

Decision No. 36636

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the application of
PACIFIC ELECTRIC RAILWAY COMPANY, a
corporation, for authority to abandon
trackage between Riverside and a point
north of the Santa Ana River near Col-
ton, and to use jointly paralleling
track of Southern Pacific Railroad
Company.

ORIGINAL

Application No. 25759

Frank Karr and C. W. Cornell, for applicant.

BY THE COMMISSION:

O P I N I O N

Pacific Electric Railway Company⁽¹⁾ filed the above en-
titled application, seeking authority to abandon trackage between
Riverside and a point north of the Santa Ana River near Colton,
in the Counties of Riverside and San Bernardino, and to use
jointly paralleling track of Southern Pacific Company⁽²⁾ between
the same points.

A public hearing on this application was held by
Examiner Gorman at Los Angeles on September 15, 1943, at which
time the matter was duly submitted.

The single track line of Pacific Electric between the
above limits is part of its San Bernardino-Colton-Corona Line and
is used exclusively as a bridge line for the transportation of
freight. No freight is handled locally to points on the portion
proposed to be abandoned. The use of Southern Pacific trackage
will provide Pacific Electric with identical bridge line facilities.
The service performed by Pacific Electric is one freight train
daily, except Sunday, with an occasional extra freight train. The

(1) Hereinafter referred to as Pacific Electric.

(2) Tracks owned by Southern Pacific Railroad Company and leased
to Southern Pacific Company.

service performed on Southern Pacific Company's track proposed to be jointly used is one freight train daily, except Sunday, with an occasional extra freight train. Southern Pacific Company's line has ample capacity to accommodate its own traffic, as well as that of Pacific Electric.

The Temecula Line of The Atchison, Topeka and Santa Fe Railway Company ⁽³⁾ crosses at separated grades the line of Pacific Electric proposed to be abandoned. The Santa Fe now has under construction two additional tracks on this line, for the purpose of accommodating increased war traffic. The most economical structure to carry these additional tracks of the Santa Fe over the Pacific Electric would be by concrete arch viaduct, at a cost of approximately \$36,000. To avoid this expenditure for the viaduct and to conserve vital materials were the principal reasons for the filing of the application to abandon Pacific Electric trackage.

The cost to Pacific Electric for the use of joint track with Southern Pacific Company is approximately the same as the annual maintenance cost of its track proposed to be abandoned. The abandonment of Pacific Electric trackage will likewise make available rail, copper trolley wire and other critical materials badly needed by Pacific Electric on other portions of its system.

After carefully considering all of the evidence presented, it appears that the application should be granted.

O R D E R

IT IS HEREBY ORDERED that Pacific Electric Railway Company be and it is hereby authorized to abandon trackage between Riverside and a point north of the Santa Ana River near

(3) Hereinafter referred to as Santa Fe.

Colton, in the Counties of Riverside and San Bernardino, more specifically described in the instant application, and to use jointly with Southern Pacific Company trackage between the same points, in accordance with the agreement attached to and made a part of the application, subject to the following conditions:

- (1) Applicant shall notify the Commission within thirty (30) days after it has exercised the authority herein granted.
- (2) If applicant does not exercise the authority herein granted within one year from the date hereof, the authority shall lapse and become void, unless extended by subsequent order.

The effective date of this Order shall be the date hereof.

Dated at San Francisco, California, this 5th day of October, 1943.

Francis R. Havenue
W. J. Kelly
Richard L. Lusk
Justin F. Calver

Commissioners.