this application, W. H. Daum filed with this Commission, a complaint alleging, in substance, that the Southern Pacific Company was operating its steam line railroad into the City of Los Angeles over Alameda Street to and beyond the depot site herein mentioned, and that said railroad between Main Street and Ninth Street on said Alameda Street operates at grade across several important streets, and that said operation results in serious danger, damage and inconvenience to the public using such cross streets, and that the

building of the depot herein mentioned would result in preventing or delaying the separation of such grade crossings.

The complaint of said W. E. Daum was first heard and immediately following said hearing, the application of said Southern Pacific Company for the approval of the aforesaid plans was heard, and it was agreed by all parties that any relevant evidence introduced at either hearing might be considered as having been introduced at either or both hearings.

At the hearing of this application W. E. Daum appeared and objected to the approval of these depot plans unless such approval would in no wise interfere with or delay the separation of the grade crossings complained of.

The City of Los Angeles appeared in this matter and made no objection to the approval of these plans and specifications, provided that such approval would in no wise delay or prevent the separation of dangerous or objectionable grade crossings.

The plans and specifications submitted for the approval of the Commission have been carefully examined and approved by the engineering department of this Commission.

The structure to be erected under these plans will be efficient and ample to provide for the probable passenger traffic coming to and departing from a city several times the present size of Los Angeles. The track lay-out will be very much improved over that which now exists, and altogether the proposed depot will be a great improvement over the present one. The cost of this depot and track lay-out is estimated to be \$300,000 for the depot, and \$315,000 for the track lay-out etc.

It is planned to bring the Pacific Electric Railway Company cars on to the depot property, thus unloading and loading passengers away from the street, but no definite plan has been agreed upon for the convenient loading and unloading of passengers to and from the local street cars operated by the Los Angeles Railway Corporation, and I believe this matter should be given im-

mediate consideration by the city and the companies involved, in order that passengers traveling on the local street cars may be taken to and from this depot comfortably and conveniently.

The testimony by the engineer and architect of applicant was that with an expenditure of \$10,000 this depot would be entirely suitable, efficient and convenient, if the tracks of applicant were elevated or depressed, or other means adopted, separating grades along Alameda Street.

Furthermore, counsel for applicant, stipulated that if permitted to erect this depot no objection would ever be made to the separation of grade crossings in the City of Los Angeles, based on the expenditure made for the erection of this depot.

In view of the fact that Los Angeles is urgently demanding this new depot and as it will take considerable time to build the same, and as it is clear from the evidence and stipulation heretofore mentioned that the erection of this depot will in no wise delay or prevent the separation of dangerous and objectionable grade crossings in the City of Los Angeles, I recommend that the application be granted upon condition that the erection of the proposed depot and track lay-out shall never be used as a defense against the separation of grade crossings.

I submit herewith the following form of order:

O R D E R

Application having been made by Southern Pacific Company for permission to tear down and abandon a depot in the City of Los Angeles and to erect in place thereof a new depot and to take up, re-locate and place new trackage in connection with said depot, all in accordance with plans and specifications filed herein, and a public hearing having been held thereon and it appearing to the Commission that said application should be granted,

IT IS HEREBY ORDERED that Southern Pacific Company is hereby authorized to tear down and abandon its passenger depot located on Alameda Street between Fourth and Sixth Streets, in the City of Los Angeles, and to erect in lieu thereof a new passenger depot on said Alameda Street between said Fourth and Sixth Streets and to take up, re-locate and place new trackage in connection with the erection of said new depot, all in accordance with plans and specifications on file herein and marked Exhibits "F" to "Z", inclusive; provided, however, that the tearing down and abandonment of said old depot and the erection of said new depot and the taking up, re-locating and placing of new trackage in connection with said new depot, or the approval of this Commission therefor shall never be used as a defense against the separation of grade crossings in the State of California.

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 Francisco, California, this 25th day of November, 1913.

John M. Eschleman

Max Thelen

Edwin Q. Edgerton

Commissioners.