

Decision No. 63305**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Joint amended application of the
 City of Compton and the County of
 Los Angeles for public grade crossing
 across the Pacific Electric Railway's
 Long Beach line at Greenleaf Drive
 in the City of Compton and the County
 of Los Angeles.

Application No. 43478
 (as amended)

Lloyd Bulloch, for applicants.
Walter Steiger, for Pacific Electric
 Railway Company, protestant.
W. F. Hibbard, for the Commission staff.

INTERIM OPINION

This application, filed June 5, 1961, by the City of Compton, was on December 13, 1961, amended to include the County of Los Angeles as an applicant. Public hearing was held in Los Angeles before Examiner Rowe on September 19, 1961, and on December 18, 1961. Evidence was adduced and the matter submitted for decision on the latter date.

The evidence offered by the City of Compton and by the Metropolitan Transit Authority was substantial and convincing, and consequently the Commission finds that a grade crossing of Greenleaf Drive over the two mainline tracks of Pacific Electric Railway Company's Long Beach line should be authorized. This proposed crossing is to be located partly in City territory and partly in County territory. The City of Compton expressed its willingness to pay all costs of construction and of protection.

According to the testimony of protestant railroad, it expects within the near future to receive authority from the Interstate Commerce Commission which will enable it to abandon one of its

two main line tracks. Thereafter, it expects to use only one track for the movement of freight trains exclusively.

The railroad takes the position that a two-track crossing, if authorized, should be protected with standard No. 8 flashing light signals supplemented with automatic crossing gates. It is also the railroad's position that if one of the tracks is removed the supplemental gates will be unnecessary. The staff concurred in this regard and stated that it recommended the use of gates if it became necessary to protect a multiple track crossing. To protect a single track crossing at this location, the staff recommended the installation of four standard No. 8 flashing light signals with two of the signals installed in raised center dividers on each approach to the crossing. In the event that it should be found impractical to construct raised center dividers, the staff recommended that supplemental flashing lights be installed on 12-foot cantilever arms on the two sides of street signals. In either case it was recommended that an additional set of flashing lights be mounted on the crossing signal in the southwest quadrant to protect southbound vehicles on Willowbrook Avenue making left turns over the crossing.

The parties were in agreement that any order now made should be designed to protect against rail traffic operated over the existing two tracks. If and when a single track operation is authorized, a modification in signal protection may be requested by a supplemental application.

The protestant's request that the present grade crossings at Laurel and Indigo Streets be closed, will be denied for lack of justifying evidence.

The effective date of this order will be ten days from the date hereof so that the City of Compton may advertise for bids at an earlier date.

INTERIM ORDER

Application therefor having been filed and public hearings having been held,

IT IS ORDERED that:

1. The City of Compton is authorized to construct Greenleaf Drive, a public street, at grade across the two mainline tracks of Pacific Electric Railway Company's Long Beach line, partly in said City and partly in Los Angeles County territory, at the location and substantially as described in the application to be identified as Crossing No. 6L-11.90. Applicant City shall bear entire construction expense, also maintenance cost of crossing outside of lines two feet outside of rails. Pacific Electric Railway Company shall bear maintenance cost of crossing signal protection and of crossing between such lines pending determination of the Commission Investigation involved in Case No. 6144. This application will be kept open so that if, after final decision in Case No. 6144, it appears that some modification of this order may be necessary to assure consistent treatment of the parties herein, further action may be taken. Width of crossing shall be not less than thirty feet and grades of approach not greater than five percent. Construction shall be equal or superior to Standard No. 2 of General Order No. 72. Protection shall be by two Standard No. 8 flashing light signals supplemented with automatic crossing gates. The signal in the

southwest quadrant shall be additionally equipped with a set of flashing lights to warn vehicular traffic making left turns over the tracks from Willowbrook Avenue.

2. Within thirty days after completion pursuant to ordering paragraph 1 of this order, applicants shall so advise the Commission in writing. This authorization shall expire if not exercised within one year unless time be extended or if above conditions are not complied with. Authorization may be revoked or modified if public convenience, necessity, or safety so require.

The effective date of this order shall be ten days after the date hereof.

Dated at San Francisco, California, this
21st day of FEBRUARY, 1962.

George G. Grover
President
Ed. E. McNeill
E. L. Linton
Frederick B. Holbrook
Commissioners

Commissioner..... George G. Grover....., being
necessarily absent, did not participate
in the disposition of this proceeding.