

Decision No. 12156

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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In the matter of application of
Southern Pacific Company for an
order authorizing the construction
at grade of a crossover track, cross-
ing portion of Alameda Street, in
the City of Los Angeles, County of
Los Angeles, State of California.

ORIGINAL

Application No. 8903

BY THE COMMISSION:

O R D E R

Southern Pacific Company, a corporation, having on April 10, 1923, filed with the Commission an application for permission to construct its crossover track at grade across a portion of Alameda Street in the City of Los Angeles, County of Los Angeles, State of California, as hereinafter indicated, and it appearing to the Commission that this is not a case in which a public hearing is necessary; that the necessary franchise, Ordinance No. 45,823 (New Series) has been granted by the City Council of said City of Los Angeles for the construction of said crossing at grade, and it further appearing that it is not reasonable nor practicable to avoid a grade crossing with a portion of said Alameda Street, and that this application should be granted subject to the conditions hereinafter specified,

IT IS HEREBY ORDERED, that permission be and it is hereby granted Southern Pacific Company to construct its

crossover track at grade across a portion of Alameda Street in the City of Los Angeles, County of Los Angeles, State of California, described as follows:

Starting at the point of intersection of the center line of Alameda Street with the boundary line between the City of Los Angeles and the City of Vernon; said point of intersection being at Engineering Station 920 plus 97.2, and said center line of Alameda Street being also the center line between the main tracks of the San Pedro Branch of the Southern Pacific Railroad Company; thence northerly along said center line 224.0 feet to a point; thence easterly at right angles 6.5 feet more or less to a point of beginning in the center line of the westbound main track of aforesaid company, said point of beginning being the point of switch of the proposed crossover; thence northwesterly along a curve concave to the west, having a radius of 402.35 feet and tangent to the center line of westbound main track of the aforesaid company, a distance of 18.58 feet; thence northwesterly along a curve concave to the northwest, having a radius of 518.85 feet and tangent to the last described curve 36.71 feet, thence northwesterly, along a straight line, tangent to the last described curve 31.9 feet; thence continuing northwesterly along a curve concave to the east, having a radius of 518.85 feet and tangent to the last described course 36.71 feet; thence northwesterly along a curve concave to the east, having a radius of 402.35 feet and tangent to the last described curve, a distance of 18.58 feet to a point in the center line of the eastbound main track of the Southern Pacific Railroad Company's San Pedro Branch.

All of the above as shown by the map (Los Angeles Div. Drawing F8042, sheet 1) attached to the application; said crossing to be constructed subject to the following conditions, viz:

(1) The entire expense of constructing the crossing, together with the cost of its maintenance thereafter in good and first-class condition for the safe and convenient use of the public, shall be borne by applicant.

(2) Said crossing shall be constructed of a width and type of construction to conform to that portion of said Alameda Street now graded, with the top of rails flush with the pavement, and with grades of approach not exceeding one (1) per cent; and shall in every way be made safe for the passage thereover

of vehicles and other road traffic.

(3) Applicant shall not use the granting of this application either by way of defense or argument on the ground of capital expenditure or in any way against any order of this Commission heretofore or hereafter made providing for any railroad unification or terminal plans in the City of Los Angeles.

(4) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of said crossing.

(5) The authorization herein granted for the installation of said crossing will lapse and become void one year from the date of this order unless further time is granted by subsequent order.

(6) 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.

This order shall become effective three (3) days after the making thereof.

Dated at San Francisco, California, this 29th day of May, 1923.

C. Deaver

James Martin

J. T. Whittsey
Commissioners.