

Decision No. 21304

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 main track along and across Anaheim-Spadra Road, in the County of Los Angeles, State of California.

ORIGINAL

Application No. 15716.

BY THE COMMISSION:

O R D E R

Southern Pacific Company, a corporation, filed the above entitled application with this Commission on the 17th day of June, 1929, asking for authority to construct a main track at grade across Anaheim-Spadra Road, in the County of Los Angeles, State of California, as hereinafter set forth. 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 at the point mentioned in this application with said Anaheim-Spadra Road 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 main line track at grade across Anaheim-Spadra Road, in the County of Los Angeles, State of California, at the location hereinafter particularly described and as shown by the map (Los Angeles Division Drawing No. B-711, Sheet No. 1) attached to the application.

Description of Crossing

Beginning at a point in the easterly line of Anaheim-Spadra Road (18 feet wide) which point is distant northerly, along said easterly line, 90 feet from the southerly line of the Railroad Company's right of way (100 feet wide); thence westerly, along a 2° curve concave to the north, a distance of 24 feet to a point in the westerly line of said road, which point is distant, northerly along said westerly line 87 feet from the southerly line of said right of way.

The above crossing shall be identified as a portion of Crossing No. B-508.0.

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

(1) The entire expense of constructing the crossing, together with the cost of its 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 shall be constructed equal or superior to type shown as Standard No. 3, in General Order No. 72 of this Commission, and shall be constructed of a width to conform to that portion of said road now graded, with the tops of rails flush with the pavement, and with grades of approach not exceeding four (4) per cent; shall be protected by a Standard No. 1 crossing sign, as specified in General Order No. 75 of this Commission, and shall in every way be made suitable for the passage thereover of vehicles and other road traffic.

(3) Said crossing shall be further protected by a Standard No. 1 wig-wag signal, as specified in General Order No. 75.

(4) Applicant shall remove the track shown in yellow on the map (Los Angeles Division Drawing No. B-711), attached to the application, and shall repair the road to conform to the remainder thereof.

(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 28th day of June, 1929.

David L. Loefer
A. J. Seaver
Edward L. Loefer
Leon C. Whalley
M. J. Linn
Commissioners.