

ORIGINAL

Decision No. 12,851

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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In the matter of the application of Pacific Electric Railway Company, a corporation, for permission to construct and maintain at grade, tracks across certain public highways in the City of Long Beach and in the County of Los Angeles in connection with the construction of its proposed railroad on Second Street from a point in its present railroad line at Livingston Drive and Second Street, in the City of Long Beach, and running thence in a general easterly direction to a connection with applicant's Newport Beach line on private right of way at Naples, in the County of Los Angeles; and for the abandonment of part of its Alamitos Heights Line and of part of its Naples Spur.

Application No. 9415.

C. W. Cornell, for Applicant.

Murray Brown, Assistant City Attorney, for the City of Long Beach.

James F. Collins, for Belmont Shore Company, and for Belmont Shore Development Company.

BY THE COMMISSION:

O P I N I O N

In the above entitled application Pacific Electric Railway Company asks three things, namely: first, a certificate of public convenience and necessity to construct a single track electric railroad from a point in the existing Alamitos Heights line of applicant near the intersection of Second Street and Livingston Drive in the City of Long Beach; thence in an easterly direction in and along Second Street and across private property to a junction with appli-

cant's Newport line near the intersection of Cordova Walk and Appian Walk in the unincorporated portion of Los Angeles County; second, permission to construct twenty-four grade crossings incident to the construction of said single track railroad; third, permission to abandon that portion of applicant's Alamitos Heights line from a point near the intersection of Second Street and Livingston Drive in the City of Long Beach to its junction with the Newport line of applicant including the west leg of the wye, and to abandon approximately six hundred feet of track at the end of the spur known as Naples Extension located adjacent to Ravina Walk.

A public hearing was held on this application before Examiner Williams in Long Beach, October 26, 1923.

The occasion of the proposed changes covered in this application arises because of a development undertaken by the Belmont Shore Company for the reclamation of a considerable tract of land near the easterly city limits of the City of Long Beach. The present Alamitos Heights line of the Pacific Electric along Livingston Drive is used only for occasional freight service there being no passenger service rendered thereover. The proposed line along Second Street will pass through the heart of the territory being reclaimed and developed as residential property. This reclamation project covers two hundred and seventeen acres and is being accomplished by dredging from Alamitos Bay to make the necessary fill on the reclaimed ground. A portion of this work has already been done and about seven hundred and fifty thousand square feet of concrete pavement has been laid for street improvement in addition to the necessary sidewalks, curbs and sewers. Contract has been made for six hundred thousand additional square feet of paving.

As this area becomes built up for residential purposes, electric railway transportation will probably be needed and the construction of a line along Second Street appears to be the logical

location for the establishment of such service. The applicant proposes to establish hourly service initially on this line during the major portion of the day with half hourly service during the morning and evening hours. This service will be essentially a street car service and passengers will be carried through to the business district of Long Beach without transfer. The total length of the new line proposed is approximately one and one-quarter miles and includes a bridge approximately five hundred feet long over the channel of the Alamitos Slough. That portion of the line west of the Alamitos Slough is to be located along the center line of Second Street but that portion of the line east of the Slough is to be located on private right of way. The land company has agreed to contribute \$68,000 toward the construction of the railroad which cost it may be assumed will be absorbed in the value of the real estate which will be benefitted by the construction of the line. The land company that is financing the reclamation of this district estimates that there will be a population of approximately five thousand to be served along the proposed Second Street line within two years and that this district will have an ultimate residential capacity of over twenty thousand.

The applicant has obtained the necessary franchises for the construction of this extension and no one appeared at the hearing protesting the granting of this application and it appears that public convenience and necessity will in the immediate future require the construction of the line as applied for and upon its construction will make unnecessary the further maintenance of that portion of the Alamitos Heights line situated between Second Street and the Newport line of applicant.

Incident to the construction of the proposed line it is proposed to construct the track at grade across some twenty-four public streets. These crossings divide themselves into three groups

(a) those crossings of streets open to public travel across that portion of the track located in Second Street, namely, Second Street, Roycroft Avenue, Santa Fe Avenue, St. Joseph Avenue, Campbell Avenue, Bixby Avenue, Nieto Avenue, Corona Avenue, Covina Avenue, LaVerne Avenue, Artesia Avenue, Pomona Avenue, Santa Ana Avenue, Claremont Avenue and The Toledo; (b) crossings of streets which are physically open to public travel across that portion of the track located on private right of way, namely, alley in block bounded by Appian Walk, Gabriella Canal, Campo Walk and Cordova Walk; (c) the crossings of those streets which are not physically open to public use and travel, namely, West Ravina Walk, East Ravina Walk, Attica Walk, San Marco Walk, Campo Walk, Appian Walk, Public Highway the center of which is approximately 903 feet westerly from the center line of West Ravina Walk and Public Highway the center line of which is approximately 1650 feet westerly from the center line of West Ravina Walk.

All of these crossings are relatively unimportant with the exception of the crossing of Second Street which because of the fact that Second Street is the route of the State Highway through this portion of Long Beach is of more than ordinary importance. The Second Street crossing is what might be termed a split crossing, that is, the track enters Second Street near Livingston Drive from the southerly direction and leaves Second Street near Bay Shore Avenue in a northerly direction and in the intervening space is situated along the center line of Second Street and therefore the track crosses the line of eastbound vehicular traffic near the intersection of Second Street and Livingston Drive and crosses the line of westbound vehicular traffic near the intersection of Second Street and Bay Shore Avenue.

Due to the very nature of the service to be rendered by the proposed railroad, which is street car service, it is impracticable to provide for the separation of grades at any of the

streets. Furthermore, inasmuch as the view is at present practically unobstructed at all the crossings and the speed of cars operated on the railroad will be moderate it does not appear essential that any special protection be afforded at any of the crossings at this time.

ORDER

Pacific Electric Railway Company having made application for permission to construct its proposed railroad from a point in the City of Long Beach near the intersection of Second Street and Livingston Drive to a connection with its Newport line in the unincorporated portion of the County of Los Angeles near the intersection of Cordova Walk and Appian Walk and at grade across certain public highways in the City of Long Beach, County of Los Angeles, State of California, and having further made application for permission to abandon certain tracks in the City of Long Beach and in the unincorporated portion of the County of Los Angeles, 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 FOUND AS A FACT, that public convenience and necessity require the construction and operation of a railroad from a point in the present Alhambra Heights Line of Pacific Electric Railway Company near the intersection of Second Street and Livingston Drive in the City of Long Beach, thence running in a general easterly direction to a connection with the Newport line of said Pacific Electric Railway Company, the location of said line being described as follows:

Commencing at the intersection of the center line of Second Street, as shown on map of Tract No. 3885, recorded in Book 42, on pages 56 and 57, of Maps, Records

of Los Angeles County, California, with the easterly boundary line of the City of Long Beach; thence northwesterly along said center line of Second Street, 2081.44 feet to the beginning of a curve concave southerly and having a radius of 235 feet; thence westerly along said curve, 183.41 feet to a point in the center line of the right of way of the Pacific Electric Railway, said last mentioned point being distant 96.66 feet southwesterly from the intersection of said center line of right of way with the northwesterly prolongation of above mentioned center line of Second Street, and

Commencing at the intersection of the center line of Second Street, as shown on Map of Tract No. 4029 recorded in Book 43, on page 2 of Maps, Records of Los Angeles County, California, with the easterly boundary line of the City of Long Beach; thence south $62^{\circ}53'$ east along said center line of Second Street; 683.53 feet to the beginning of a curve concave northerly and having a radius of 1000 feet (said center line of Second Street being tangent to said curve at the beginning of said curve); thence easterly along said curve 239.26 feet to a point; thence south $76^{\circ}35'30''$ east, 2235.83 feet to a point in the westerly line of Lot A as shown on Map of Naples Extension recorded in Book 10, page 58, of Maps, Los Angeles County Records; thence south $78^{\circ}05'$ east, 1245.98 feet to a point in the northeasterly line of Appian Walk as shown on said map of Naples Extension, said last mentioned point being distant southeasterly along said northeasterly line, 409.74 feet from its intersection with the northeasterly prolongation of the southeasterly line of Campo Walk as shown on said Map of Naples Extension.

All of the above as shown on the map (C.E. 6541) filed as Exhibit No. 1 in the above entitled application, therefore,

IT IS HEREBY ORDERED, that permission be and it is hereby granted Pacific Electric Railway Company to construct its track at grade across Second Street, Roycroft Avenue, Santa Fe Avenue, St. Joseph Avenue, Campbell Avenue, Bixby Avenue, Nieto Avenue, Corona Avenue, Covina Avenue, La Verne Avenue, Artesia Avenue, Pomona Avenue, Santa Ana Avenue, Claremont Avenue, The Toledo, West Ravine Walk, East Ravine Walk, Attica Walk, San Marco Walk, Campo Walk, Alley in block bounded by Appian Walk, Gabriella Canal, Campo Walk and Cordova Walk, Appian Walk, public highway the center line of which is approximately 903 feet westerly from the center line of West Ravine Walk, and public highway the center line of which is approximately 1650 feet westerly from the center

line of West Ravina Walk, in the City of Long Beach and County of Los Angeles, State of California, in the location as shown on Drawing C.E. 6541, filed as Exhibit No. 1 in the above entitled application subject to the following conditions:

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

(2) Said crossings of Second Street, Roycroft Avenue, Santa Fe Avenue, St. Joseph Avenue, Campbell Avenue, Bixby Avenue, Nieto Avenue, Corona Avenue, Covina Avenue, La Verne Avenue, Artesia Avenue, Pomona Avenue, Santa Ana Avenue, Claremont Avenue, The Toledo, Alley in block bounded by Appian Walk, Gabriella Canal, Campo Walk and Cordova Walk shall be constructed of a width and type of construction to conform to those portions of said streets now graded with the top of rails flush with the pavement and with grades of approach not exceeding two (2) per cent, shall be protected by suitable crossing signs and shall in every way be made safe for the passage thereover of vehicles and other road traffic.

(3) This order is made upon the express condition that West Ravina Walk, East Ravina Walk, Attica Walk, San Marco Walk, Campo Walk, Appian Walk, public highway the center line of which is approximately 903 feet westerly from the center line of West Ravina Walk and public highway the center line of which is approximately 1650 feet westerly from the center line of West Ravina Walk are not now actually constructed and open to traffic at the respective points of crossing and said order shall not be deemed an authorization for the construction of or opening up of said streets for public use across said railroad track.

(4) Applicant shall, within thirty (30) days thereafter

notify this Commission, in writing, of the completion of the installation of said crossings.

(5) The authorization herein granted for the installation of said crossings 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 crossings 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.

IT IS HEREBY FURTHER ORDERED, that Pacific Electric Railway Company be and it is hereby authorized to abandon and remove the tracks therefrom of those portions of its line described as follows:

First: That portion of the Alamosa Heights Line extending from Long Beach to applicant's Newport Beach line at Alamosa Heights as follows: Commencing in private right of way at the point of beginning of the proposed Second Street Extension near Livingston Drive and Second Street in the City of Long Beach; thence northeasterly and northerly to a point in the Newport Beach line near Nieto Avenue;

Also beginning at a point in the last mentioned line at a point near Livingston Drive and Bizby Avenue, thence on a curve in a general easterly direction to a point in the said Newport Beach line, and,

Second: That portion of the Naples Spur beginning at a point approximately forty (40) feet northerly from the proposed Second Street Extension near Ravine Walk, Naples, in the County of Los Angeles; thence in a general southerly direction for approximately six hundred (600) feet to the end of said Naples spur.

All of the above as shown on the map C.E. 6541, filed as

Exhibit No. 1 in the above entitled proceeding.

This order shall become effective three (3) days after the making thereof.

Dated at San Francisco, California, this 9th day of November, 1923.

C. Seavey

Dwight Martin
Ernest Shore

Commissioners.