

Decision No. 22388

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of CITY OF HUNTINGTON PARK, a municipal corporation, for an easement at Florence Avenue, for public street purposes, over the right of way of the property of Los Angeles & Salt Lake Railroad Company, Union Pacific System, a railroad corporation.

ORIGINAL

APPLICATION NO. 16379

BY THE COMMISSION:

ORDER

The City Council of the City of Huntington Park, County of Los Angeles, State of California, filed the above entitled application with this Commission on the 19th day of March, 1930, asking for authority to widen and improve a public street known as Florence Avenue at grade across the tracks of the Los Angeles and Salt Lake Railroad Company, in said City of Huntington Park, as hereinafter set forth. Applicant filed a supplemental application on March 31, 1930, amending the description of the crossing proposed to be widened.

The Los Angeles and Salt Lake Railroad Company has signified by letter that it has no objection to the widening and improving 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 tracks 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 City Council of the City of Huntington Park, County of Los Angeles, State of California, to widen and improve Florence Avenue at grade across the tracks of the 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 land as constituting a part of the property of the Los Angeles & Salt Lake Railroad Company's right of way situate in the City of Huntington Park, County of Los Angeles, State of California, 25 feet wide, lying between the south boundary of Florence Avenue of said City of Huntington Park and a line drawn parallel thereto 25 feet south of the present boundary line of Florence Avenue and the same being a prolongation of the south boundary line of Florence Avenue as outlined in aforesaid Action No. 179827 and bounded on the east and west by the easterly and westerly boundaries of the right of way of the Los Angeles & Salt Lake Railroad Company's right of way; and that portion of land as constituting a part of the property of the Los Angeles & Salt Lake Railroad Company's right of way situate in the City of Huntington Park, County of Los Angeles, State of California, 25 feet wide, lying between the north boundary of Florence Avenue of said City of Huntington Park and a line drawn parallel thereto, 25 feet north of the present boundary line of Florence Avenue and the same being a prolongation of the north boundary line of Florence Avenue as outlined in aforesaid Action No. 211297 and bounded on the east and west by the easterly and westerly boundaries of the right of way of the Los Angeles & Salt Lake Railroad Company's right of way.

The above crossing shall be identified as Crossing No.

3A-5.9.

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 outside 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 outside rails shall be borne by the Los Angeles and Salt Lake Railroad Company. No

portion of the cost herein assessed to applicant for the construction or maintenance of said crossing shall be assessed by applicant, in any manner whatsoever, to the operative property of the Los Angeles and Salt Lake Railroad Company.

(2) The crossing shall be constructed of a width not less than sixty (60) feet and at an angle of approximately sixty (60) 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. 3, as specified in General Order No. 72 of this Commission; and shall in every way be made suitable for the passage thereon of vehicles and other road traffic.

(3) An additional 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 said wigwag shall be borne equally by applicant and the Los Angeles and Salt Lake Railroad Company. The cost of maintenance of said wigwag shall be borne by the Los Angeles and Salt Lake Railroad Company.

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

(5) If said crossing shall not have been widened and improved 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 29<sup>th</sup> day of April, 1930

Chas. Sawyer

Leon Whitney

Frank L. ...

Commissioners.