

ORIGINAL

Decision No. 13083

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)
portion of a public road or street) Application No. 9697
west of Canal Street, in the City)
of Long Beach, County of Los Angeles,)
State of California.)

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 road west of Canal Street and south of Wilmington Drive, 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-216) 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 road, 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 road west of Canal Street and south of Wilmington Drive in the City of Long Beach, County of Los Angeles, State of California, described as follows:

Beginning at a point in the northerly right of way line of Southern Pacific Railroad Company, said point being distant 175 feet, more or less, from the intersection of the westerly line of Canal Street prolongation and the above right of way line; thence easterly on a curve concave to the right and having a radius of 458.59 feet a distance of 90 feet, more or less, to a point; thence southeasterly along a straight line tangent to the last described course, a distance of 50 feet, more or less, said straight line being parallel with and distant southerly at right angles 8.5 feet from the northerly line of alley.

All of the above as shown by the map (Los Angeles Division Drawing F-8778) 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 road 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 26th day of January, 1924.

C. Mearns
H. B. Rosendige
James M. Martin
George S. Shaw
J. M. Whittney
Commissioners.