

Decision No. 19851

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application
of THE ATCHISON, TOPEKA & SANTA FE
RAILWAY COMPANY, a corporation, for
authority to construct a spur track
across Slauson Avenue in the City
of Los Angeles, County of Los Ange-
les, State of California.)

APPLICATION NO. 14490.

ORIGINAL

M. W. Reed, for Applicant.

F. W. Turcotte, for United States Elec-
trical Manufacturing Company.

BY THE COMMISSION:

O P I N I O N

This is an application of The Atchison, Topeka & Santa Fe Railway Company, a corporation, for authority to construct a spur track at grade across Slauson Avenue in the city of Los Angeles. A public hearing was conducted before Examiner Handford at Los Angeles on May 18, 1928, at which time the matter was submitted.

Applicant desires to construct the proposed spur track to serve the property and plant of the United States Electrical Manufacturing Company, located on the south side of Slauson Avenue. The spur would connect with applicant's Redondo line, which is laid out parallel to and just north of Slauson Avenue.

The industry for whose benefit the spur track is proposed began operation in 1922 as a manufacturer of electrical

motors. At that time the industry's volume of business did not justify spur track facilities, serving mainly a local need. Its business has expanded in the interim, until approximately four times the original tonnage is now handled to and from the plant. Further plant additions are contemplated, which will result in a further increase in tonnage. At the present time rail shipments are handled at Wingford, which is the nearest available team track. From this point materials are handled by motor truck to and from the plant, resulting in delay and increased costs to the industry, as well as adding to the volume of traffic on Slauson Avenue.

Slauson Avenue is an important east and west traffic artery. Plans are under way for widening the existing 40-foot street by 17 feet in the vicinity of the point of crossing, to care for growing travel. In view of the importance of the street, serious consideration must be given to applications for additional railroad crossings, and when authorized, every reasonable means of protection must be provided.

The territory in which the United States Electrical Manufacturing Company's plant is located is being converted from an old residential district into an industrial district, and it is not unreasonable to suppose that other industries will desire to locate in this district. Applicant and the industry agreed at the hearing that if other industries located in the district and required railroad service, they would be permitted, under reasonable conditions, to connect with the spur herein proposed.

The necessary franchise or permit has been granted by the City Council of the City of Los Angeles for the con-

struction of said crossing at grade, subject to restrictions as to use.

After full consideration of the evidence, it is concluded that the application as filed should be granted. The crossing should be protected by a manually controlled wigwag and restriction of hours of use to the period 1:00 A. M. to 5:00 A. M. daily.

O R D E R

The Atchison, Topeka & Santa Fe Railway Company, a corporation, having filed the above-entitled application with this Commission on the 12th day of March, 1928, asking for authority to construct a spur track at grade across Slauson Avenue in the city of Los Angeles, County of Los Angeles, State of California, a public hearing having been held, the matter being under submission and ready for decision, therefore

IT IS HEREBY ORDERED that permission and authority be and it is hereby granted to The Atchison, Topeka & Santa Fe Railway Company to construct a spur track at grade across Slauson Avenue in the city of Los Angeles, County of Los Angeles, State of California, at the location hereinafter particularly described and as shown by the map (I-5-4881) attached to the application:

Beginning at a point in the north line of Slauson Avenue, distant thereon 102.0 feet west of San Pedro Street; thence southwesterly 83.1 feet on a curve concave to the southeast having

a radius of 256.29 feet, to a point in the south line of said Slauson Avenue, distant thereon 52.30 feet west of Los Angeles Street.

The above crossing shall be identified as Crossing No. 2W-4.4-C.

Said crossing to be constructed subject to the following conditions, namely:

(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 equal or superior to type shown as Standard No. 3, in General Order No. 72 of this Commission, and shall be constructed without superelevation and of a width to conform to that portion of said avenue now graded, with the tops of rails flush with the pavement, and with grades of approach not exceeding One (1) per cent; shall be protected by a Standard No. 1 crossing sign and shall in every way be made safe for the passage thereover of vehicles and other road traffic.

(3) The crossing shall be protected by a manually controlled wig-wag, constructed substantially in accordance with Standard No. 3, as specified in General Order No. 75 of this Commission. Suitable flood lights shall also be installed and maintained so as to illuminate the crossing when cars are being switched thereover.

(4) No train, motor, engine or car shall be operated over said crossing except between the hours of 1:00

A. M. and 5:00 A. M.

(5) The Atchison, Topeka & Santa Fe Railway Company and the owner of the industry for whose benefit this crossing is authorized shall, before actual construction of said crossing is undertaken, file with this Commission a stipulation or stipulations containing provisions that, upon payment to them of a reasonable compensation, permission will be granted by them to such other person, persons or corporation as may desire to use said track, the right to operate over same and the right to construct a track across such portion of said owner's land as may be reasonably necessary to reach the property or business of such other person, persons or corporation, together with the right to operate cars over same.

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

(7) If said crossing shall not have been installed within one year 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 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.

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

Dated at San Francisco, California, this 1st day of June, 1928.

Leon Whelan

Clarence

Ernest R. Smith

Paul Smith

COMMISSIONERS.