

Decision No. 14299.

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, in the City of)
Los Angeles, County of Los)
Angeles, State of California.)

Application No. 10559.

ORIGINAL

BY THE COMMISSION:

O R D E R

Southern Pacific Company, a corporation, filed the above-entitled application with this Commission on the 21st day of October, 1924, asking for authority to construct a spur track at grade across Alameda Street in the City of Los Angeles, State of California, as hereinafter set forth. The necessary permit (Ordinance No. 49830 (New Series)) has been granted by the City Council of said City for the construction of said crossing 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 grade separation or to avoid a grade crossing at the point mentioned in this application with said Alameda Street 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 in the City of Los Angeles, County of Los Angeles, State of California, as follows:

COMMENCING at a point in the center line of Southern Pacific Railroad Company's most westerly main track opposite Engineer's Station 1039+01, more or less, said main track being distant 30 feet measured easterly at right angles from the westerly line of Alameda Street from its

intersection with the northerly line of Second Street; thence northerly along the center line of aforesaid most westerly main track parallel to the westerly line of Alameda Street, a distance of 78 feet, more or less, to a point; thence northwesterly through a No. 8 turnout to the left (and its tangent) a distance of 75 feet, more or less, to a point, said point being a true point of beginning; thence northwesterly through a No. 8 turnout to the left a distance of 61 feet, more or less, to a point; thence northwesterly along a curved line concave to the left having a radius of 173.77 ft. a distance of 32 ft., more or less, to a point in the westerly line of Alameda Street distant 264 ft., more or less, measured northerly along said westerly line of Alameda St. from its intersection with the northerly line of Second St.

and as shown by the map (Los Angeles Division Drawing F-9036) 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 tops of rails flush with the pavement, and with grades of approach not exceeding one (1) 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) 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.

(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 28th day of November, 1924.

Chas. A. Seaver
H. K. Brundage
Waring Martin
Egerton Shore
J. T. Whittlesay
Commissioners.