

Decision No. 15785.

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application
of The Atchison, Topeka and Santa
Fe Railway Company, a corporation,
for authority to construct, main-
tain and operate tracks across Macy
Street, Aliso Street, Ducommon Street,
Le Roy Street and Alhambra Avenue and
across the tracks of the Southern
Pacific Company near the intersection
of Le Roy Street and Alhambra Avenue
and the Pacific Electric Railway
Company's tracks in Aliso Street, all
in the City of Los Angeles, County of
Los Angeles, State of California.

Application No. 12,196.

BY THE COMMISSION:

O R D E R

The Atchison, Topeka and Santa Fe Railway Company, a corporation, filed the above entitled application with this Commission on the 4th day of December, 1925, asking for authority to construct a main switch track, a main track and a second main track across Macy Street under the Macy Street Viaduct, said main switch track, main track and second main track at grade across Aliso Street, said main track at grade across Ducommon Street and said second main track at grade across Alhambra Avenue and Le Roy Street in the City of Los Angeles. Applicant also desires to construct said second main track at grade across the tracks of the Southern Pacific Company in said Alhambra Avenue and to construct said main switch track, main track and second main

track at grade across the tracks of the Pacific Electric Railway Company in said Aliso Street. The necessary franchises or permits (Ordinances No. 154 & 195) were granted on January 26, 1885, and October 3, 1885, respectively, by the City Council of said City of Los Angeles for the construction of said crossings at said streets. Under paragraph 2 of Article II of an agreement, dated October 17, 1904, (Exhibit "E"), between applicant herein and Southern Pacific Railroad Company and Southern Pacific Company, the applicant herein has the right to construct said second main track at grade across the tracks of the Southern Pacific Company in Alhambra Avenue. This crossing will be protected by the existing interlocking plant known as Mission Tower. Likewise under paragraph 3 of Article II of an agreement (Exhibit "F") dated April 1, 1905, between applicant herein and Pacific Electric Railway Company, the applicant herein has the right to install said main switch track, main track and second main track at grade across the tracks of the Pacific Electric Railway Company. The Pacific Electric Crossing, which will be abolished when the Aliso Street viaduct is built, is now protected by human flagman.

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, except at Macy Street, or to avoid grade crossings at the points mentioned in this application with said streets and railroads 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 Atchison, Topeka and Santa Fe Railway Company to construct a main switch track, a main track

and a second main track across Macy Street under the Macy Street Viaduct, said main switch track, main track and second main track at grade across Aliso Street, said main track at grade across Ducommon Street and said second main track at grade across Alhambra Avenue and Le Roy Street, in the City of Los Angeles, County of Los Angeles, State of California, as follows:

MACY STREET

MAIN SWITCH TRACK:

Beginning at a point on the southerly line of Macy Street, 42.64 feet westerly along said line from its intersection with the Official West Bank of the Los Angeles River; thence northeasterly at an angle of 97 degrees 53 minutes 40 seconds and parallel to said Official West Bank of the river a distance of 51.02 feet; thence northeasterly on a curve with a radius of 898.37 feet concave to the east a distance of 29.69 feet to a point in the northerly line of Macy Street, which point is 42.45 feet westerly along said northerly line from its intersection with the Official West Bank of the Los Angeles River.

MAIN TRACK:

Beginning at a point on the southerly line of Macy Street 22.71 feet westerly along said line from its intersection with the Official West Bank of the Los Angeles River; thence northeasterly at an angle of 97 degrees 53 minutes 40 seconds and parallel to said Official West Bank a distance of 48.31 feet; thence northeasterly on a curve with a radius of 918.11 feet concave to the east a distance of 32.39 feet to a point in the northerly line of Macy Street, which point is 22.61 feet westerly along said northerly line from its intersection with the Official West Bank of the Los Angeles River.

SECOND MAIN TRACK:

Beginning at a point in the southerly line of Macy Street 8.58 feet westerly along said line from its intersection with the Official West Bank of the Los Angeles River; thence northeasterly at an angle of 97 degrees 53 minutes 40 seconds and parallel to said Official West Bank a distance of 46.39 feet; thence northeasterly on a curve with a radius of 932.11 feet concave to the east a distance of 34.32 feet to a point in the northerly line of Macy Street, which point is 8.54 feet westerly along said northerly line from its intersection with the Official West Bank of the Los Angeles River.

ALISO STREET

MAIN SWITCHE TRACK:

Beginning at a point on the northerly line of Aliso Street 201.57 feet easterly along said line from the northeast corner of Aliso and Keller Streets; thence southerly on a curve with a radius of 997.57 feet concave to the east a distance of 98.71 feet to a point in the southerly line of Aliso Street distant 528.58 feet easterly from the southeast corner of Center and Aliso Streets.

MAIN TRACK:

Beginning at a point on the northerly line of Aliso Street distant 222.57 feet easterly along said northerly line from the southeast corner of Aliso and Keller Streets; thence southerly on a curve with a radius of 977.83 feet concave to the east a distance of 98.69 feet to the southerly line of Aliso Street distant 548.91 feet easterly along said southerly line from the southeast corner of Center and Aliso Streets.

SECOND MAIN TRACK:

Beginning at a point on the northerly line of Aliso Street distant 237.42 feet easterly along said line from the northeast corner of Aliso and Keller Streets; thence southerly on a curve with a radius of 963.83 feet concave to the east a distance of 98.68 feet to a point on the south line of Aliso Street distant 563.26 feet easterly along said south line from the southeast corner of Center and Aliso Streets.

DUCOMMON STREET

MAIN TRACK:

Beginning at a point on the north line of Ducommon Street distant 477 feet easterly along said northerly line from the northeast corner of Center and Ducommon Streets; thence southwesterly in a direct line 52 feet to a point on the south line of Ducommon Street distant 464.0 feet along said southerly line from the southeast corner of Center and Ducommon Streets.

ALHAMBRA AVENUE AND LE ROY STREET

SECOND MAIN TRACK:

Beginning at a point on the northeastern line of Le Roy Street 436.99 feet southeasterly along said northeastern line from the most easterly corner of Le Roy Street and Cardinal Street; thence southwesterly at an angle of 48 degrees 24 minutes with said northeastern line 150.55 feet parallel with and 15 feet easterly from the center line of the main track

of The Atchison, Topeka and Santa Fe Railway Company; thence southwesterly along a tangent curve of 764.49 feet radius concave southeasterly 23.28 feet to a point in the southern line of Alhambra Avenue, distant 197.0 feet easterly from the intersection of said southern line with the southeasterly prolongation of the northeastern line of Bloom Street.

and as shown by the maps, C.E.C.L.-75-17246, 72-17029, C.E.C.L.-72-17150, respectively, 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 grade crossing at Aliso Street shall be constructed substantially in accordance with Standard No. 3, as specified in General Order No. 72 of this Commission and shall be constructed of a width to conform to that portion of said Aliso Street now graded, with the tops of rails flush with the roadway, and with grades of approach as shown on said maps hereinbefore mentioned; shall be protected in the same manner as the existing tracks across said street are now protected 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 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.

IT IS HEREBY FURTHER ORDERED, that permission and authority

be and it is hereby granted to The Atchison, Topeka and Santa Fe Railway Company to construct a second main track at grade across the tracks of the Southern Pacific Company in Alhambra Avenue, in the City of Los Angeles, County of Los Angeles, State of California, at the location hereinbefore described for a grade crossing of Alhambra Avenue and Le Roy Street and as shown by the map (C.E.C.L.-72-17150) 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 the interested parties in accordance with that certain agreement, dated October 17, 1904, copy of which is attached to this application as Exhibit "E".

(2) Said crossings shall be protected by the interlocking tower known as the "Mission Tower" in accordance with said agreement, (Exhibit "E").

(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 date of this order, the authorization herein granted shall then lapse and become void, unless further time is granted by subsequent order.

IT IS HEREBY FURTHER ORDERED that permission and authority be and it is hereby granted to The Atchison, Topeka and Santa Fe Railway Company to construct a main switch track, main track and second main track at grade across the tracks of the Pacific Electric Railway Company in Aliso Street, in the City of Los Angeles, County

of Los Angeles, State of California, at the location hereinbefore described for a grade crossing of Aliso Street and as shown by the map (72-17029) 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 the interested parties in accordance with that certain agreement, dated April 1, 1905, copy of which is attached to this application as Exhibit "F".

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

(3) 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.

IT IS HEREBY FURTHER ORDERED that the Commission reserves the right to make such further orders relative to the location, construction, operation, maintenance and protection of all of said crossings or of any of them 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 21st day of December, 1925.

H. B. Brandt
C. Leary
George H. Squires
Leon O. White

Commissioners.