

Decision No. 12939

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 spur tracks in Fifth)
Street, and track crossing portion)
of Alameda Street and across Seaton)
Street, in the City of Los Angeles,)
County of Los Angeles, State of)
California.)

ORIGINAL

Application No. 9614

BY THE COMMISSION:

O R D E R

Southern Pacific Company, a corporation, having on December 15, 1923, filed with the Commission an application for permission to construct spur tracks in Fifth Street and track crossing portion of Alameda Street and across Seaton Street at grade, 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 a temporary permit has been granted by the Board of Public Utilities of said City of Los Angeles for the construction of said crossings at grade, and it further appearing that it is not reasonable nor practicable to avoid grade crossings with said Alameda Street and Seaton Street, and that this application should be granted subject to the condition hereinafter specified,

IT IS HEREBY ORDERED, that permission be and it is hereby granted Southern Pacific Company to construct spur tracks in Fifth Street and track crossing portion of Alameda Street and across Seaton Street at grade in the City of Los Angeles, County of Los Angeles, State of California, described as follows:

Track in Fifth Street crossing portion of Alameda Street and crossing Seaton Street:

Beginning at a point in the center line of the most easterly main track of the Southern Pacific Railroad Company as now located, said point being distant 121 feet more or less measured southerly along said track from its intersection with the southerly line of Fifth Street produced westerly; thence northeasterly along a curve concave to the right having a radius of 252.35 feet to which said center line of track is tangent, a distance of 31.58 feet to a point; thence continuing northeasterly along a straight line tangent to the last described course a distance of 30 feet more or less to a point; thence continuing northeasterly along a curve concave to the right, having a radius of 143.97 feet, to which last described course is tangent, a distance of 181 feet, more or less to a point, which point is distant 20.00 feet measured southerly at right angles from the northerly line of Fifth Street; thence easterly along a straight line, parallel to the northerly line of Fifth Street, and tangent to last described course a distance of 2.50 feet to the initial point of Track No. 2; thence continuing easterly along last described course a distance of 106 feet, more or less to a point; thence easterly along a curve concave to the left, having a radius of 286.84 feet to which last described course is tangent a distance of 47 feet, more or less to a point; thence easterly along a straight line tangent to last described course a distance of 30 feet, more or less, to a point; thence easterly along a curve concave to the right, having a radius of 286.84 feet, to which last described course is tangent a distance of 47 feet, more or less to a point; thence easterly along a straight line tangent to last described course, parallel to and 8.50 feet distant measured southerly at right angles from the northerly line of Fifth Street, a distance of 235 feet, more or less to end of track.

Track in Fifth Street and crossing Seaton Street.

Beginning at the initial point of Track No. 2 as described in Track No. 1; thence easterly along a curve concave to the right having a radius of 252.35 feet, and whose radial line makes an angle of 90° with the southerly line of Fifth Street, a distance of 31.58 feet to a point; thence southeasterly along a straight line tangent to last described course a distance of 30 feet, more or less to a point; thence continuing southeasterly along a curve concave to the right having a radius of 239.17 feet, to which last described course is tangent a distance of 38 feet, more or less; thence continuing southeasterly along a straight line tangent to last described course a distance of 78 feet, more or less to a point; thence continuing southeasterly along a curve concave to the left, having a radius of 239.17

feet, to which last described course is tangent, a distance of 12 feet, more or less to a point in the south line of Fifth Street, which point is distant 19 feet more or less measured easterly along said line from its intersection with the easterly line of Seaton Street.

All of the above as shown by the map (Los Angeles Division Drawing F-8672) attached to the application; said crossings to be constructed subject to the following conditions, viz:

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

(2) Said crossings shall be constructed of a width and type of construction to conform to those portions of said streets now graded, with the top of rails flush with the pavement, and with grades of approach not exceeding one (1) per cent; shall be protected by suitable crossing signs, and shall in every way be made safe for the passage thereover of vehicles and other road traffic.

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

(4) No train, engine, motor or car shall be operated over said crossings between the hours of 6:00 a.m. and 12 midnight.

(5) If said crossing shall not have been installed within one year from the date of this order, the authorization herein granted shall then lapse and become void, 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 crossings 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 20th day of December, 1923.

C. Seaver

David M. Masten

J. W. Cutler
Commissioners.