

Decision No. 13324.**ORIGINAL**

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the application
of the COUNTY OF LOS ANGELES for
order authorizing grade crossing
on Coolidge Avenue over the
Union Pacific Railroad in said
county.

Application No. 14254.

BY THE COMMISSION:

ORDER

Board of Supervisors of the County of Los Angeles, State of California, filed the above entitled application with this Commission on the 7th day of December, 1927, asking for authority to construct a public road known as Coolidge Avenue at grade across the track of the San Pedro Branch of Los Angeles and Salt Lake Railroad Company, mentioned as Union Pacific Railroad in the title of the application, in the vicinity of the County Farm in said County of Los Angeles as hereinafter set forth. Said Los Angeles and Salt Lake Railroad Company has signified by letter that it has no objection to the construction of said crossing at grade, and 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 a grade separation or to avoid a grade crossing with said track at the point mentioned in this application, 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 Board of Supervisors of the

County of Los Angeles, State of California, to construct Coolidge Avenue at grade across the track of the San Pedro Branch of Los Angeles and Salt Lake Railroad Company at the location hereinafter particularly described and as shown by the map attached to the application.

Description of Crossing

That portion of the Union Pacific Railroad Company's right of way, as shown on map of Hollydale, recorded in Book 82, page 8 et seq. of Maps, records of Los Angeles County, within a strip of land 60 feet wide, the northeasterly line of which is parallel with and 15 feet northeasterly, measured at right angles, from the northeasterly line of Coolidge Avenue, as shown on said map.

The above crossing shall be identified as Crossing No. 3A-10.0.

Said crossing shall be constructed subject to the following conditions and not otherwise:

(1) The entire expense of constructing the crossing shall be borne by applicant. The cost of maintenance of that portion of said crossing outside of lines two (2) feet outside of rails shall be borne by applicant. The maintenance of that portion of the crossing between lines two (2) feet outside of rails shall be borne by Los Angeles and Salt Lake Railroad Company. No portion of the initial cost herein assessed to applicant for the construction of said crossing shall be assessed by applicant, in any manner whatsoever, to the operative property of Los Angeles and Salt Lake Railroad Company.

(2) The crossing shall be constructed of a width not less than twenty-four (24) feet and at an angle of about forty-five (45) degrees to the railroad and with grades of approach not greater than four (4) per cent; shall be constructed equal or superior to Standard No. 2 as specified in General Order No. 72 of this Commission; shall be protected by a Standard No. 1

crossing sign as specified in General Order No. 75 of this Commission and shall be made suitable for the passage thereon of vehicles and other road traffic.

(3) An automatic flagman shall be installed and maintained for the protection of said crossing. Said automatic flagman shall be of a type and installed in accordance with Standard No. 3 in General Order No. 75 of this Commission. The entire cost of installing said automatic flagman shall be borne by the applicant and the cost of maintaining it hereafter shall be borne by Los Angeles and Salt Lake Railroad Company.

(4) The existing publicly used crossing, sometimes known as Coolidge Avenue, located approximately forty (40) feet northwest of the crossing herein granted shall be legally abandoned in so far as the County of Los Angeles has power so to do and shall be effectively closed to public use and travel.

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

(6) If said crossing 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 crossing 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 6th day
of February, 1928.

Leon Whittell

C. Sweeney

Emmuel C. ...

John S. ...

M. J. ...

Commissioners.