

ORIGINAL

Decision No. 19528.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application of the City of Torrance to establish grade crossings over the Pacific Electric tracks at El Prado and Border Avenues and at forty-five other places within the City of Torrance.

Application No. 13861.

In the matter of the application of the Pacific Electric Railway Company, a corporation, for authority to construct an industrial drill track at grade across Western Avenue and 220th Street in the City of Torrance and the City of Los Angeles.

Application No. 14306.

Perry G. Briney, for the City of Torrance.

C. W. Cornell, for Pacific Electric Railway Company.

BY THE COMMISSION:

O P I N I O N

In Application No. 13861, as amended December 12th, 1927, also at the hearing, the City of Torrance asks for authority to establish thirty (30) public highway crossings at grade across the tracks and right-of-way of the Pacific Electric Railway Company in the City of Torrance, Los Angeles County.

In Application No. 14306, filed on December 29th, 1927, the Pacific Electric Railway Company asks for permission to construct a drill track at grade across Western Avenue, a portion of this crossing is located in the City of Los Angeles, while the remainder in the City of Torrance, and also across 220th Street in the City of Torrance.

These applications, as will be indicated hereinafter, deal with related matters and by stipulation at the public hearing on February 16th, 1928, before Examiner Williams, they were consoli-

dated for the purpose of hearing and decision.

Due to the fact that all of the crossings involved in Application No. 13861 have been used by the public for varying periods up to a maximum of fifteen (15) years, and the fact that there is no opposition to the granting of the application, the principal issues appearing in the record are division of cost and type of construction.

Applicant introduced a signed agreement between the city and the railway in the matter of cost division (Exhibit No. 1), in which the crossings are grouped in accordance with differing apportionments of cost, which appears to be reasonable.

The tracks involved consist of the Torrance Branch Line of the Pacific Electric Railway Company and certain drill and spur tracks served from it. All are single track. The main track operation occurs along Cabrillo Avenue (see Dwg. C.E.H. 10548, filed with Application No. 14306). This track, and practically all others involved herein, occupy Pacific Electric Railway Company's right-of-way which separates the street into two roadways. On Cabrillo Avenue there are two scheduled passenger trains per hour at a speed of approximately fifteen miles per hour, and on the branch along Sartori Avenue, serving the Pacific Electric shops, there is one passenger car per hour at low speed. The other tracks carry occasional freight switching. The spur on Redondo Boulevard ends between crossings E-9 and E-10, as shown on Exhibits "A" and "B" attached to Application No. 13861. The drill track along Bow Avenue (Crossings H-2 and H-1) serves the Columbia Steel Company to the north.

In addition to these existing tracks, the Pacific Electric Railway Company, by Application No. 14306, consolidated herein, proposes a drill track along Ferrocarril Avenue, as shown on Drawing C.E.H. 10548 attached to the application. Anticipating this construction, the city, in its amended application, seeks crossings

at I-1, I-2, I-3 and I-5, as shown on Exhibit "A" attached to original Application No. 13861. However, since the proposed drill track will lie entirely south of Carson Street, there will be no track at either I-1 or I-2, and that portion of the application for these two crossings should be dismissed.

The City of Torrance was carefully planned and founded as an essentially industrial community in the year 1912 or thereabouts. At that time, or shortly thereafter, practically all tracks involved herein were constructed and most of the crossings now requested came into public use. The wide, level and well-surfaced streets contribute materially toward safety at intersections with the tracks. View conditions are generally good; where views can be effectively improved by trimming of shade trees, the City Engineer agrees to act on advice from this Commission. The same witness believes that the volume of vehicular traffic at the crossing of Carson Street with the main track during a peak hour in the morning and afternoon, combined with the several directions of traffic and the obstructed view at one corner, justifies provision of a traffic officer for those hours. This Commission considers such protection proper.

Evidence on the type of construction for the crossings proposed, suggests four classifications: (1) those now of standard type in good condition and therefore requiring no immediate expenditure; (2) those requiring reconstruction immediately to Type No. 4 in General Order No. 72 of this Commission; (3) those requiring reconstruction immediately to Type No. 2; and, (4) those for which reconstruction to Type No. 2 or better might reasonably be postponed for the present. Regarding those crossings for which "immediate" reconstruction is proposed, applicant requests a period of two years for completion of the work. This period appears reasonable in view of the total cost of this program. In connection with those crossings on which it is proposed that reconstruction be

postponed (G-1, G-3, G-5, G-6, G-7, H-1, and H-2), witness for the city agrees that some of them are at present in unsatisfactory condition, but explains that the city intends to make immediate repairs which will accommodate the limited volume of traffic now using them; the more permanent type to be constructed according to Paragraph No. 3 of Exhibit No. 1 herein. These crossings now lack only guard rails to conform with Standard Type No. 2. Therefore, it again appears reasonable, considering this complete program, to authorize, temporarily, at these seven locations, a modified Type No. 2 without guard rails. More permanent type of crossing should be constructed in accordance with the terms of Paragraph No. 3 of Exhibit No. 1 or by future direction of this Commission.

The record relating more specifically to Application No. 14306 shows the proposed drill track to be necessary for serving prospective industries; shows that operation will be entirely slow freight switching, that views will be fairly open; and, that standard signs will afford reasonable protection for the present. No opposition has been offered to oppose the granting of this application. The cost of construction for these two crossings is apportioned by agreement (Exhibit No. 1).

From a careful consideration of the record in this matter, it is our conclusion that the two applications should be granted and the following order will so provide:

#### O R D E R

The City Council of the City of Torrance having made application for the establishment of public highways at grade across the tracks of the Pacific Electric Railway Company at thirty (30) locations hereinafter specifically named (Application No. 13861); the Pacific Electric Railway Company, a corporation, having applied for authority to construct a drill track at grade across Western Avenue and 220th Street in the City of Torrance and the City of

Los Angeles (Application No. 14306), 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 IS A FACT that public convenience and necessity require the establishment of the public crossings at grade at the points indicated herein; therefore,

IT IS HEREBY ORDERED that permission and authority be and it is hereby granted to the City of Torrance, County of Los Angeles, State of California, to construct certain public streets at grade across the tracks of Pacific Electric Railway Company at the following numbered locations, and as shown on Exhibits "A", "B" and "C" filed with Application No. 13861:

<u>Street</u>	<u>Identification No.</u>
C-1 Border Avenue at 213th Street	6 RCA-17.58
C-2 Marcellina at Cabrillo Avenue	" " -17.64
C-3 Sartori at Cabrillo Avenue	" " -17.68
C-4 Gremercy and Double at Cabrillo Avenue	" " -17.75
C-5 Carson at Cabrillo Avenue	" " -17.86
C-6 218th Street at Cabrillo Avenue	" " -17.91
C-7 220th Street at Cabrillo Avenue	" " -18.1
C-8 222nd Street at Cabrillo Avenue	" " -18.22
C-12 Western Avenue at Plaza del Amo	" " -18.65
D-1 Border Avenue near Guadalupe Avenue	" " -17.64-C
E-10 Engracia Avenue at Redondo Boulevard	" " -17.81-C
E-11 Sartori Avenue at Redondo Boulevard	" " -17.74-C
E-12 Post, El Prado Avenues and intervening area	" " -17.64-C
F-1 Portola at Sartori Avenue	" " -18.11-C
F-2 Arlington at Sartori Avenue	" " -18.0-C
F-3 Cravens at Sartori Avenue	" " -17.88-C
F-4 Engracia at Sartori Avenue	" " -17.82-C
F-5 Redondo Boulevard at Sartori Avenue	" " -17.74-C
G-1 213th Street at Border Avenue	" " -17.57-C
G-3 Double Street at Border Avenue	" " -17.75-C
G-4 Carson Street at Border Avenue	" " -17.86-C
G-5 218th Street at Border Avenue	" " -17.98-C
G-6 220th Street at Border Avenue	" " -18.1-C
G-7 222nd Street at Border Avenue	" " -18.22-C
H-1 213th Street at Bow Avenue	" " -17.9-C
H-2 Border Avenue at Bow Avenue	" " -17.76-C
I-3 220th Street at Ferrocarril Avenue	" " -19.0-C
I-5 Western Avenue at Plaza del Amo (adjacent to E-12 above)	" " -18.65-C

and more particularly described in Application No. 13861, amended.

Said crossings shall be constructed subject to the following conditions, namely:

(1) The expense of constructing the twenty-six (26) crossings shown in Paragraphs 1, 2 and 3 of Exhibit No. 1, shall be borne as agreed by the parties in said exhibit. No construction work is required at Crossings C-1 or D-1. The cost of maintenance of those portions of all twenty-eight (28) crossings authorized herein, outside of lines two (2) feet outside of the outside rails, shall be borne by applicant. The maintenance of those portions of said twenty-eight (28) crossings between lines two (2) feet outside of the outside rails shall be borne by the Pacific Electric Railway Company. No portion of the cost herein assessed to applicant, for the construction or maintenance of said crossings, shall be assessed by applicant, in any manner whatsoever, to the operative property of the Pacific Electric Railway Company.

(2) The following crossings shall be constructed substantially in accordance with Standard No. 4, as specified in General Order No. 72 of this Commission:

C-2 Marcellina at Cabrillo  
C-3 Sartori at Cabrillo  
C-4 Gramercy and Double at Cabrillo  
C-5 Carson at Cabrillo  
C-6 218th at Cabrillo  
C-7 220th at Cabrillo  
C-8 222nd at Cabrillo

E-10 Engracia at Redondo Boulevard  
E-11 Sartori at Redondo Boulevard  
E-12 Post at Redondo Boulevard (portion shown in red on Exhibit "B")

F-1 Portola at Sartori Avenue  
F-2 Arlington at Sartori Avenue  
F-3 Cravens at Sartori Avenue  
F-4 Engracia at Sartori Avenue  
F-5 Redondo at Sartori Avenue

(3) The following crossings shall be constructed equal or superior to Standard No. 2, as specified in General Order No. 72 of this Commission:

C-12 Western Avenue  
C-4 Carson Street at Border Avenue  
I-3 220th Street at Ferrocarril Avenue  
I-5 Western Avenue (Drill track)

(4) The following crossings shall be constructed, with the exception of guard rails, equal or superior to Standard No. 2, as specified in General Order No. 72 of this Commission:

G-1 213th at Border Avenue  
 G-3 Double at Border Avenue  
 G-5 218th at Border Avenue  
 G-6 220th at Border Avenue  
 G-7 222nd at Border Avenue

H-1 213th at Bow Avenue  
 H-2 Border Avenue at Bow Avenue

(5) Each of the twenty-eight (28) crossings authorized herein shall be constructed with grades of approach not exceeding four (4) per cent; of widths and at angles with the tracks as shown on Exhibits "B" and "C" attached to Application No. 13861; shall be protected by suitable crossing signs and shall in every way be made safe for the passage thereon of vehicles and other road traffic.

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

(7) If said crossings shall not have been installed within two (2) years from the date of this order, the authorization herein granted shall then lapse and become void, unless further time is granted by subsequent order.

(8) 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 Application No. 13861, in so far as it refers to crossings at I-1 (213th Street at Ferrocarril Avenue) and I-2 (Carson Street at Ferrocarril Avenue) be

and the same is hereby dismissed.

IT IS HEREBY FURTHER ORDERED that permission and authority be and it is hereby granted to the Pacific Electric Railway Company to construct a drill track at grade across Western Avenue and 220th Street in the City of Torrance and the City of Los Angeles, County of Los Angeles, State of California, as shown by the map (Dwg. C.E.H. 10548) attached to the application, and as specifically described under Titles I-3 and I-5 above, said crossings to be constructed subject to the conditions stated above.

The authority herein granted shall become effective on the date hereof.

Dated at San Francisco, California, this 30<sup>th</sup> day of March, 1928.

Leon Whitell  
D. S. [unclear]

David [unclear]

M. J. [unclear]

Commissioners.