

ORIGINAL

Decision No. 34330

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of LOS)
 ANGELES JUNCTION RAILWAY COMPANY for)
 authority to relocate crossing of) Application No. 24216
 Slauson Avenue, a public highway, with)
 railroad.)

LeROY M. EDWARDS, for Applicant.

ROY W. DOWDS, Assistant County Counsel, for the County
 of Los Angeles, interested party.

EARL N. TANDBERG, for United States Engineering Department.

BY THE COMMISSION:

O P I N I O N

In this application Los Angeles Junction Railway Company asks for authority to relocate the crossing at grade of its line over Slauson Avenue on the north bank of the Los Angeles River, all in the County of Los Angeles, Crossing No. 25B-2.54-C.

A public hearing was held before Examiner Hall in Los Angeles on June 26, 1941, at which time the matter was duly submitted.

The United States Government now has under construction a flood control project along the Los Angeles River and in order to perform this work it is necessary that a rearrangement be made of the trackage of the Los Angeles Junction Railway Company. The main line of applicant now runs about parallel to and a short distance south of the south bank of the Los Angeles River, from the west to Slauson Avenue, and then crosses over the river a short distance east of the existing crossing of Slauson Avenue. In order to fulfill the plans of the United States Engineers it has been arranged to remove the railroad bridge and construct a bridge about 4,500 feet west of Slauson Avenue which would then transfer the main line movements from the south bank to the north bank of the river. The

track on the north bank is now used only for switching purposes.

This project also calls for the rebuilding of the highway bridge over the river at Slauson Avenue at a higher elevation than at present which, if the track on the north bank was not relocated, would involve heavy grades to raise it up to the level of the highway bridge. Therefore, the plan proposed is to move this track about 150 feet northerly from the north bank of the river in order to allow room for the approach to the highway bridge to meet the present grade of Slauson Avenue without elevating the railroad track. The existing track along the north bank of the river now carries only local switching to the industries in that area but this improvement would place on this track, as relocated, not only switching movements but also all of the main line movements, which would amount from eight to twelve train movements per day, consisting of from four to seventy or more cars per train movement.

Applicant has agreements (Exhibits Nos. 1 and 2) with United States Engineers whereby the government will pay for this entire trackage change along with their flood control work, but has no monies appropriated to make additions or betterments.

Traffic counts at the river crossing of Slauson Avenue indicate that this street carries some 9,000 vehicles per day.

Applicant proposes that this crossing be constructed at grade. However, it would be desirable if a grade separation could be constructed at the present time. The record shows that to build the grade separation in conjunction with the present work would involve an additional expenditure of over \$70,000, which is not and cannot be provided for through funds of the United States Engineers, as a grade separation would be considered as a betterment over the conditions as they now exist. It was the opinion of the representatives of the county and the railroad that a grade separation was not

necessary at this time, although desirable, and, further, that the county had no funds to be used in this connection.

A review of the record leads us to the conclusion that an undue hazard will not be developed if the proposed grade crossing is installed, provided that it is properly protected, which protection should consist of two Standard No. 3 automatic wigwag signals.

The line on the north bank of the river crosses Atlantic Boulevard as well as Slauson Avenue. The Atlantic Boulevard crossing is now without any protection other than fixed signs. Due to the fact that the rail traffic will be materially increased, this crossing also should be provided with two automatic wigwag signals.

After a review of the complete record in this proceeding it is found as a fact that the proposed changes in grade crossings are necessary in order to prosecute the flood control plan, and the application should be granted.

ORDER

A public hearing having been held and the matter duly submitted

IT IS ORDERED:

I. That Los Angeles Junction Railway Company is authorized to relocate the crossing at grade of its track on the north bank of the Los Angeles River to a point approximately 150 feet northerly thereof and as shown by the map (Exhibit "B") attached to and made a part of the application, all within the County of Los Angeles, subject to the following conditions:

- (1) The cost of relocating, maintaining, and protecting said relocated crossing shall be borne by applicant.
- (2) The crossing shall be constructed with grades of approach not exceeding five per cent and of a width not less than forty-two feet and made suitable for highway traffic.

- (3) Applicant shall install and maintain two Standard No. 3 wigwag signals (General Order No. 75-B) for the protection of the crossing herein authorized.
- (4) Applicant shall at its own expense install and maintain two Standard No. 3 wigwag signals (General Order No. 75-B) for the protection of the crossing at grade of Atlantic Boulevard over said track (Crossing No. 25B-0.97).

II. That the numbers of the crossings in the vicinity of the crossing herein authorized shall be revised as follows:

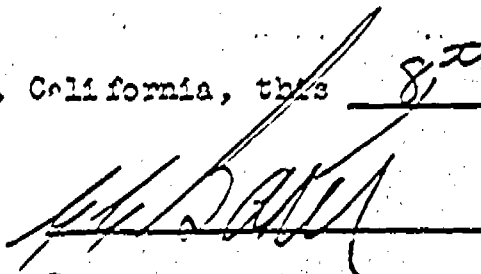
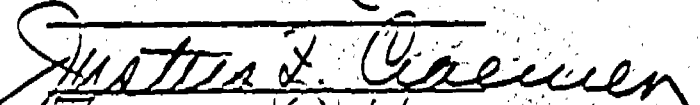

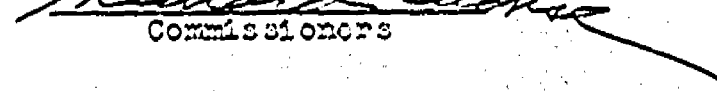
	<u>Present Number</u>	<u>Revised Number</u>
Slauson Avenue	25B-2.54-C	25B-2.54
Slauson Avenue	25B-2.4	25B-2.4-C
Atlantic Boulevard	25B-0.97-C	25B-0.97
Atlantic Boulevard	25B-1.6	25B-1.6-C

III. That the Commission reserves the right to make such further order, 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, public convenience and necessity demand such action.

IV. That 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.

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

Dated at San Francisco, California, this 8th day of July, 1941.





 Commissioners