

Decision No. 17877.

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
to construct, maintain and operate
certain steam railroad tracks, at
grade, in, over, along and across
Indiana and Noakes Streets in the
City of Los Angeles, County of Los
Angeles, State of California.

ORIGINAL

Application No. 13287.

BY THE COMMISSION:

O R D E R

Los Angeles & Salt Lake Railroad Company, a corporation, filed the above-entitled application with this Commission on the 30th day of October, 1926, asking for authority to construct industry tracks at grade across Indiana and Noakes Streets, respectively, in the City of Los Angeles, County of Los Angeles, State of California, as hereinafter set forth. The necessary franchise or permit (Ordinance 56209) has been granted by the City Council of said City 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 Indiana and Noakes Streets, 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 to construct industry tracks at grade across Indiana and Noakes Streets,

respectively, in the City of Los Angeles, County of Los Angeles, State of California, as follows:

1. Beginning at a point in the easterly line of Indiana Street, in the City of Los Angeles, Los Angeles County, California, as per map of Tract No. 8337, recorded in Map Book 126, pages 81 and 82 of the records of said county, which is 212.28 feet southerly from the intersection of said easterly line of Indiana Street with the southerly line of Noakes Street, as per said map; thence north $83^{\circ} 54' 30''$ west along the center line of proposed track 55.33 feet to a point in the westerly line of said Indiana Street (55 feet wide) 212.28 feet southerly from a point which is south $83^{\circ} 54' 30''$ east 5.03 feet from the intersection of the westerly line of Indiana Street (60 feet wide) with the southerly line of said Noakes Street.

The above crossing shall be identified as Crossing No.

3-3.74-S.

2. Beginning at a point in the easterly line of Indiana Street, in the City of Los Angeles, Los Angeles County, California, as per map of Tract No. 8337, recorded in Map Book 126, pages 81 and 82 of the records of said county, which is 196.18 feet southerly from the intersection of said easterly line of Indiana Street with the southerly line of Noakes Street as per said map; thence north $83^{\circ} 54' 30''$ west along the center line of proposed track 55.33 feet to a point in the westerly line of said Indiana Street (55 feet wide) 196.18 feet southerly from a point which is south $83^{\circ} 54' 30''$ east 5.03 feet from the intersection of the westerly line of Indiana Street (60 feet wide), with the southerly line of said Noakes Street.

The above crossing shall be identified as Crossing No.

3-3.69-S.

3. Beginning at a point in the easterly lines of Indiana Street, in the City of Los Angeles, Los Angeles County, California, as per map of Tract No. 8337, recorded in Map Book 126, pages 81 and 82 of the records of said county, which is 195.09 feet southerly from the intersection of said easterly line of Indiana Street with the southerly line of Noakes Street as per said map, and which is a point in a curve concave to the northeast, having a radius of 338.98 feet and a tangent at said point which bears north $79^{\circ} 24' 19''$ west; thence northwesterly along the center line of proposed track on the arc of said curve 29.76

feet through an angle of $5^{\circ} 01' 49''$; thence tangent to said curve north $74^{\circ} 22' 30''$ west 6.00 feet to the beginning of a curve concave to the northeast and having a radius of 280.99 feet; thence northwesterly along the arc of said last described curve 21.31 feet through an angle of $4^{\circ} 20' 40''$ to a point in the westerly line of said Indiana Street (55 feet wide) 186.08 feet southerly from a point which is south $83^{\circ} 54' 30''$ east 5.03 feet from the intersection of the westerly line of Indiana Street (60 feet wide) with the southerly line of Noakes Street.

The above crossing shall be identified as Crossing No.

3-3.61-S.

4. Beginning at a point in the easterly line of Indiana Street, in the City of Los Angeles, Los Angeles County, California, as per map of Tract No. 8337, recorded in Map Book 126, pages 81 and 82 of the records of said county, which is 180.52 feet southerly from the intersection of said easterly line of Indiana Street with the southerly line of Noakes Street as per said map, and which is a point in a curve concave to the northeast, having a radius of 399.47 feet and a tangent at said point which bears north $78^{\circ} 56' 01''$ west; thence northwesterly along the center line of proposed track on the arc of said curve 31.78 feet through an angle of $4^{\circ} 33' 31''$ to the beginning of a curve concave to the northeast and having a radius of 266.99 feet; thence northwesterly along the arc of said last described curve 30.81 feet through an angle of $6^{\circ} 36' 44''$ to a point in the westerly line of said Indiana Street (60 feet wide) 169.55 feet southerly from the intersection of said westerly line of Indiana Street with the southerly line of said Noakes Street.

The above crossing shall be identified as Crossing No.

3-3.53-S;

all as shown by the map (Drawing No. 31293) 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 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 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) 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 29th day of November, 1926.

H. B. Mendigal
C. Leary
James H. ...
Leon ...
Thos. D. ...

Commissioners.