

Decision No. 17682

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the matter of application of Southern Pacific Company for an order authorizing the construction at grade of a drill track across Medford, Perris, Alcazar and Norfolk (formerly St. Charles) Streets, in the City of Los Angeles, County of Los Angeles, State of California.

Application No. 13273.

**ORIGINAL**

BY THE COMMISSION:

O R D E R

Southern Pacific Company, a corporation, filed the above-entitled application with this Commission on the 25th day of October, 1926, asking for authority to construct a drill track at grade across Medford, Perris, Alcazar and Norfolk (formerly St. Charles) Streets near Aurant Station and in the City of Los Angeles, County of Los Angeles, State of California, as hereinafter set forth. The necessary franchise or permit (Ordinance No. 55935) has been granted by the City Council of said City of Los Angeles 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 Medford, Perris, Alcazar and Norfolk (formerly St. Charles) Streets, 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 Southern Pacific Company to construct a drill track at grade across Medford, Perris, Alcazar and Norfolk (formerly St. Charles) Streets, near Aurant Station and in the City of Los

Angeles, County of Los Angeles, State of California, as follows:

MEDFORD AND PERRIS STREETS:

Beginning at a point in the northeasterly line of Medford Street, distant south  $63^{\circ} 08' 05''$  east thereon 646.52 feet from the northeasterly corner of Medford and Tremont Streets; thence southerly across Medford and Perris Streets, on a curve concave to the right and having a radius of 458.59 feet, a distance of 144.26 feet to a point in the southeasterly line of Perris Street, distant northeasterly thereon 457.56 feet from the northeasterly corner of Perris and Alcazar Streets.

ALCAZAR STREET:

Beginning at a point in the northeasterly line of Alcazar Street distant south  $63^{\circ} 09' 20''$  east thereon 135.48 feet from the northeasterly corner of Alcazar and Perris Streets; thence south  $11^{\circ} 51' 25''$  west a distance of 62.11 feet to a point in the southwesterly line of Alcazar Street, distant south  $63^{\circ} 09' 20''$  east thereon 154.23 feet from the southeasterly corner of Alcazar and Perris Streets.

NORFOLK STREET (formerly St. Charles Street):

Beginning at a point in the northeasterly line of Norfolk Street, distant south  $63^{\circ} 09' 20''$  east thereon, 171.09 feet from its intersection with the southeasterly line of Perris Street; thence south  $27^{\circ} 30' 40''$  west a distance of 32.22 feet to a point; thence southwesterly along a curved line concave to the southeast, having a radius of 458.59 feet (the tangent to said curve at last mentioned point is last described course) a distance of 27.96 feet to a point in the southwesterly line of Norfolk Street, distant south  $63^{\circ} 09' 20''$  east thereon, 171.94 feet from its intersection with said southeasterly line of Perris Street.

TREMONT STREET:

Also a track which occupies such portion of Tremont Street that lies within a line concentric with and distant southwesterly 8.5 feet at right angles, from the following described center line:

Beginning at a point in the center line of the Southern Pacific Railroad Company's most southwesterly side track, which center line is parallel with and distant northeasterly 8.00 feet, at right angles, from the Southern Pacific Railroad Company's southwesterly Right-of-way line, said point of beginning being distant northeasterly 8.00 feet, at right angles, from the intersection of said southwesterly right-of-way line with the northwesterly line of Tremont Street; thence southeasterly along a straight line making an angle to the southeast of  $1^{\circ} 38'$  with the center line of aforesaid side track, a distance of 15 feet to a point; thence southeasterly along a curved line, concave to the southwest, having a radius of 386.48 feet (the tangent to said curve at last mentioned point is last described course) a distance of 44.07 feet to end of curve; thence southeasterly, tangent to last described curve, a distance of 4 feet, more or less, to point of intersection with the northeasterly prolongation of the southeasterly line of Tremont Street;

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and as shown by the map (L.A.Div.Dwg. B-283) 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 crossings shall be constructed equal or superior to type shown as Standard No. 2 in General Order No. 72 of this Commission and of a width to conform to those portions of said streets now graded, with the tops of rails flush with the roadways and with grades of approach not exceeding four (4) 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) 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 26<sup>th</sup> day of November, 1926.

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