

Decision No. 23765.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application
of the County of Los Angeles for
order authorizing two new grade
crossings over The Atchison, Topeka
and Santa Fe Railway Company's right
of way where the two branches of
Long Beach Avenue join Slauson Avenue.

Application No. 17151.

ORIGINAL

Roy W. Dowds and O. F. Cooley, for Applicant.

M. W. Reed, for The Atchison, Topeka and
Santa Fe Railway Company, Interested Party.C. K. Bowen, for Pacific Electric Railway
Company, Interested Party.

CARR, COMMISSIONER:

O P I N I O N

The County of Los Angeles has petitioned the Commission for an order authorizing the construction of the two branches of Long Beach Avenue at grade across the tracks of The Atchison, Topeka and Santa Fe Railway Company at Slauson Avenue, County of Los Angeles.

A public hearing on this application was held in Los Angeles on May 22nd, 1931, at which time the matter was duly submitted.

The crossings applied for herein are located at the intersection of two important highways, Long Beach Avenue and Slauson Avenue, each of which is divided into two roadways, and also at the intersection of two railroads, The Atchison, Topeka and Santa Fe Railway Company's Redondo Branch and Pacific Electric Railway Company's main line serving the district to the south of Los Angeles.

Long Beach Avenue extends in a general north and south direction from Ninth Street to Slauson Avenue, in the City of Los Angeles, and consists of two roadways to the south of Washington Street, divided by the right of way of Pacific Electric Railway Company.

Slauson Avenue extends in an east and west direction and is divided, in the vicinity of Long Beach Avenue, by The Atchison, Topeka and Santa Fe Railway Company's right of way. The northerly roadway of Slauson Avenue is constructed for a distance of one-eighth of a mile to the west of Long Beach Avenue and one-fourth of a mile to the east thereof and is constructed across the four-track line of Pacific Electric Railway Company. The south roadway of Slauson Avenue is a major cross-town highway through the City of Los Angeles and carries a very heavy vehicular traffic.

In this application, authority is sought to extend both roadways of Long Beach Avenue at grade across the tracks of The Atchison, Topeka and Santa Fe Railway Company, so as to connect with the south roadway of Slauson Avenue.

At the present time the main connection between Long Beach Avenue and the south branch of Slauson Avenue is at Holmes Street, located two blocks east of Long Beach Avenue. It is apparent that the opening of these proposed crossings would be a convenience to this large volume of traffic and also would alleviate the hazard incident to crossing the four-track line of Pacific Electric Railway Company on the north roadway of Slauson Avenue to reach Holmes Avenue.

The crossing of the north roadway of Slauson Avenue with the four-track system of Pacific Electric Railway Company is protected by one Standard No. 3 wigwag, while the crossing with the south roadway is protected by two Standard No. 3 wigwags and

a uniformed crossing flagman.

The record shows that practically all of the traffic using the crossing of the north roadway of Slauson Avenue with the four-track line of Pacific Electric Railway Company is traffic either from or to the south roadway of Slauson Avenue. The development along the north roadway of Slauson Avenue on either side of Long Beach Avenue is light industrial, so there appears to be little local traffic moving along said street from one side of Long Beach Avenue to the other.

The crossing of the north roadway of Slauson Avenue with the four tracks of Pacific Electric Railway Company, over which operate 689 trains daily at speeds of 15 to 20 miles per hour, is a particularly hazardous crossing, unless it is afforded special protection such as is provided at the south roadway, in the way of a uniformed officer, and it would be in the public interest to close the same, provided such closing did not materially inconvenience the traveling public.

If the two proposed crossings of Long Beach Avenue across the tracks of The Atchison, Topeka and Santa Fe Railway Company are constructed, it would appear that there would be little necessity for the retention of the crossing of North Slauson Avenue across the tracks of Pacific Electric Railway Company.

The center line of The Atchison, Topeka and Santa Fe Railway Company's right of way marks the boundary line between the City of Los Angeles and the unincorporated portion of Los Angeles County; the grade crossing of North Slauson Avenue and Pacific Electric Railway Company's tracks, therefore, is in the City of Los Angeles.

The City of Los Angeles suggested that the grade crossing of North Slauson Avenue and the tracks of Pacific Electric

Railway Company be retained until after the proposed crossings are opened, so that a further study of traffic could be made to determine whether or not the retention of the North Clauson Avenue crossing was justified.

In analyzing the traffic situation at the proposed crossings, it would appear that the vehicular use of the proposed westerly crossing of Long Beach Avenue over the tracks of The Atchison, Topeka and Santa Fe Railway Company would nullify the necessity for retaining the North Slauson Avenue crossing, and, further, that public convenience and necessity, if any, for the retention of the North Slauson Avenue crossing would be more than offset by the hazards prevailing thereat, unless special protection is to be provided, which expense does not appear to be justified at this time.

After carefully considering all of the evidence in this proceeding, it is concluded that public convenience and necessity warrant the opening of both roadways of Long Beach Avenue at grade across the tracks of The Atchison, Topeka and Santa Fe Railway Company, provided that the grade crossing of North Slauson Avenue and the tracks of Pacific Electric Railway Company, in the City of Los Angeles, is closed coincident with the opening of said crossings.

O R D E R

A public hearing having been held on the above entitled application, the matter having been submitted and the Commission being fully advised,

IT IS HEREBY ORDERED that the Board of Supervisors of the County of Los Angeles, State of California, is hereby authorized to construct both roadways of Long Beach Avenue at grade

across the tracks of The Atchison, Topeka and Santa Fe Railway Company at the locations more particularly described in the application and as shown by the map (Amended Exhibit "A") attached thereto, subject to the following conditions and not otherwise:

- (1) The above crossings shall be identified as follows:
 Easterly roadway of Long Beach Avenue - Crossing No. 2W-2.78,
 Westerly roadway of Long Beach Avenue - Crossing No. 2W-2.83
- (2) The entire expense of constructing and thereafter maintaining the crossings, including protection, shall be borne in accordance with the terms of the agreement attached to the application and marked Exhibit "C". The Atchison, Topeka and Santa Fe Railway Company shall perform all actual work of constructing the crossings between lines two (2) feet outside of the outside rails and installing the protective devices.
- (3) The crossings shall be constructed of a width of not less than forty (40) feet and at an angle of approximately sixty (60) degrees to the railroad and with grades of approach not greater than five (5) per cent; shall be constructed equal or superior to type shown as Standard No. 3 in our General Order No. 72; shall be protected by Standard No. 1 crossing signs, as specified in our General Order No. 75, and shall in every way be made suitable for the passage thereon of vehicles and other road traffic.
- (4) A Standard No. 3 wigwag, as specified in General Order No. 75 of this Commission, shall be installed and maintained at each of said crossings.
- (5) Upon the completion of the crossings authorized herein and prior to their being opened to public use and travel, the grade crossing of the north roadway of Slauson Avenue and the tracks of Pacific Electric Railway Company (Crossing No. 6L-4.21), shall be legally abandoned and effectively closed to public use and travel. Pacific Electric Railway Company shall bear the expense of erecting the necessary barriers for the effective closing of said crossing.
- (6) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of said crossings and of its compliance with the conditions hereof.
- (7) The authorization herein granted shall lapse and become void if not exercised within one (1) year

from the date hereof 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, public convenience and necessity demand such action.

The effective date of this order shall be twenty (20) days from the date hereof.

The foregoing opinion and order is 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 8th day of June, 1931.

Al. J. ...
Leon ...
H. J. ...
M. B. Harris
Fred G. ...
 Commissioners.