

Decision No. 11435

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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ORIGINAL

In the matter of the application of)
the Board of Supervisors of the County)
of Los Angeles, State of California,)
for permission to install a grade cross-) Application No. 9067
ing over the tracks of the Pacific)
Electric Railway on Wilmington Street.)

Roy W. Dowd, for applicant

R. C. Gortner, for Pacific Electric Railway
Company

BY THE COMMISSION:

O P I N I O N

This is an application of the Supervisors of the County of Los Angeles for permission to construct Wilmington Street at grade across the Whittier line of Pacific Electric Railway Company.

A public hearing was held on this application before Examiner Williams in Los Angeles, July 9, 1923.

Wilmington Street is a relatively unimportant street, varying in width from thirty to sixty feet, in the unincorporated portion of Los Angeles County extending south from Slauson Avenue a distance of approximately one mile. It is open to public travel except at its point of crossing over the tracks of the Pacific Electric. It runs in the same general direction as the new Truck Boulevard constructed on Alameda Street which crosses this same line of railroad five hundred and thirty feet easterly of the proposed crossing.

Wilmington Street is also paralleled by Holmes Avenue a wide but not highly improved street located approximately six hundred and sixty feet to the west. The territory to be served by Wilmington Street lies between the four track line of the Pacific Electric extending to Watts and the Truck Boulevard on Alameda Street south of Slauson Avenue.

Although this territory has been somewhat developed as a residential territory it is now being more intensely developed as industrial territory. The immediate cause for filing this application is because the McFie Supply Company has purchased the eight acre tract of land lying between Wilmington Street and Alameda Street and between Slauson Avenue and the Whittier line of the Pacific Electric. This company now proposes to erect on this property a large warehouse having approximately sixty-five thousand square feet in area and desires to use Wilmington Street as its team and truck access in order to avoid as far as possible the traffic congestion on Slauson Avenue and Alameda Street, respectively. The traffic to and from this large warehouse will be approximately equal in all directions and the McFie Company desires to use Wilmington Street as its outlet to the south and east in order to relieve this industry's trucks of the necessity of passing the highly congested corner at the intersection of Alameda Street and Slauson Avenue. It is anticipated that other industry developments will be made along Wilmington Street immediately south of the railroad but aside from the convenience of these proposed industries there appears to be but little present public necessity for the proposed crossing.

The Whittier branch of the railroad extends in a general easterly and westerly direction and at this point it is a double track line over which are operated ordinarily eighty-six passenger trains and nineteen freight or express trains daily.

Due to the fact that the junction of this line with the four-track Watts line railroad is a little over one thousand feet westerly of the proposed crossing and due to the fact that the Whittier line of the Pacific Electric crosses the San Pedro branch of the Southern Pacific less than six hundred feet easterly, the speeds at the point of crossing at Wilmington Street are relatively low. The junction with the four-track line must necessarily be approached under control by cars of the Pacific Electric although they do not actually stop. Before crossing the Southern Pacific, however, all cars of the Pacific Electric in both directions actually stop.

The territory in the vicinity of the proposed crossing is flat, the top of rail of the railroad being only about one foot above the adjacent ground. The view at present is clear and unobstructed in all directions. It is therefore possible to construct a grade crossing at this point without incurring any more than the ordinary hazard due to the construction of a grade crossing. On the other hand, the principal public convenience and necessity to be served by the crossing is that due to the necessity of providing suitable access to industrial territory. Although this territory is in the unincorporated portion of Los Angeles County, it is in the path of metropolitan industrial development of the City of Los Angeles and in such a territory streets and railroad crossings incident thereto must necessarily be provided at more frequent intervals than in strictly residential territory or in more rural districts.

For the present the traffic on the highway will probably be light and this fact when considered with the unobstructed view and relatively low speeds of the trains would seem to justify the conclusion that no special protection is necessary at present. If, however, any building is erected within a

radius of seventy-five feet from the center of this crossing the view would then be so obstructed as to justify the installation of an automatic flagman for the protection of the crossing; or if the street is paved with a hard surface pavement, the traffic would undoubtedly be immediately sufficient to justify such protection. In the event that either of these conditions should develop, an automatic flagman should be installed.

O R D E R

The Board of Supervisors of the County of Los Angeles having made application for permission to construct Wilmington Street at grade across the tracks of Pacific Electric Railway Company, as hereinafter indicated, a public hearing having been held, the Commission being apprised of the facts, the matter being under submission and ready for decision,

IT IS HEREBY ORDERED, that permission be and it is hereby granted the Board of Supervisors of the County of Los Angeles to construct Wilmington Street at grade across the tracks of Pacific Electric Railway Company in the location shown on the map attached to the application, said crossing to be constructed subject to the following conditions:

(1) The entire expense of constructing the crossing shall be borne by applicant. The cost of its maintenance up to lines two (2) feet outside of the rails shall be borne by applicant. The maintenance of that portion of the crossing between lines two feet outside of the rails shall be

borne by Pacific Electric Railway Company.

(2) The crossing shall be constructed of a width not less than thirty (30) feet and at an angle of ninety (90) degrees to the railroad and with grades of approach not greater than two (2) per cent; shall be protected by a suitable crossing sign and shall in every way be made safe for the passage thereon of vehicles and other road traffic.

(3) If and when any building or other serious obstruction to view is located within a radius of seventy-five feet from the center of said crossing or if and when said Wilmington Street is paved with a hard surface pavement between said crossing and Slauson Avenue an automatic flagman shall be installed for the protection of said crossing at the sole expense of applicant, said automatic flagman to be of a type and installed in accordance with plans or data approved by the Commission. The maintenance of said flagman shall be borne by Pacific Electric Railway Company.

(4) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of said crossing.

(5) The authorization herein granted for the installation of said crossing will lapse and become void one year from the date of this order unless further time is granted by subsequent order.

(6) The Commission reserves the right to make such further orders relative to the location, construction, operation, maintenance and protection of said crossing as to it may seem right and proper and to revoke its permission if, in its judgment, the public convenience and

necessity demand such action.

This order shall become effective ten (10) days
after the making thereof.

Alquist
Dated at San Francisco, California, this 2nd day
of July, 1923.

C. L. Sawyer
H. K. B. Landis
Harry Martin

Commissioners.