

Decision No. 14029

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the matter of application of
SOUTHERN PACIFIC COMPANY for an order
authorizing the construction at grade
of a spur track across Alameda Street
and a portion of Dixon Avenue, in the
vicinity of Lynwood, County of Los
Angeles, State of California.)
Application No. 10427.

BY THE COMMISSION:

O R D E R

ORIGINAL

Southern Pacific Company, a corporation, filed the above-entitled application with this Commission on the 27th day of August, 1924, asking for authority to construct a spur track at grade across Alameda Street and a portion of Dixon Avenue, in the vicinity of Lynwood, County of Los Angeles, State of California, as hereinafter set forth. The necessary franchise or permit (Ordinance No. 1093 N.S.) has been granted by the Board of Supervisors of said County of Los Angeles for the construction of said crossings at grade, and it appears to this Commission that the present proceeding is not one in which a public hearing is necessary; that it is neither reasonable nor practicable at this time to provide a separation of grades at the points mentioned in this application, or to avoid grade crossings with said Alameda Street and Dixon Avenue, and that this application should be granted subject to the conditions hereinafter specified.

THEREFORE, IT IS HEREBY ORDERED, that permission and authority be and it is hereby granted to Southern Pacific Company to construct a spur track at grade across Alameda Street and a

portion of Dixon Avenue in the vicinity of Lynwood, in the County of Los Angeles, State of California, as follows:

BEGINNING at a point in the westerly line of Alameda Street distant 85 feet more or less northerly along said westerly line of Alameda Street from its intersection with the northerly line of Dixon Avenue and its westerly projection; thence southeasterly across Alameda Street along a curved line concave to the left, having a radius of 382.24 feet, a distance of 160 feet, more or less, to a point in the southerly line of Dixon Avenue, distant 10 feet, more or less, easterly along said southerly line of Dixon Avenue from its intersection with the east line of Alameda Street.

All of the above as shown by the map (Los Angeles Divn. Drawing, F-9094, Sheet 1) 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 Alameda Street and Dixon Avenue now graded, with the top of rails flush with pavement, and with grades of approach not exceeding two (2) 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) 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 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 8th day of September, 1924.

W. H. Kearney
H. B. Brundage
Erving MacLean
Egerton Shore
J. W. Hittler
COMMISSIONERS.