

Decision No. 39569

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

ORIGINAL

Applicant of Southern Pacific Company to)
use its tracks on Alameda Street between)
College Street and East Fifteenth Street,)
Los Angeles, California for operations)
other than industrial freight-switching)
service.)

Application
No. 26634

RANDOLPH KARR, for applicant.

ROGER ARNEBERG, for the City of Los Angeles.

FIRST SUPPLEMENTAL OPINION AND ORDER

Southern Pacific Company, applicant herein, on July 15, 1946 requested a further extension of time from the effective date of Decision No. 38108, dated July 27, 1945, at which time the operations of Southern Pacific Company along Alameda Street in the City of Los Angeles should conform with the provisions of Decision No. 18593, dated July 8, 1927.

On July 30, 1946 the Commission ordered the matter reopened and a public hearing was held before Examiner Hall in Los Angeles on August 15, 1946, at which time the matter was submitted upon the filing of statements of the parties. Statements have been filed in the form of an amended application by applicant and a letter by the city.

The record shows that during the war a great volume of traffic such as Army and Navy traffic in trainloads or blocks was handled along Alameda Street. At the present time, however, because of the general nation-wide shortage of materials and supplies, the industries in this area are receiving their shipments in single rather than multiple carload lots. Practically every freight car goes to a different industry with a resulting tremendous increase in switching movements. This change in switching requirements creates a physical condition which necessitates more switching to be done on Alameda Street between College and East 15th Streets than can be handled between 7:00 p.m. and 7:00 a.m. In addition, there

is a need for certain restricted daylight movement of perishable express and merchandise.

As brought out by representatives of the Interstate Commerce Commission there is a critical car shortage throughout the United States including the Los Angeles area of Southern Pacific Company, and that it is necessary to expedite the handling of freight cars both loaded and empty.

The City of Los Angeles objects to any further extension of time; however, it realizes the acuteness of the operations of Southern Pacific along Alameda Street and therefore was agreeable to further extension of time provided that applicant has in good faith started construction or submitted positive evidence of intent to proceed with the installation of new and rearrangement of existing facilities to make possible operations in accordance with the terms of Decision No. 18593, dated July 8, 1927.

A review of the record indicates that a critical situation continues to exist on Alameda Street between College Street and East 15th Street; therefore, a further extension of time should be granted subject to the conditions hereinafter specified.

O R D E R

IT IS HEREBY ORDERED that Southern Pacific Company is authorized to deviate from the provisions of condition "3" of the order in Decision No. 18593 (30 CRC 162) as follows:

(1) Applicant may move cuts or strings of cars, either loaded or empty (not including through or local trains), from or to points and localities outside of the district on Alameda Street between College and East Fifteenth Streets, to or from points and localities within said district, and may move such cuts or strings of cars via said Alameda Street trackage from and to and between points or localities outside said district, provided:

- a. Not more than forty (40) cars shall be handled in any one such cut or string.
- b. All such movements must be carried on and completed during the hours between 7:00 p.m. and 6:30 a.m., except that not more than four such movements may be operated between 9:00 a.m. and 4:00 p.m..

(2) Applicant in connection with performing industrial service to and from industries in the district between College Street and 15th Street may operate as follows:

- a. Industrial switching service may be conducted on Sundays to 3:00 p.m..
- b. Two drags each way of express cars or merchandise cars not to exceed 10 cars in length may be handled between the hours of 9:00 a.m. to 11:00 a.m. and 2:00 p.m. to 4:00 p.m..
- c. Where cars of perishables or cars for perishables can not be spotted prior to 6:30 a.m., such cars in one drag from North of College Street not to exceed 10 cars and four switch movements per day of not to exceed 5 cars may be handled between the hours of 9:00 a.m. to 11:00 a.m. and 2:00 p.m. to 4:00 p.m..
- d. The north end of Central Station Yard may be switched between the hours of 9:00 a.m. to 11:45 a.m. and 1:45 p.m. to 4:00 p.m. if no portion of the movement extends northerly of the southerly curb line of Third Street provided switching movements on Alameda Street will be so restricted that ten minutes elapse between the completion of one movement and the commencement of any subsequent movement..
- e. One light engine may be moved daily from Central Station Yard at 6th and Alameda Streets to Pacific Electric Railway Company's interchange track located in the vicinity of 8th and Alameda Streets between the hours of 6:45 p.m. and 7:00 p.m..

provided, however, that such operations and all other operations in said district shall be subject to and limited by the terms and provisions of the applicable city ordinance, and such other provisions as may be agreed upon between applicant and the Board of Public Utilities and Transportation of the City of Los Angeles..

(3) When especially urgent movements, particularly movements for the Government of the United States, are involved, said Board of Public Utilities and Transportation may grant special permission upon request..

(4) No cut in excess of five cars shall be operated along Alameda Street unless air is connected and operative throughout the entire length of the cut.

(5) Except when shunting cars incident to switching operations, cars shall not be pushed ahead of locomotives.

The authority herein granted shall lapse and become void on July 1, 1947 unless prior to that date Southern Pacific Company has in good faith started construction or submitted positive evidence of intent to proceed with the installation of new or rearrangement of existing facilities to make possible operations in accordance with terms of Decision No. 18593, dated July 8, 1927. This order shall become effective on the date hereof.

Dated at San Francisco, California, this 27th day of November, 1946.

Harold P. Gule
Justus F. Cullen
Leo H. Powell
A. E. Johnson
COMMISSIONERS