

Decision No. 22417

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 a grade crossing
over the Union Pacific Railroad
Company's right of way on Washington
Boulevard east of Elm Street.

APPLICATION NO. 16416

BY THE COMMISSION:

ORDER

The Board of Supervisors of the County of Los Angeles, State of California, filed the above entitled application with this Commission on the 1st day of April, 1930, asking for authority to construct a public street known as Washington Boulevard at grade across the track of Los Angeles and Salt Lake Railroad Company, in the said County of Los Angeles, as hereinafter set forth.

Said track is jointly owned and operated over by The Atchison, Topeka and Santa Fe Railway Company and the Los Angeles and Salt Lake Railroad Company. The Atchison, Topeka and Santa Fe Railway Company and the Los Angeles and Salt Lake Railroad Company have signified by letter that they have 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 Washington Boulevard at grade across the track of The Atchison, Topeka and Santa Fe Railway Company and 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

Those portions of Lots 1 and 2 of Tract No. 8470, as shown on map recorded in Book 117, pages 84 and 85, of Maps, Records of Los Angeles County, and that portion of the spur track right of way of the Los Angeles Salt Lake Railroad Company and The Atchison, Topeka & Santa Fe Railway Company, lying northeasterly of said Lot 1, within a strip of land 50 feet wide, the southerly line of which is the easterly prolongation of the northerly line of Lot 8, said tract.

The above crossing shall be identified as Crossing No. 2-147.32-C.

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

1. The entire expense of constructing and thereafter maintaining said crossing shall be borne in accordance with the terms of the agreement attached to the application and marked Exhibit "C." Any portion of the cost of constructing or maintaining said crossing, which may be assessed to the railroads under the terms of said agreement, shall be borne equally by The Atchison, Topeka and Santa Fe Railway Company and the Los Angeles and Salt Lake Railroad Company. The actual work of constructing that portion of the crossing between lines two (2) feet outside of the rails shall be performed by the railroad companies.
2. The crossing shall be constructed of a width not less than twenty-four (24) feet, nor more than seventy (70) feet, and at an angle to the railroad as shown on Exhibit "A" attached to the application, and with grades of approach not greater than two (2) per cent; shall be constructed substantially in accordance with Standard

No. 3 or No. 4, 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 said wigwag shall be borne in accordance with the terms of the agreement attached to the application and marked Exhibit "C," and that portion assessed to the railroads thereunder shall be borne equally by The Atchison, Topeka and Santa Fe Railway Company and Los Angeles and Salt Lake Railroad Company. The cost of maintaining said wigwag shall be borne equally by The Atchison, Topeka and Santa Fe Railway Company and 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 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 10th day of May, 1930.

Ch. L. Lacey

Ernest L. ...

Thos. L. ...

Commissioners.