

Decision No. 35940

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of PACIFIC )  
ELECTRIC RAILWAY COMPANY for authority to )  
construct certain railroad tracks at grade )  
across streets and railroad tracks in double )  
tracking the Long Beach-Wilmington Line, in )  
constructing a double track connection between )  
that line and the San Pedro main line at Wil- )  
mington, and in constructing an extension from )  
the Long Beach-Wilmington Line at Henry Ford )  
Avenue to Terminal Island; and for authority )  
to construct such extension, all of which )  
tracks are to be constructed for and owned by )  
the United States of America. )

Application  
No. 25157

ORIGINAL

BY THE COMMISSION:

OPINION AND ORDER

By the above-numbered application and supplement thereto Pacific Electric Railway Company seeks the Commission's authority to construct, under contract, for the United States of America, represented by the United States Maritime Commission, such additional new trackage as will enable it to provide a direct passenger transportation service to and from vital war industries located on Terminal Island in the Los Angeles Harbor area.

The proposal was one of those contained in a report on the transportation problem in the State of California, as it affects war industries, prepared under the direction of the Commission's Engineering Department and dated May 9, 1942. This report outlines a plan as a substitute for existing transportation facilities if and when transportation on rubber-tired vehicles is no longer available. Conferences between representatives of the United States Maritime Commission and Pacific Electric Railway Company terminated in the contract referred to above and the instant application is for the purpose of securing the necessary authorization from this Commission to proceed with the con-

struction work in so far as this Commission's approval is required. Under the proposal the new trackage will be constructed and operated by Pacific Electric Railway Company but will be owned by the United States.

All of the extensions are shown in red on a map (C.E-10400-a), attached to the application. These extensions will cross various streets in the Wilmington area of the City of Los Angeles and in the City of Long Beach, as well as certain railroad tracks in the area, all of which crossings are to be at grade.

It appears that this is not a matter in which a public hearing is necessary and that the exigencies of war demand the construction as proposed.

O R D E R

IT IS HEREBY ORDERED that:

I. Pacific Electric Railway Company be and it is hereby authorized to construct:

(a) A railway extension from a connection with its Long Beach-Wilmington Line at Henry Ford Avenue to Terminal Island.

(b) A second track on its Long Beach-Wilmington Line from a point westerly of the Southern Pacific crossing to a point easterly of Anaheim Street crossing.

(c) A second track on Ocean Park Avenue in the City of Long Beach, extending northwesterly from Ocean Boulevard.

(d) A double-track connection at Wilmington between its Long Beach-Wilmington Line and its San Pedro main line.

The above portion of this order is subject to the following conditions:

- (1) The authority herein granted shall terminate upon the expiration or prior termination of the agreement between Pacific Electric Railway Company and the United States of America, dated June 16, 1942, or any extension thereof.

- (2) Service over the Terminal Island extension shall be confined strictly to the transportation of passengers originating at or destined to war industries located on Terminal Island.
- (3) Except as otherwise provided in said contract dated June 18, 1942, the entire cost of construction, operation, and maintenance of the trackage authorized herein shall be borne by Pacific Electric Railway Company.
- (4) Upon the termination of the authority herein granted, Pacific Electric Railway Company shall, at its sole expense, remove the facilities herein authorized and restore the facilities of Union Pacific Railroad Company to the condition existing prior to the construction of the additional facilities, or to a reasonable operating condition.

II. Pacific Electric Railway Company is hereby authorized to construct the above track extensions at grade across certain streets in the Cities of Los Angeles and Long Beach, at the locations more particularly described in the application and as shown by the maps (C.E. 10400-a and C.E.E. 874), attached thereto, said crossings to be identified and protected as indicated in the tabulation below:

Long Beach-Wilmington Line (double-track)

<u>Crossing No.</u>	<u>Location</u>	<u>Protection</u>
6LD-0.64	First St., Long Beach	2 No. 1 crossing signs
6LD-2.43	Anaheim St., Long Beach	2 No. 3 wigwags
6LD-2.79	Hobson Avenue, Los Angeles	2 No. 1 crossing signs
6LD-3.69	Henry Ford Ave., Los Angeles	2 No. 8 flashlight signals
6LD-3.75	Cristobal Ave., Los Angeles	2 No. 1 crossing signs
6LD-3.84	Alameda St., Los Angeles	2 No. 1 crossing signs
6LD-4.07	Pioneer Ave., Los Angeles	2 No. 1 crossing signs
6LD-4.12-C	"I" Street, Los Angeles	2 No. 1 crossing signs
6LD-4.15-C	Flint Ave., Los Angeles	2 No. 1 crossing signs

Terminal Island Extension (double-track)

6LDC-3.80	Henry Ford Avenue	2 No. 8 flashlight signals
6LDC-4.94	North roadway of Dock St. and Henry Ford Ave.	1 No. 8 flashlight signal
6LDC-5.00	South roadway of Dock St. and Henry Ford Ave.	1 No. 8 flashlight signal

III. Applicant is authorized to construct its tracks at grade across the following streets, which are not actually constructed and open to public use and travel - Nicholson Avenue, Cervora Avenue, Paul Jones Avenue, Lawrence Avenue (Hobson Avenue), Southern Pacific

Drive, Farragut Avenue, Foote Avenue, Cushing Avenue, MacDonough Avenue, Schley Avenue, Sampson Avenue, Sigsbee Avenue, Wainwright Avenue, Pennington Avenue, Southerland Avenue, Vreoland Avenue, Murdock Avenue and Proble Avenue. This order is not an authorization for the construction or opening of said streets to public use across said tracks.

IV. Pacific Electric Railway Company is hereby authorized to construct its Terminal Island extension tracks at separated grades over Anaheim Street (Crossing No. 6LDC-3.59-A) at the location shown on the map (marked C.E. 10400-C) attached to and made a part of the application. Clearances shall conform to the provisions of General Order No. 26-C.

V. Pacific Electric Railway Company be and it is hereby authorized to construct the above mentioned tracks at grade across the following railroad tracks, said crossings to be protected as indicated:

Long Beach-Wilmington Line

- (a) Southern Pacific-Long Beach Branch  
Southern Pacific trains shall stop at this crossing.
- (b) Union Pacific Branch  
To be controlled by Thenard Interlocking Plant.
- (c) Los Angeles Municipal Terminal Railroad (The A. T. & S. F. Ry.)  
To be controlled by Thenard Interlocking Plant.
- (d) Southern Pacific-San Pedro Branch  
To be controlled by proposed Ford Avenue Interlocking Plant.

Long Beach-Wilmington Line (double-track)

The double tracking of the Long Beach-Wilmington Line will involve the crossing of four railroad tracks, and the additional track shall be protected in the same manner as the existing track at such crossings. Said crossings are as follows, commencing at the easterly end:

- (a) Southern Pacific-Long Beach Branch  
Southern Pacific trains stop at this crossing.
- (b) Union Pacific Branch  
To be controlled by Thenard Interlocking Plant.

- (c) Los Angeles Municipal Terminal R.R. (A.T. & S.F. Ry.).

To be controlled by Thenard Interlocking Plant.

- (d) Southern Pacific-San Pedro Branch.

To be controlled by proposed Ford Avenue Interlocking Plant.

Terminal Island Extension on  
Henry Ford Avenue

- (a) Los Angeles Municipal Terminal R.R. (A.T. & S.F. Ry.).

To be controlled by proposed Ford Avenue Interlocking Plant.

- (b) Union Pacific spur engineer station 6 + 76<sup>+</sup>

To be controlled by proposed Ford Avenue Interlocking Plant.

Terminal Island Extension after  
leaving Henry Ford Avenue

- (a) Union Pacific spur engineer station 4 + 13 ±

- (b) Union Pacific spur engineer station 3 + 82 ±

- (c) Cal. Ship (U.P.) spur engineer station 2 + 05 ±

- (d) Cal. Ship (U.P.) spur engineer station 1 + 97 ±

The operation over the four last named spur track

crossings shall be protected in each instance as follows:

- (1) A manually operated derail shall be installed in each approach to the Pacific Electric tracks not less than 70 feet from the nearest rail of the crossing.
- (2) Block signals governing the current of traffic approach of Pacific Electric trains from either direction shall be automatically actuated to display a stop indication at a sufficient distance from the crossing affected to enable a service stop to be made before fouling the crossing in the event that (a) either derail on the conflicting route has been closed, or (b) the track between the derail on the conflicting route is occupied.
- (3) Switch indicators which will display a restrictive indication upon the approach of Pacific Electric trains shall be installed in a position where their aspect will be visible to an employee about to operate the derail.

VI. The following conditions shall be complied with:

- (1) Applicant shall execute reasonable agreement or agreements with the carriers involved, providing for the allocation of

the cost of operating and maintaining said crossings and interlocking plants controlling operation over said authorized track crossings at grade.

- (2) Applicant shall, within thirty (30) days thereafter, notify this Commission in writing of the completion of the installation of said crossings and of its compliance with the conditions hereof.
- (3) The authorization herein granted shall lapse and become void unless exercised within one year from the date hereof, unless further time is granted by subsequent order.
- (4) The Commission reserves the right to make such further order or orders relative to the location, construction, operation, maintenance and protection of said crossings, as to it may seem right and proper, and to revoke its permission if in its judgment public convenience and necessity demand such action.

The authority herein granted shall become effective on the date hereof.

Dated at San Francisco, California, this 5<sup>th</sup>

day of November, 1942.

Justus P. Green

[Signature]

Francis D. Havenue

Richard Backe

COMMISSIONERS