

DECISION NO. 38769

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of the People of the State of California, on relation of the Department of Public Works, for an order authorizing construction of crossings at separated grades of a Naval Access Road and the tracks of the Union Pacific Railroad, Southern Pacific Railroad, and The Atchison, Topeka and Santa Fe Railway, at Nicholson Avenue, in the vicinity of Terminal Island, in the City of Los Angeles, County of Los Angeles, State of California.

ORIGINAL

Application No. 26854

SECOND SUPPLEMENTAL ORDER

By the provisions of the order in Decision 38174 dated August 28, 1945 and as amended by the order in Decision 38255 dated September 25, 1945; the Department of Public Works of the State of California was authorized to construct the so-called Terminal Island Freeway at separated grades over the various railroads in the area and certain off-ramps at grade across these railroads in the cities of Los Angeles and Long Beach.

Among other things the above decision authorized the construction of crossings at grade of one of the off-ramps over the east end of Meade Yard of Union Pacific Railroad Company and the main line track of Southern Pacific Company in the vicinity of Paul Jones Avenue and Anaheim Street, Los Angeles. These crossings at grade are at the locations indicated as "Q" and "R" in appendix "A" attached to Decision 38174.

Applicant now proposes to construct said crossings at separated grades, thereby eliminating the necessity of the crossings at grade at said locations "Q" and "R". Said overhead crossing is to be known as "Nicholson Avenue Overhead". The cost of construction of said overhead is proposed to be financed wholly from Federal Access Road Funds available for the construction of said Terminal Island Freeway.

The Atchison, Topeka and Santa Fe Railway Company is now engaged in the construction of tracks on the right of way of Southern Pacific Company at said location, and that said proposed overhead will likewise cross said The Atchison, Topeka and Santa Fe Railway Company tracks at separated grades.

Said off-ramp (Nicholson Avenue crossing) will connect with Anaheim Street at the existing crossing of said street and tracks of the Pacific Electric Railway Company (Crossing No. 6LD-2.43) and it is proposed to widen said crossing at this location on the south side of Anaheim Street and to re-arrange existing wigwag signals at said location.

It appears that this is not a matter in which a public hearing is necessary and that said First Supplemental Application should be granted.

O R D E R

IT IS HEREBY ORDERED:

I. That permission and authority be and it is hereby granted to the People of the State of California on relation of the Department of Public Works to construct at separated grades over the Meade Yard tracks of the Union Pacific Railroad Company and the main line tracks of the Southern Pacific Company and tracks of The Atchison, Topeka and Santa Fe Railroad Company an off-ramp from Terminal Island Freeway at the location shown by the map marked Exhibit "A" attached to and made a part of the First Supplemental Application No. 26854, subject to the following conditions:

(1) Said crossing shall be identified as follows:

"Q" - Union Pacific Crossing 3A-22.98-AC

"R" - Southern Pacific and Santa Fe Crossing
BH-502.7-A

(2) Said overhead crossing shall be constructed with clearances in conformity with the provisions of the Commission's General Order 26-C.

(3) The entire expense of constructing said grade separations shall be borne by applicant.

(4) The cost of maintenance of said grade separations shall be borne by the City of Los Angeles except, however, that the maintenance of tracks and appurtenances thereto shall be borne by the respective railroad companies involved.

II. The authority to construct grade crossings designated as "Q" and "R" in appendix "A" of Decision 38174 is hereby annulled.

III. The People of the State of California on relation of the Department of Public Works are authorized to widen the crossing of Anaheim Street at grade across Pacific Electric Railway Company's tracks (Crossing 6LD-2.43) and to re-arrange the existing wigwag signals, subject to the condition, however, that plans for the said re-location of signals shall be submitted to the Commission for approval within one year from the effective date hereof.

IV. The authorization herein granted shall lapse and become void if not exercised within two years from the date hereof unless further time is granted by subsequent order.

In all other respects Decision 38174 and Decision 38255 shall remain in full force and effect.

This order shall become effective on the date hereof.

Dated at San Francisco, California, this 12th day of March, 1946.

Harold C. Quinn

Frank P. Ryce

James H. Hill

COMMISSIONERS