

Decision No. .

ORIGINAL

Decision No. 2310

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application of the)
CITY OF COMPTON, for permission to)
construct Laurel Street at grade across)
the tracks of Southern Pacific Company,)
in the City of Compton, Los Angeles)
County, California.)
.....)

Application No. 1224.

Edward T. Sherer, for applicant

Geo. D. Squires, for Southern Pacific Company

CORDON, Commissioner,

OPINION

This application, as originally filed with the Commission on July 6, 1914, requested permission to construct Almond Street at grade across the tracks of Southern Pacific Company. On March 8, 1915, the application was amended by substituting Laurel Street for Almond Street, and a hearing was held on the amended application in Compton, April 9, 1915.

The tracks of the Southern Pacific run through Compton in a north and south direction. Main Street is the principal street now open across the tracks and from this street south there is no other opening across the tracks for nearly half a mile. East of the tracks and south of Main Street there is a settlement containing twenty or twenty-five houses, and it is to serve the people in this colony, as well as to make the territory adjacent accessible and convenient to the city, that this crossing of Laurel Street, about 1000 feet south of Main Street, is applied for. The principal business portion of Compton is northwest of this subdivision, and the greater part of the travel will continue to be on the Main Street crossing regardless of the disposition made of this application, although there are some stores which can be reached more conveniently over this proposed crossing than over the Main Street crossing. The

principal need for this proposed crossing, however, is for the use of school children. The school is so located that children resident in this district east of the track and south of Main Street could save a distance of about 2000 feet to and from school if Laurel Street were opened, and I am of the opinion that this fact, together with the long distance between crossings in this vicinity, is sufficient to prove the need of this crossing. The Southern Pacific Company will make no objection to granting an easement if the Commission sees fit to permit this crossing to be opened.

The tracks to be crossed here are those of the Southern Pacific Company's San Pedro Branch. There are but two scheduled trains over them and both of these trains now pass through Compton in the night. During certain seasons of the year, however, extra trains are run to take beets to the sugar factories and extra trains are also run to and from San Pedro as the traffic from the boats warrants. The danger to human life on a crossing with infrequent and irregular traffic over it is often greater than on a crossing which has a large number of trains, since those who use it become accustomed to crossing the tracks without seeing trains to protect themselves against, and grow careless. In this particular case there are at present no obstructions to the view and Laurel Street will be so laid out that a right-angled turn will be made immediately before or immediately after passing over the crossing, so the speed of automobiles will necessarily be slow, and I believe no protection is needed at this time other than the usual crossing sign. It is the opinion of the city officials of Compton that when this crossing is opened the territory east of the tracks will have a large development, and will settle up rapidly. Should this territory build up to fulfill these expectations, or should the physical

conditions at the crossing change, some protection may be needed, and I believe the Commission should reserve the right to order this protection when it is so needed, and should provide for its expense on the usual terms; namely- require the city to pay for the installation of the protection device and the railroad company to maintain it.

I recommend the following form of order:-

O R D E R

CITY OF COMPTON, a municipal corporation, having applied to the Commission for permission to construct Laurel Street at grade across the tracks of Southern Pacific Company, and a public hearing having been held, at which all interested parties were represented; and it appearing to the Commission that this crossing will serve public necessity and convenience, and that no protection is needed at this time, but that it may be needed in the future,

IT IS HEREBY ORDERED, That the City of Compton, Los Angeles County, California, be and the same hereby is granted permission to construct Laurel Street at grade over the tracks of Southern Pacific Company, at the place and in the manner shown on the map accompanying the application. This crossing shall be constructed subject to the following conditions, and not otherwise:-

(1) The crossing shall be constructed of a width not less than twenty-four (24) feet, with grades of approach not exceeding six (6) per cent, and shall in every way be made safe for the passage thereover of vehicles and other road traffic.

(2) The entire cost of constructing the crossing shall be borne by applicant.

(3) The cost of maintaining the crossing thereafter in good and first-class condition shall be borne by the applicant up to

within two (2) feet of the rails of Southern Pacific Company. The cost of maintaining the crossing thereafter between the rails and to two (2) feet outside thereof shall be borne by Southern Pacific Company.

(4) The Commission reserves the right to make such further orders relative to the location, operation, maintenance and protection of this crossing as to it may seem right and proper, and it further reserves the right to make the division of expense of such crossing protection as it may order, in such manner as to it may appear to be just and equitable.

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 20th day of April, 1915.

Man Helen

H. B. Loveland

Max Gardner

Edwin O. Edgerton

Frank R. Dyer

Commissioners.