

Decision No. 22357

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
 the COUNTY OF LOS ANGELES for order
 authorizing a grade crossing over
 the Los Angeles and Salt Lake Rail-
 road Company's right of way on
 Ardmore Street.

APPLICATION NO. 16477

BY THE COMMISSION:

ORIGINALORDER

The Board of Supervisors of the County of Los Angeles, State of California, filed the above entitled application with this Commission on the 18th day of April, 1930, asking for authority to construct a public street, known as Ardmore Street, at grade across the track of Los Angeles and Salt Lake Railroad Company, in the vicinity of the City of South Gate, 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 Ardmore Street at grade across the track of Los Angeles and Salt Lake Railroad

Company at the location hereinafter particularly described and as shown by the map (Exhibit "A") attached to the application.

Description of Crossing

That portion of the Los Angeles and Salt Lake Railroad Company's right of way (formerly San Pedro, Los Angeles & Salt Lake R.R. right of way), as shown on map of Tract No. 349, recorded in Book 14, pages 194 and 195, of Maps. Records of Los Angeles County, within a strip of land 50 feet wide, lying 25 feet on each side of the westerly prolongation of the center line of Ardmore Street, as shown on said map.

The above crossing shall be identified as Crossing No.

3A-7.2.

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

(1) The cost of constructing and thereafter maintaining that portion of said crossing outside of lines two (2) feet outside of the rails shall be borne by applicant. The cost of constructing and thereafter maintaining that portion of the crossing between lines two (2) feet outside of the rails shall be borne by 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 approximately forty (40) degrees to the railroad and with grades of approach not greater than four (4) per cent; shall be constructed substantially in accordance with 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 in every way be made suitable for the passage thereon of vehicles and other road traffic.

(3) A standard No. 3 wigwag, as specified in General Order No. 75 of this Commission, shall be installed and maintained for the protection of said crossing. The cost of installing and thereafter

maintaining said wigwag shall be borne in accordance with the terms of the agreement attached to the application and marked Exhibit "C."

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

(5) 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.

(6) 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 22nd day of April, 1930.

Cl. Scamie

Leon O'Connell
Thos. J. Gentry

Commissioners