

ORIGINAL

Decision No. 12684

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

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In the matter of the application)
of Los Angeles Junction Railway)
Company for an order authorizing)
the construction at grade of a)
track crossing Pasadena Avenue in)
the County of Los Angeles, State)
of California.)

Application No. 9287

LeRoy M. Edwards, for the Applicant.

Edward T. Bishop, County Counsel, by Roy W. Dowds,
Deputy County Counsel, for the County of
Los Angeles.

BRUNDIGE, COMMISSIONER:

O P I N I O N

This is an application by the Los Angeles Junction Railway asking permission to construct a track at grade across Pasadena Avenue in the unincorporated portion of Los Angeles County.

A public hearing was held on this proceeding in Los Angeles, September 19, 1923.

The Los Angeles Junction Railway Company proposes to serve an industrial district of approximately two hundred acres comprising a triangular tract of land south of the Los Angeles River and lying between Downey Boulevard and Fruitland Avenue. This tract is being developed by the Central Manufacturing District Inc., of Los Angeles. The applicant herein has planned the construction of a switching or belt railroad system as an essential part of the development of this industrial district

and proposes to make connections with all the principal carriers now entering Los Angeles. The present proceeding is for the purpose of securing permission to construct a track across Pasadena Avenue in order to make such a connection with the Pacific Electric Railway on its Whittier line near the easterly terminus of Randolph Street.

It appears that contemplated operations over the track are for the movement of freight only and that the track will be actually used, not only by the applicant in serving a proposed industrial territory of about eighty acres along the southerly bank of Los Angeles River immediately east of Pasadena Avenue, but that it will also be used by the Pacific Electric in bringing cars from that carrier for delivery to the applicant. The interchange or transfer track between the Pacific Electric and the Los Angeles Junction Railway is to be about three thousand feet west of Pasadena Avenue on property owned by the Los Angeles Junction Railway and adjacent to its proposed classification yard.

The applicant estimates that in the immediate future the total movement over the proposed crossing would be only five or ten cars a day but it anticipates that this traffic will be very substantially increased within the next five years by which time it expects that there will be from fifty to one hundred industries in the territory served.

Pasadena Avenue is a county thoroughfare leading from Pasadena by the Telegraph Road on the north side of the river to a connection with Cudahy Avenue and thence to Long Beach. The results of a count of vehicular traffic on Pasadena Avenue taken at the point of the proposed crossing is summarized as follows:

<u>Date</u>	<u>Time</u>	<u>Total Vehicles</u>	<u>Average Per hour</u>	<u>Maximum per hour</u>
Sunday, Aug. 19, 1923	6 a.m.-8 p.m.	1582	120	225
Monday, Aug. 20, 1923	6 a.m.-8 p.m.	888	63	112

This count shows a very substantial traffic on this road in spite of the fact that the road has only recently been opened by the construction of a wooden bridge over the Los Angeles River and that a considerable portion of the road on both sides of this bridge has not been improved as yet with a hard surface pavement. When the road is so improved it is probable that the traffic will be very considerably increased.

The location of the crossing as requested by the applicant is 256.5 feet southerly from the southerly line of the Flood Control Channel of the Los Angeles River and at an elevation of approximately ten feet below the floor of the bridge across the channel. A lumber yard with its office building is now located on the westerly side of Pasadena Avenue between the proposed railroad track and the river so that there has already been created a certain obstruction to view at this point. From the very nature of the development that is proposed in this territory it is inevitable that other obstruction to view will be made in the future.

The applicant submitted certain plans and estimates showing what, in its opinion, would be required in the event a separation of grades was required at this point and the cheapest plan presented the applicant estimated would cost \$97,900. It does not appear that present traffic conditions on Pasadena Avenue, when taken in consideration with the anticipated traffic on the railroad would justify an expenditure of approximately \$100,000 to eliminate the grade crossing at this time, but it would seem improper to permit a grade crossing to be so installed as to seriously interfere with a plan of future separation of grades if conditions should later justify such a separation. At the hearing the Commission's Transportation Engineer suggested that consideration should be given to the possibility of locating the crossing immediately south of the southerly line of the Flood Control Channel of the Los Angeles River. Subsequent to the hearing

the engineers of the various parties concerned conferred with the Commission's engineers for the purpose of determining the most feasible location and manner in which this crossing should at this time be constructed. As a result of this conference it has been agreed by all the interested parties and approved by the Commission's engineers, that it would be feasible to construct the track across Pasadena Avenue at the point suggested by the Commission's engineer.

If the crossing is constructed at grade at this location instead of at the point originally indicated in the application, two essential improvements are evident: First, a clear and unobstructed view on the side of the track toward the river is indefinitely assured. Second, in the event of the construction of a railroad track on the northerly side of the Flood Control Channel and in the event that traffic conditions later justify a separation of grades, it can be readily effected by raising the bridge over the Flood Control Channel and extending it over the railroad tracks thereby giving uniform treatment to the situation on both sides of the river. It therefore appears that authorization should at this time be given to the applicant in this proceeding to construct its track at grade across Pasadena Avenue at a location immediately south of the Flood Control Channel as above indicated.

Inasmuch as the view on the southerly side of the track is already partially obstructed and may reasonably be expected to become more obstructed, and in view of the very substantial vehicular traffic on Pasadena Avenue, an automatic flagman should be provided for the protection of this crossing.

The following form of order is recommended.

ORDER

Los Angeles Junction Railway Company having made application to the Commission to construct a track at grade across Pasadena Avenue, a public hearing having been held, the Commission being

apprized of the facts, the matter being under submission and ready for decision.

IT IS HEREBY ORDERED, that permission be and it is hereby granted Los Angeles Junction Railway Company to construct its track at grade across Pasadena Avenue in the County of Los Angeles, State of California, at a point ten feet southerly, measured along the center line of Pasadena Avenue, from the intersection of the center line of Pasadena Avenue with the southerly line of the Flood Control Channel of the Los Angeles River, said crossing to be constructed subject to the following conditions, viz:

(1) The entire expense of constructing the crossing, together with the cost of its maintenance thereafter in good and first-class condition for the safe and convenient use of the public, shall be borne by applicant.

(2) Said crossing shall be constructed of a width and type of construction to conform to that portion of said Pasadena Avenue now graded, with the top of rails flush with the pavement, and with grades of approach not exceeding four (4) per cent; shall be protected by a suitable crossing sign, and shall in every way be made safe for the passage thereover of vehicles and other road traffic.

(3) An automatic flagman shall be installed and maintained at the sole expense of applicant for the protection of the crossing. Said automatic flagman shall be of a type and installed in accordance with the plans or data approved by the Commission.

(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.

The foregoing Opinion and Order are hereby approved and ordered filed as the Opinion and Order of the Railroad Commission of the State of California.

Dated at San Francisco, California, this 10th day of October, 1923.

Commissioners