

Decision No. 14311

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application)
of the County of Orange for an)
Order authorizing a grade crossing)
across the Union Pacific Company's)
right of way at its intersection)
with Cedar Street, in the Third)
Road District, Orange County,)
California.)

Application No. 10574.

ORIGINAL

BY THE COMMISSION:

O R D E R

Board of Supervisors of the County of Orange, State of California, filed the above entitled application with this Commission on the 25th day of October, 1924, asking for authority to construct a public street at grade across the tracks of Los Angeles and Salt Lake Railroad Company, (erroneously designated as the Union Pacific Company in said application) as hereinafter set forth. Said Los Angeles and Salt Lake Railroad Company has signified by letter that it has no objection to 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 with said tracks at the point mentioned in this Application, 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 the Board of Supervisors of Orange County, State of California, to construct Cedar Street at grade across the tracks of Los Angeles and Salt Lake Railroad Company, described as follows:

The center line of said Cedar Street at its intersection with the said railroad, is parallel to and 17 feet north of the north line of Section 16 T. 3 S. R. 10 W. S.B.B. & M.

and as shown by the map attached to the application, said crossing to be constructed subject to the following conditions, namely:

(1) The entire expense of constructing the crossing shall be borne by applicant. The cost of its maintenance up to lines two (2) feet outside of the outside rails shall be borne by applicant. The maintenance of that portion of the crossing between lines two (2) feet outside of the outside rails shall be borne by Los Angeles and Salt Lake Railroad Company.

(2) The crossing shall be constructed of a width not less than twenty-four (24) feet and at an angle of ninety (90) degrees to the railroad and with grade of approach not greater than two (2) per cent; shall be protected by suitable crossing signs and shall in every way be made safe for the passage thereon 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) An automatic flagman shall be installed for the protection of said crossing at the sole expense of applicant, said automatic flagman to be of a type and installed in accordance with plans or data approved by the Commission. The maintenance of said flagman shall be borne by Los Angeles and Salt Lake Railroad Company.

(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 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 from the making thereof.

Dated at San Francisco, California, this 28th day of November, 1924.

C. A. Seaver

Egerton Shore

J. H. Whiteley

Commissioners.