

Decision No. 13082

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 spur track across a  
public roadway or a street, West  
of Pico Avenue, in the City of  
Long Beach, County of Los Angeles,  
State of California.

ORIGINAL

-Application No. 9696.

BY THE COMMISSION:

O R D E R

Southern Pacific Company, a corporation, having on January 14, 1924, filed with the Commission an application for permission to construct a spur track at grade across a public roadway or street, west of Pico Avenue and south of Wilmington Avenue, in the City of Long Beach, 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 or permit (Ordinance No. C-217) has been granted by the City Council of said City of Long Beach 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 said public roadway or 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 a spur track at grade across a public roadway or street west of Pico Avenue and south of Wilmington Avenue, in the City of Long Beach, County of Los Angeles, State of California, described as follows:

Beginning at a point in the Southern Pacific Railroad Company's northerly right of way line; said point being distant 86 feet, more or less, measured westerly along said northerly right of way line from its intersection with the easterly line of Pico Avenue; thence northwesterly along a curve, concave to the southwest having a radius of 458.59 feet, a distance of 140 feet, more or less, to end of curve; thence westerly along a straight line parallel with, and distant northerly 17 feet, more or less, at right angles, from said northerly right of way line, a distance of 165 feet, more or less, to end of track.

All of the above as shown by the map (Los Angeles Division Drawing F-8523) 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 street now graded, with the top of rails flush with the pavement, and with grades of approach not exceeding two (2) per cent; shall be protected by a suitable crossing sign 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 crossing.

(4) 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.

(5) 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 26<sup>th</sup> day of January, 1924.

C. Seaver  
H. H. ...  
James ...  
George ...  
J. Whittney  
Commissioners.