

DECISION NO. 22254

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 author-
ity to Construct, Maintain and Oper-
ate Spur Tracks at Grade upon and
across SOTO STREET and PICO BOULE-
VARD in the City and County of Los
Angeles, State of California.

ORIGINAL

Application No. 16345.

BY THE COMMISSION:

ORDER

Los Angeles and Salt Lake Railroad Company, a corporation, filed the above entitled application with this Commission on the 5th day of March, 1930, asking for authority to construct an industrial lead track at grade across Soto Street and an industrial lead and a spur track at grade across Pico Street (paper street) in the City of Los Angeles, 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 grade separations or to avoid grade crossings at the points mentioned in this application with said Soto and Pico 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 Los Angeles and Salt Lake Railroad Company to construct an industrial lead track at grade across Soto Street and an industrial lead and spur track at grade across Pico Street (paper street) in the City of Los Angeles, County of Los Angeles, State of California, at the locations hereinafter particularly described and as shown by the map (Exhibit A) attached to the application.

DESCRIPTION OF CROSSINGS

Beginning at a point in the easterly line of Soto Street, distant southeasterly 66.64 feet from the southeast corner of said Soto Street and Pico Boulevard; thence along a direct line and parallel with the southwesterly line of said Pico Boulevard 69.88 feet to a point in the westerly line of said Soto Street.

The above crossing shall be identified as a portion of Crossing No. 3-2.10-C.

Beginning at a point in the southwesterly line of Pico Boulevard, distant S. $62^{\circ} 47' 13''$ E. 904.28 feet from the southeast corner of said Pico Boulevard and Soto Street, said point being in a curve concave northerly and having a radius of 359.26 feet, the tangent to said curve at said point of beginning bearing S. $78^{\circ} 13' 35''$ E.; thence easterly along said curve a distance of 152.38 feet to a point in the northeasterly line of said Pico Boulevard, distant N. $65^{\circ} 27' 10''$ W. 1030.40 feet from the northerly line of Alosta Street;

also:

Beginning at a point in the southwesterly line of Pico Boulevard, distant S. $62^{\circ} 47' 13''$ E. 918.19 feet from the southeast corner of said Pico Boulevard and Soto Street, said point of beginning being a point in a curve concave northerly and having a radius of 1555.81 feet, the tangent to said curve at said point of beginning bearing S. $72^{\circ} 54' 28''$ E.; thence easterly along said curve a distance of 5.73 feet to the point of beginning

of a compounding curve, concave northerly, tangent to said last mentioned curve, and having a radius of 255.48 feet; thence easterly along said last mentioned curve a distance of 116.45 feet to the point of beginning of a compounding curve, concave northerly, tangent to said last mentioned curve, and having a radius of 372.26 feet; thence easterly along said last mentioned curve a distance of 38.22 feet to a point in the northeasterly line of said Pico Boulevard distant N. 65° 27' 10" W. 1009.45 feet from the northerly line of Alosta Street.

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

(1) This order is made upon the express condition that Pico Street is not now actually constructed and open to travel at the respective points of crossing, and said order shall not be deemed an authorization for the construction of an opening of said street to public use across said railroad tracks.

(2) Said crossing of Pico Street shall be so constructed that grades of approach not exceeding two (2) per cent will be feasible in the event that the construction of roadway along said Pico Street shall hereafter be authorized, and so that said grade crossing may be made safe for the passage thereover of vehicles and other road traffic.

(3) 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.

(4) Said crossing No. 3-2.10-C shall be constructed equal or superior to type shown as Standard No. 4, in General

Order No.72 of this Commission and shall be constructed of a width to conform to that portion of said street now graded, with the tops of rails flush with the pavement, and with grades of approach not exceeding three (3) per cent; and shall in every way be made suitable for the passage thereover of vehicles and other road traffic.

(5) Applicant shall, within ninety (90) days from the date of this order, file with this Commission a certified copy of a franchise or permit from the City of Los Angeles for the construction of said Crossing No. 3-2.10-C at grade, and in the event that this is not done, the authorization herein granted for the installation of said crossing shall lapse and thereupon become null and void and of no further force and effect.

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

(7) 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.

(8) 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 25th day of March, 1930.

C. L. Seavey

Miss E. L. Lott

M. J. Lee

COMMISSIONERS.