

Decision No. 6145.

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application )  
of the BOARD OF SUPERVISORS OF )  
THE COUNTY OF LOS ANGELES, STATE )  
OF CALIFORNIA, for permission to )  
install a grade crossing over the )  
tracks of the Southern Pacific )  
Company at State Street. )  
. . . . . )

Application No. 4330.

J. A. Davis, for the Board of Supervisors, County  
of Los Angeles.

Frank B. Austin, for Walker D. Hines, Director General  
of Railroads, United States Railroad Administration,  
operating the Southern Pacific lines.

BRUNDIGE, Commissioner.

O P I N I O N

In this application the Board of Supervisors of the  
County of Los Angeles asks the Commission's permission for the  
installation and maintenance of a grade crossing over the tracks  
of the Southern Pacific Company at State Street near Florence in  
Los Angeles County. The matter was taken up ex parte with the  
representatives of the United States Railroad Administration oper-  
ating the Southern Pacific lines who were unwilling, without a  
public hearing, to concede that at the present time public neces-  
sity demands the opening of State Street across the railroad tracks.  
It was stated by the railroad representatives, however, that the  
Southern Pacific would not oppose the crossing if contemplated

developments of which the railroad had not been advised would justify the opening of State Street and that the railroad would be governed by such order as the Commission might make. The application was therefore set down for hearing in Los Angeles on the 5th inst.

An inspection of the proposed crossing and the testimony introduced at the hearing developed the following facts:

The crossing is to be established in order to carry State Street, a concrete public highway, across the Southern Pacific railroad and thus establish a means of travel between a number of subdivided tracts north of the railroad and other subdivided tracts south of the railroad. A large area of approximately 1,000 acres lying north of the railroad between Long Beach Boulevard on the west, the Los Angeles and Salt Lake Railway on the east and Florence Avenue on the north, is now subdivided into tracts and lots, a large proportion of which have already been sold. The street work in the greater part of this subdivided area is done, and about fifty houses (almost all of them bungalows and residences) have been built in the tract in the immediate vicinity of the proposed crossing (Tract No. 4354). State Street is intended to be the main north and south thoroughfare serving this new residence district and the business center which is springing up on State Street approximately 900 feet north of the proposed crossing.

The farming acreage south of the railroad is now being subdivided, and on Tract No. 5253, immediately south and west of the proposed crossing, the street work is in the course of construction. A number of lots have been sold in this tract also, and the

building of several residences has already been contracted for.

Measured from the point of the proposed crossing, the nearest public roads cross the railroad 3240 feet to the west and 3400 feet to the east, and there is no doubt in my mind that with the building up of the intervening territory, access to the north and the south of the railroad will have to be established.

The railway in question is the single-track Santa Ana branch of the Southern Pacific Company and a passenger gasoline motor car operates twice each day in both directions over this track. In addition there is one freight train each way per day. The railroad is on a practically level grade for several miles on each side of the proposed crossing, and the track is tangent for more than two miles easterly and for more than a half mile westerly from State Street. The top of the rail is less than three feet from the ground line at the point of the proposed intersection of State Street and the railway. A separation of grades at this point, both by reason of the excessive cost and by reason of the topography of the surrounding country, is not warranted. A right angled grade crossing can be installed with very easy approaches on both sides of the track. State Street will be a paved highway 80 feet wide, and there will be no obstructions to the view from either approach for a safe distance to the east and west along the railway track. No obstructions of any kind exist at the proposed point of crossing.

A considerable travel, pedestrian, automobile and team, will use this crossing as soon as it is established, and this

traffic is bound to increase as the territory on both sides of the railroad develops into a residence district.

In view of these facts, I am of the opinion that public convenience and necessity require the opening of State Street across the tracks of the Southern Pacific. I do not believe that by reason of the very limited train movement over this branch line the installation of crossing protecting devices, other than the ordinary standard crossing sign, is called for. It is my recommendation to the Commission that the application as sought by the County of Los Angeles be granted.

I submit the following form of order:

#### O R D E R

THE BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES having, on January 20, 1919, filed with the Commission an application for permission to construct and maintain a grade crossing over the tracks of the Southern Pacific Company at State Street near Florence in Los Angeles County, as shown on the map attached to the application; a public hearing having been held, and it appearing to the Commission that public convenience and necessity require the granting of this application subject to the conditions hereinafter specified; and it appearing further that it is not practicable to avoid a grade crossing at the point indicated;

IT IS HEREBY ORDERED, That permission be, and the same hereby is, granted the BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES to construct a crossing at grade across the tracks of the Southern Pacific Company at the point indicated heretofore, subject to the following conditions:

(1) The entire expense of constructing the crossing shall be borne by applicant. The expense of its maintenance thereafter in good and first-class condition, for the safe and convenient use of the public, shall be borne by applicant, except for that portion between the rails and two (2) feet outside thereof, which shall be borne by the Southern Pacific Company.

(2) Said crossing shall be constructed of a width and type to conform to that portion of the street to be crossed now graded, with grades of approach not exceeding four (4%) per cent; shall be protected by a suitable crossing sign, and shall in every way be made safe for the passage thereover of vehicles and other road traffic.

(3) 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.

Dated at San Francisco, California, this 25<sup>th</sup> day of February, 1919.

Erwin O. Edgerton

H. H. Loyland

Frank Berlin

H. B. Bundege

Irving Martin

Commissioners.