

Decision No. 15774

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
Los Angeles & Salt Lake Railroad
Company, a corporation, for authority,
under the provisions of Section 43 of
the Public Utilities Act, to construct,
maintain and operate a certain steam
railroad track upon and along First
Street, in the City of Pomona.

Application No. 11758.

ORIGINAL

BY THE COMMISSION:

O R D E R

Los Angeles and Salt Lake Railroad Company, a corporation, filed the above-entitled application with this Commission on the 29th day of September, 1925, asking for authority to construct a passing track at grade across East End Avenue and portions of First Street in the City of Pomona, County of Los Angeles, State of California, as hereinafter set forth. The necessary franchise or permit, (Ordinance No. 551) has been granted by the City Council of said City of Pomona for the construction of said crossings at grade. 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 End Avenue and First 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 Los Angeles and Salt Lake Railroad Company to construct a passing track at grade across East End Avenue and portions of First Street, in the City of Pomona, County of Los Angeles, State of California, as follows:

Beginning at the southwest corner of First Street and Reservoir Street; which point is the northeast corner of Pomona Valley Ice Company Tract, recorded in M. E. 22-118 of the records of Los Angeles County, California; thence northerly 60.0 feet measured along the west line of Reservoir Street to a point in the center line of the main track of the Los Angeles & Salt Lake Railroad Company, as now constructed; thence N. 88° 10' E. 123.4 feet measured along the center line of said main-track, as now constructed, which point is the true point of beginning of proposed Track "A"; thence easterly on a standard No. 10 turnout to the right a distance of 80.3 feet to point of No. 10 frog; thence S. 86° 06' E. a distance of 35.8 feet; thence on a curve to the left with a radius of 942.29 feet a distance of 94.25 feet; thence N. 88° 10' E. parallel to and 13.0 feet southerly of the main track of the Los Angeles & Salt Lake Railroad Company, as now constructed, a distance of 3529.3 feet; thence on a curve to the left with a radius of 942.29 feet a distance of 94.25 feet; thence N. 82° 26' E. a distance of 35.8 feet to point of No. 10 frog; thence on a standard No. 10 turnout to the right a distance of 80.3 feet to point of switch and end of proposed Track "A" in the center line of the main track, as now constructed, said point of switch and end of track being S. 88° 10' W. 5.2 feet measured along the center line of said main track from the intersection of main track and Boundary Line between Los Angeles County and San Bernardino County, and N. 16° 32' E. 63.22 feet measured along the said Boundary line from its intersection with the south line of First Street, said point of intersection being the northeast corner of Lot 1, Block 218, of Pomona Tract, recorded in Misc. Records Bk. 34-84 of the records of Los Angeles County, California.

and as shown by the map (Exhibit "B") 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 substantially in accordance with Standard No. 2, as specified in General Order No. 72 of this Commission and shall be constructed of a width to conform to those portions of said streets now graded, with the tops of rails flush with the roadway and with grades of approach not exceeding one (1) per cent and shall in every way be made safe for the passage thereover of vehicles and other road traffic. Said crossing of East End Avenue shall be protected by a suitable crossing sign.

(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 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, 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.

The authority herein granted shall become effective on the date hereof.

Dated at San Francisco, California, this 27th day of October, 1925.

H. B. Burdette

C. L. Searcy

George D. Squires

Commissioners.