

Decision No. 14633

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application)
of LOS ANGELES & SALT LAKE RAIL-)
ROAD COMPANY and THE ATCHISON,)
TOPEKA AND SANTA FE RAILWAY COM-)
PANY for authority to construct)
and maintain certain steam rail-)
road tracks at grade across East)
26th Street and Holabird Avenue,)
County of Los Angeles, State of)
California.)

APPLICATION NO. 10744

ORIGINAL

BY THE COMMISSION:

O R D E R

Los Angeles & Salt Lake Railroad Company and The Atchison, Topeka and Santa Fe Railway Company, corporations, filed the above-entitled application with this Commission on the 15th day of January, 1925, asking for authority to construct spur tracks at grade across East 26th Street and Holabird Avenue, respectively, in the County of Los Angeles, State of California, as hereinafter set forth. The necessary permit (Ordinance No. 1189) has been granted by the Board of Supervisors of said County 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 grade separations, or to avoid grade crossings at the points mentioned in this application with said East 26th Street and Holabird Avenue, respectively, 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 Los Angeles & Salt Lake Railroad Company and The Atchison, Topeka & Santa Fe Railway Company to construct spur tracks at grade across East 26th Street and Holabird Avenue, respectively, in the County of Los Angeles, State of California, as follows:

East 26th Street Grade Crossing

Beginning at a point in the southerly line of East 26th Street distant westerly 6.49 feet from the northeast corner of Lot 88 of the Rancho Laguna, as shown on map filed in Superior Court Case No. B-25296, said point being a point in a curve, the center of circle of which said curve is an arc, bearing S. 4 degrees 10 minutes 50 seconds East 461.75 feet; thence northeasterly along said curve a distance of 124.79 feet to a point in the northerly line of said East 26th Street distant S. 67 degrees 41 minutes east 111.65 feet and N. 22 degrees 19 minutes east 40 feet from said northeast corner of Lot 88.

Holabird Avenue Grade Crossing

Beginning at a point in the center line of said spur: said point being Engineer's Station 44 plus 74.48 of said spur, distant 3178.44 feet eastwardly along the south line of Holabird Avenue from the intersection of the eastern Vernon city limit line and the south line of Holabird Avenue; thence northwesterly on a curve concave to the southwest having a radius of 459.28 feet to a point of ending; said point of ending being Engineer's Station 45 plus 97.66. A tangent to said curve at point of beginning making a southeastern angle of 31 degrees 42 minutes with said south street line. A tangent to said curve at point of ending making a northwestern angle of 16 degrees 20 minutes with northern line of Holabird Avenue; said point of ending being 3044.88 feet eastwardly from the intersection of north side of Holabird Avenue and the eastern Vernon city limit line.

and as shown by Los Angeles & Salt Lake Railroad Company's Map C-3 and The Atchison, Topeka & Santa Fe Railway Company's Map C. E. C. L. 76-16634, attached to the application; said crossings to be constructed subject to the following conditions, viz:

(1) The entire expense of constructing each of 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 applicants.

(2) Said crossings shall be constructed of a width and type of construction to conform to those portions of said East 26th Street and Holabird Avenue, respectively, 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 suitable crossing signs, and shall in every way be made safe for the passage thereover of vehicles and other road traffic.

(3) Applicants shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of each of the said crossings.

(4) If either or both of said crossings shall not have been installed within one year from the date of this order, the authorization herein granted shall then lapse and become void for the respective crossing or crossings, 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 each of the 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.

For all other purposes, the effective date of this order shall be twenty (20) days from and after the date hereof.

Dated at San Francisco, California, this 5th
March
day of ~~February~~, 1925.

H. A. ...

George W. Squires

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COMMISSIONERS.