

ORIGINAL

Decision No. 16875.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of application of  
SOUTHERN PACIFIC COMPANY for an  
order authorizing the construction  
of a spur track across Santa Fe  
Avenue, in the City of Vernon,  
County of Los Angeles, State of  
California.

Application No. 12,679.

H.W.Hobbs, for applicant, Southern Pacific Company.  
H.G.Weeks, for Los Angeles Railway Corporation.  
M.W.Reed, for The Atchison, Topeka and Santa Fe  
Railway Company.

BY THE COMMISSION:

O P I N I O N

In this proceeding authority is sought to construct a spur track at grade across Santa Fe Avenue at Fruitland Road, in the city of Vernon, Los Angeles County, California.

A public hearing was had in this matter before Examiner Williams in the City of Los Angeles, April 29, 1926.

The industrial property to be served by the proposed spur track is located at the southeast corner of Santa Fe Avenue and Fruitland Road, having a frontage of about 140 feet on Santa Fe Avenue, and 620 feet on Fruitland Road.

At the present time Southern Pacific Company has a spur track serving the industrial property located at the northeast corner of Santa Fe Avenue and Fruitland Road. This crossing over Santa Fe Avenue was granted January 18, 1915, by the Commission's Decision No. 2084 in Application No. 1478.

In the proposed plan the existing track and proposed track begin to diverge near the west line of Santa Fe Avenue; the frog of the two tracks is located to the east of the center line of the street and at the east line of this highway the center lines of the tracks are about 11 feet apart.

Santa Fe Avenue, in addition to carrying a large volume of vehicular traffic, supports a double-track street car line of the Los Angeles Railway Corporation. The grade crossing of the existing spur track and the street car line is now protected by requiring all train movements on the spur track to stop and flag over the street car tracks. The additional crossing if constructed should have at least this amount of protection.

While it is recognized that Santa Fe Avenue is an important highway artery, due consideration must also be given the fact that the district in question is strictly industrial and its welfare depends largely upon railroad facilities. There was no serious objection presented to the granting of this application. The record shows that Los Angeles Railway Corporation is not opposed to the construction of the proposed spur track over its street car tracks and the operation of trains thereafter on this spur track, provided applicant will pay the cost of constructing the crossing and the maintenance. It appears that Southern Pacific Company is agreeable to this arrangement. It is estimated that the service on this spur line will not exceed one train movement in and out per day.

After due consideration of the evidence in this proceeding, it appears that the construction of the proposed track will not create any serious additional public hazard and the interference to traffic on Santa Fe Avenue will be that due to a maximum of two switch movements per day, and at the same time the industrial property will

be greatly benefited by having this rail service. Therefore this application should be granted.

### O R D E R

Southern Pacific Company having filed the above entitled application with the Commission, public hearing having been held, and the matter now standing submitted, ready for decision; for the reasons set forth in the foregoing opinion,

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 Santa Fe Avenue in the City of Vernon, County of Los Angeles, State of California, as follows:

Beginning at a point in the westerly line of Santa Fe Avenue, distant southerly thereon 32 feet, more or less, from its intersection with the westerly prolongation of the southerly line of Fruitland Road; thence northeasterly across Santa Fe Avenue a distance of 83 feet, more or less, to a point in the easterly line of Santa Fe Avenue, distant southerly thereon 16 feet, more or less, from the southeast corner of Santa Fe Avenue and Fruitland Road;

and also at grade across the tracks of the Los Angeles Railway Corporation on Santa Fe Avenue, all as shown on the map (L.A. Div. Drawing B-163) attached to the application, said crossings to be constructed subject to the following conditions, namely:

(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 street crossing shall be constructed substantially in accordance with Standard No. 4, in General Order No. 72 of this Commission, and of a width to conform to that portion of said avenue now graded, with the tops of rails flush with the pavement, and with grades of approach not exceeding two (2) 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) All trains, motors, engines and cars of applicant shall stop before crossing the tracks of The Los Angeles Railway Corporation and shall not proceed thereover until the conductor or other competent employee has gone upon the crossing to ascertain that it is safe so to do and shall have given a suitable signal to proceed.

(4) Applicant shall, within sixty (60) days of the date of this order file with the Commission a duly executed copy or copies of agreement or agreements with said Los Angeles Railway Corporation, covering the terms of installation, operation and maintenance of said crossing.

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

(6) 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.

(7) 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 10<sup>th</sup> day of June, 1926.

W. B. ...  
C. ...  
Leon ...