

Decision No. 37039

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

CITY OF ALHAMBRA, a municipal corporation)
Complainant)
vs.)
PACIFIC ELECTRIC RAILWAY COMPANY,)
Defendant)

Case No. 4689 ORIGINAL

EMMETT A. TOMPKINS, City Attorney of Alhambra, for Complainant
 FRANK KARR and E. L. H. BISSINGER, By E. L. H. Bissinger,
 for Defendant

BY THE COMMISSION:

O P I N I O N

In this complaint the City of Alhambra protests the storing of passenger cars by Pacific Electric Railway Company on one track of its Alhambra-San Gabriel Line within the City of Alhambra.

A public hearing was held in this proceeding before Examiner Hall in Los Angeles on March 29, 1944, at which time the matter was submitted.

The Alhambra Line of Pacific Electric Railway Company branches off from its four-track main line to Pasadena and Monrovia at Sierra Vista, and extends on private right of way into the City of Alhambra. The line consists of two tracks, one of which is used as a freight main line and the other for the storage of passenger cars or for the movement of deadhead passenger cars to the storage area.

Main Street is located on each side of the railroad right of way. The streets crossing Main Street and the right of way easterly from Sierra Vista are Hampden Terrace, Fremont Avenue, and Primrose Avenue. When Pacific Electric Railway Company performed passenger train service to Alhambra it stored its passenger equipment on a spur

adjacent to and north of the four-track main line about 2,400 feet west of Sierra Vista station. Upon the abandonment of the Alhambra passenger service the company moved the storage location to the inbound track of the Alhambra Line between Fremont Avenue and Sierra Vista station. While cars were so stored the City of Alhambra, on July 20, 1943, filed its complaint protesting the storage location as it was in a residential area. Soon thereafter the company moved its storage area to a new location on the same track between Fremont Avenue and Primrose Avenue, which is in a commercial zone. On March 6, 1944, the City filed its First Amended and Supplemental Complaint protesting this latter location for the storage of passenger cars.

The cars in the storage area are approximately one-half of those used on the Sierra Vista-Watts service of Pacific Electric Railway Company. They are stored at this location in order to be in a position to start the Sierra Vista-Watts service in the morning. The cars usually begin to be set out in this area about 6:30 in the evening and continue on until about 9:00 or 9:30 p.m. Immediately after the cars begin to be stored in this area employees of the company start cleaning the cars and this cleaning is usually completed around 10:00 or 10:30 p.m.

Complainant alleges that the storing of this equipment between Primrose Avenue and Fremont Avenue creates a neighborhood nuisance.

It was further alleged that when cars are stored between Fremont Avenue and Primrose Avenue they are spotted so close to the grade crossing of Cedar Street⁽¹⁾ which intersects Primrose Street at the railroad, that autoists proceeding westerly on Cedar Street over the crossing cannot see vehicles approaching along Main Street.

(1) The crossing is at about the intersection of Cedar Street and Primrose Avenue. The crossing is built to conform to the lines of Cedar Street and not the lines of Primrose Avenue.

Complainant suggested that the cars be stored on Palm Avenue approximately 1,500 feet east of Primrose Avenue, as Palm Avenue is in a heavy industrial area whereas the present storage area between Primrose Avenue and Fremont Avenue is in a light commercial zone, or be stored on the spur parallel to and north of the four-track main line about 2,400 feet west of Sierra Vista station, as was done prior to the abandonment of passenger service on the Alhambra Line.

Pacific Electric Railway Company objected seriously to the use of the track on Palm Avenue for the storage of cars, first on account of the long distance from Sierra Vista and secondly because Palm Avenue track is being used continually as a switching lead and team track serving the industries in the Alhambra area. If the cars were stored along Palm Avenue it would be necessary to move these cars every time a switching movement was made along this track.

Objection was also made to the use of the spur west of Sierra Vista as it is now being used for the setting out of loaded freight cars. Pacific Electric freight business, particularly during this war period, is exceedingly heavy on the Monrovia Line, which feeds in to the four tracks. Between Sierra Vista and Los Angeles there is a considerable grade and very often freight trains have to be cut in two, one half being left on the spur until the other half is hauled over the grade, when the motor or engine returns for the second half of the train. Furthermore, if this spur were used as a storage yard for passenger cars it would involve two additional crossings over the four-track line, which crossings are eliminated by the present storage area.

In reviewing this record we must weigh the objections raised to the overnight storage of passenger cars at the present location as against the advantage of this practice.

It is apparent that if cars are not stored in this vicinity many non-productive miles will be operated which would adversely affect the service.

The record does not disclose a better plan for the storage of these cars; however, the carrier should caution its employees to make as little noise as possible when working in and around this equipment, and furthermore cars should not be spotted closer than 100 feet from the Cedar Street crossing in order to improve the sight distance of autoists using it. The complaint will therefore be dismissed.

O R D E R

A public hearing having been held and the matter having been submitted;

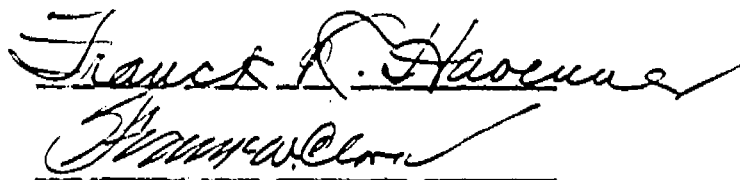
IT IS HEREBY ORDERED that Case No. 4689 be and it is hereby dismissed.

IT IS HEREBY FURTHER ORDERED that Pacific Electric Railway Company shall not store cars on the track between Primrose and Fremont Avenues closer than 100 feet from the Cedar Street crossing (No. 6D-7.99).

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

Dated at San Francisco, California, this 9th day of May, 1944.






Commissioners