

Decision No. 45217

CONFIDENTIAL

## BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of )  
 PACIFIC ELECTRIC RAILWAY COMPANY, a )  
 corporation, for authority to cross )  
 First Street in the City of Azusa, )  
 The Atchison, Topeka & Santa Fe Rail- )  
 way Company at grade, and a grade )  
 separation with Foothill Boulevard in )  
 the County of Los Angeles, to be used )  
 for main line connection between San )  
 Bernardino Line and the Monrovia- )  
 Glendora Line from the present )  
 Reliance Rock spur. )

Application No. 31592

INTERIM OPINION

Pacific Electric Railway Company seeks authority to construct a track to serve as a main line connection between its Monrovia-Glendora line, near the City of Azusa, and its San Bernardino line, at West Covina, through the northerly extension of the present Reliance Rock spur, a distance of approximately 2.8 miles. The purpose of this connection is to continue the handling of rail freight traffic along the outer portion of the Monrovia-Glendora line after the abandonment of that section of said line between Oneonta and Monrovia, as authorized in Decision No. 44161. Applicant declares that rights of way for the major portion of the extension have been secured and that the remainder are under negotiation.

Specific authority is sought in this proceeding to construct a single-track rail line (1) at grade across First Street, Arcadia, a dedicated but unimproved street, (2) at Foothill Boulevard (State Highway Route 9) beneath the highway, and (3) at grade across the main-line tracks of The Atchison, Topeka and Santa Fe Railway Company.

The City of Azusa has issued a permit to applicant for the track across First Street. Plans for the proposed structure beneath

State Highway Route 9 have been approved by the Department of Public Works as to design, but the railway and the department have been unable to agree as to the apportionment of costs thereof. Applicant declares that a formal agreement will be entered into with The Atchison, Topoka and Santa Fe Railway Company to provide for the construction, operation, and maintenance of an interlocking plant between tracks of the two railways.

It appears that public interest would be best served by disposition of uncontested items in this proceeding, reserving, however, a determination on the contested allocation of costs on the grade separation structure beneath Foothill Boulevard until further evidence is adduced through formal hearing.

INTERIM ORDER

Good cause appearing,

IT IS ORDERED that Pacific Electric Railway Company be, and it hereby is authorized

(1) To construct a single track across First Street in the City of Azusa, at the location described in the application and as shown on Exhibits A and B thereof, subject to the following conditions:

- a. Applicant shall bear the entire construction and maintenance expense.
- b. First Street shall not be opened across said branch track except upon the further order of this Commission.

(2) To construct a single track at separated grades beneath Foothill Boulevard (State Highway Route 9) at the location as shown on maps (Exhibits A and B) attached to the application, to be identified as Crossing No. 6TD-21.73-A. Clearances shall conform to the provisions of General Order No. 26-D. The apportionment of construction costs and maintenance expense of the separation structure will be determined by the Commission after public hearing.

(3) To construct a single track at grade across one main and one passing track of The Atchison, Topeka and Santa Fe Railway Company in the vicinity of the City of Azusa, County of Los Angeles, at the location described in the application and as shown by Exhibits A and B attached thereto, subject to the following conditions:

- a. The entire expense of constructing and thereafter maintaining the rail crossing, including protective devices therefor, in good and first-class condition for safe and convenient railway use, shall be borne in accordance with an agreement first to be approved by this Commission, a certified copy of which shall be filed within ninety (90) days after the effective date of this order. Should said agreement not be filed within the above-mentioned time and further time not be granted by subsequent order, said costs will be apportioned by supplemental order.
- b. Protection on tracks of The Atchison, Topeka and Santa Fe Railway shall be by automatic signals, normally clear with two caution distant signals in advance of home signals in both directions.
- c. Protection on track of Pacific Electric Railway Company shall consist of spring derail and home signal on each side of The Atchison, Topeka and Santa Fe Railway track. Derails shall be electrically locked and shall be operated by trainmen of Pacific Electric Railway Company.
- d. Indicators shall be installed at the derails to inform trainmen of the approach of trains of The Atchison, Topeka and Santa Fe Railway Company. Installation shall be so designed that
  - (1) Derails may be unlocked and operated without delay when no Santa Fe trains are approaching.
  - (2) When a Santa Fe train is in the approach track circuit, a time release locking shall be arranged so that, when operated, Santa Fe signals must first display "Stop" position and Pacific Electric derails cannot be operated thereafter until not less than a five-minute time interval has elapsed. Pacific Electric train crews shall not start the time release when Santa Fe trains are seen to be approaching the rail crossing.
- e. Plans for the signal protection of this crossing shall be filed with the Commission for approval, and notice of completion given with request for inspection, in conformity with General Order No. 33-B.

IT IS HEREBY FURTHER ORDERED that present grade crossings on existing Reliance Rock spur of applicant shall be reassigned new crossing numbers as follows:

