

Decision No. 22420**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 Atchison, Topeka and) APPLICATION NO. 16419
Santa Fe Railway Company's right)
of way on Washington Boulevard,)
1500 feet east of Soto Street.)

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 The Atchison, Topeka and Santa Fe Railway Company in the City of Los Angeles, as hereinafter set forth. Said track is jointly operated over by The Atchison, Topeka and Santa Fe Railway Company and the Los Angeles and Salt Lake Railroad Company, but is owned by private interests.

Applicant filed a certified copy of a resolution of the City Council of the City of Los Angeles, in which said City Council consented to the exercise of exclusive jurisdiction by the County of Los Angeles for the construction of Washington Boulevard through said City.

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 jointly operated over by 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

That portion of The Atchison, Topeka and Santa Fe Railway Company's spur track right of way, which lies approximately 495 feet westerly, measured at right angles, from the westerly line of Lot 1 of the Subdivision of the Martinez Tract, as shown on map recorded in Book 55, page 24, of Miscellaneous Records of Los Angeles County, within a strip of land 100 feet wide, lying 50 feet on each side of the following described center line:

Beginning at a point in the westerly prolongation of the center line of Holabird Avenue, as shown on map of Tract No. 6224, recorded in Book 74, pages 38 and 39, of Maps, Records of said County, which is S. 89° 32' 47" W. thereon 2.43 feet from the center line of Downey Road (designated "City of Vernon Boundary Line") as shown on said last mentioned map; thence N. 24° 36' 37" W. to a point which is northwesterly along said last mentioned course 78.69 feet from the southwesterly prolongation of the northwesterly line of Lot 48, said last mentioned tract; thence N. 66° 33' 37" W. 2500 feet.

The above crossing shall be identified as Crossing No.

2-144.09-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." 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 of approximately seventy (70) degrees to the railroad, 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 Standard No. 1 crossing signs, 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) No train, engine, motor or car shall be operated over said crossing unless said train, engine, motor or car shall be under full control, and unless traffic on the highway be protected by a member of the train crew or other competent employee acting as flagman.

(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 13th day of May, 1930.

O. L. Sawyer
Commissioner

Thos. G. L. Smith

Commissioners.