

Decision No. 17678

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

**ORIGINAL**

In the matter of the application  
of Los Angeles & Salt Lake Railroad  
Company, a corporation, for authori-  
ty to construct, maintain and operate  
a certain steam railroad track, at  
grade, over Palomares Street and Eleanor  
Street, in the City of Pomona, County of  
Los Angeles, State of California.

Application No. 13,296.

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 3rd day of November, 1926, asking for authority to construct a team track at grade across Palomares and Eleanor Streets, respectively, in the City of Pomona, County of Los Angeles, State of California, as hereinafter set forth. The necessary franchise or permit (Ordinance No. 572) 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 Palomares and Eleanor 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 a team track at grade across Palomares and Eleanor Streets, respectively, in the City of Pomona, County of Los Angeles, State of California, at the locations hereinafter particularly described and as shown by the maps marked Exhibits "A" and "B" attached to the application.

"Beginning at the southwesterly corner of Palomares Street and First Street, which point is the northeasterly corner of Lot 8, block 27; City of Pomona, as recorded in M.R. 3-90 of the records of Los Angeles County, California; thence northerly 179.4 ft. measured along the west line of Palomares Street, to a point in the center line of proposed Track "A" which is the true point of beginning of said Track "A" thence N. 88° 12' E. parallel to and 18 ft. northerly of the center line of main track of the Los Angeles & Salt Lake Railroad Company, as now constructed, a distance of 70 ft. to the easterly line of Palomares Street, said point being 179.4 ft. northerly measured along the easterly line of Palomares Street from the southeasterly corner of Palomares Street and First Street, which point is the northwesterly corner of Lot 5, Block 26, City of Pomona, more fully described above:"

The above crossing shall be identified as Crossing No.

3-32.3.

"Beginning at the southwesterly corner of Eleanor Street and First Street, which point is the northeasterly corner of Lot 8, Block 25, City of Pomona, as recorded in M. R. 3-90 of the records of Los Angeles County, California; thence northerly 179.4 ft. measured along the west line of Eleanor Street to a point in the center line of proposed Track "A" which is the true point of beginning of said Track "A"; thence N. 88° 12' E. parallel to and 18 ft. northerly of the center line of the main track of the Los Angeles & Salt Lake Railroad Company, as now constructed, a distance of 70 ft. to the easterly line of Eleanor Street, said point being 169.4 feet northerly measured along the easterly line of Eleanor Street from the southeasterly corner of Eleanor Street and First Street, which point is the northwesterly corner of Lot 24, Louds Sub-Division, as recorded in M. R. 17-52 of the records of Los Angeles County, California."

The above crossing shall be identified as Crossing No.

3-32.4.

Said crossings to be constructed subject to the following conditions, namely:

(1) The entire expense of constructing the crossings to-

gether 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 crossing at Palomares Street shall be constructed equal or superior to type shown as Standard No. 3, in General Order No. 72 of this Commission, and said crossing at Eleanor Street shall be constructed equal or superior to type shown as Standard No. 2 in General Order No. 72 of this Commission. These crossings shall each be constructed to conform to those portions of said streets 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) 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 29<sup>th</sup> day of November, 1926.

W. B. R. ...  
Chairman  
...  
...  
...  
Commissioners.