

Decision No. 22998

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 authority  
to construct, maintain and operate  
a spur track at grade upon and  
across Drawbridge Way, Kern Place,  
Amor Place, Eldorado Street and  
Tulare Place in the City of Long  
Beach, County of Los Angeles, State  
of California.

Application No. 16240

**ORIGINAL**

BY THE COMMISSION:

ORDER

Los Angeles & Salt Lake Railroad Company, a corpora-  
tion, filed the above entitled application with this Commis-  
sion on the 18th day of January, 1930, asking for authority to  
construct a spur track at grade across Drawbridge Way (Paper  
Street), Kern Place, Amor Place, El Dorado Street and a por-  
tion of Tulare Place, in the City of Long Beach, 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 streets and that this  
application should be granted subject to the conditions here-  
inafter specified, therefore

IT IS HEREBY ORDERED that permission and authority be  
and it is hereby granted to Los Angeles & Salt Lake Railroad  
Company to construct a spur track at grade across Drawbridge Way

(Paper Street), Kern Place, Amor Place, Eldorado Street and a portion of Tulare Place in the City of Long Beach, County of Los Angeles, State of California, at the locations hereinafter particularly described and as shown by the map (Drawing No. 38199-103) attached to the application.

Description of Crossings

Drawbridge Way

Beginning at a point on the northerly line of Drawbridge Way, distant S.66°24' W.40.31 feet from the intersection of said northerly line with the prolongation of the westerly line of Kern Place, said point of beginning being a point on a curve concave southwesterly and having a radius of 573.69 feet, the tangent to said curve at said point bearing N.89°51' E; thence easterly along said curve 37.68 feet to a point on the southerly line of Drawbridge Way distant S.66°24' W.3.77 feet from the westerly line of Kern Place.

Kern Place

Beginning at a point on the westerly line of Kern Place, distant S.14°46' E.1.80 feet from the southerly line of Drawbridge Way, said point being a point in a curve concave southwesterly and having a radius of 573.69 feet, the tangent to said curve at said point bearing S.85°57' E; thence southeasterly along said curve 31.97 feet to a point on the easterly line of Kern Place, distant S.14°46' E. 17.63 feet from the southerly line of Drawbridge Way.

The above crossing shall be identified as Crossing No.3A-23.34-C.

Amor Place

Beginning at a point on the westerly line of Amor Place, distant N.14°46' W.182.22 feet from the northerly line of Eldorado Street, said point being a point in a curve concave southwesterly and having a radius of 573.69 feet, the tangent to said curve at said point bearing S.61°16' E; thence southeasterly along said curve, a distance of 42.91 feet to a point on the easterly line of Amor Place distant N.14°46' W.151.46 feet from the northerly line of Eldorado Street.

The above crossing shall be identified as Crossing No.3A-23.50-C.

Eldorado Street and Tulare Place

Beginning at a point on the northerly line of Eldorado Street distant N.75°14' E.124.12 feet from the easterly line of Amor Place; thence S.53°45'30" E.56.23 feet across Eldorado Street to a point in Tulare Place, distant N.57°18'13" E.20.48 feet from the southwest corner of Eldorado Street and Tulare Place.

The above crossing shall be identified as Crossing No.3A-23.55-C.

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

(1) This order is made upon the express condition that Drawbridge Way is not now actually constructed and open to travel at the respective point 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 track.

(2) Said crossing of Drawbridge Way 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 Drawbridge Way 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) Crossings Nos.3A-23.34-C and 3A-23.50-C shall be constructed equal or superior to type shown as Standard No. 2, and Crossing No.3A-23.55-C shall be constructed equal or superior to type shown as Standard No.3 in General Order No. 72 of this Commission and shall be constructed without super-elevation and of a width to conform to those portions of said

streets now graded, with the tops of rails flush with the roadway or pavement and with grades of approach not exceeding three (3) per cent; 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 thereover of vehicles and other road traffic.

(5) Applicant shall, within one hundred and twenty (120) days from the date of this order, file with this Commission a certified copy of a franchise or permit from the City of Long Beach for the construction of said crossings at grade.

(6) No train, engine, motor or car shall be operated over Crossing No. 3A-23.55-C 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 flagmen.

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

(8) 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.

(9) 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 24<sup>th</sup> day of October, 1930.

C. C. Harvey

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Thos. J. Lott

M. J. Carr  
Commissioners