

Decision No. 10890

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

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In the matter of the application of
Los Angeles & Salt Lake Railroad Com-
pany for permission to construct a
spur track at grade across Lemon Street
in the City of Los Angeles, County of
Los Angeles, State of California, and
also crossing existing spur track of
The Atchison, Topeka and Santa Fe
Railway Company in said City, County
and State.

ORIGINAL

Application No. 7913

BY THE COMMISSION:

O R D E R

Los Angeles and Salt Lake Railroad Company, a corporation,
having on June 3, 1922, filed with the Commission an application
for permission to construct a spur track at grade across Lemon Street
and across an existing spur track of The Atchison, Topeka and Santa
Fe Railway Company in the City of Los Angeles, County of Los Angeles,
State of California, as hereinafter indicated, and it appearing to
the Commission that this is not a case in which a public hearing is
necessary; that the necessary franchise or permit has been granted
by the City Council of said City of Los Angeles for the construction
of said crossing at grade; that said Atchison, Topeka and Santa Fe
Railway is not opposed to said crossing of its said spur track, and
it further appearing that it is not reasonable nor practicable to
avoid grade crossings with said Lemon Street and said spur track,
and that this application should be granted subject to the con-
ditions hereinafter specified,

IT IS HEREBY ORDERED, that permission be and it is hereby
granted Los Angeles and Salt Lake Railroad Company to construct a

spur track at grade across Lemon Street in the City of Los Angeles, County of Los Angeles, State of California, described as follows:

Beginning at a point in center line of Freight Terminal Lead Track No. 1, westerly of Lemon Street and 183.59 feet northerly, measured along said Track No. 1, from the intersection of center line of said Track No. 1, with the center line of 10th Street, which point is Station 31 plus 34.79 of said Track No. 1 and Station 0 plus 00 of this survey: thence southerly on a standard No. 9 turnout to the left, 78.97 feet to heel of frog at Station 0 plus 78.97: thence south easterly on a curve to the left, with radius of 287.94 feet, a distance of 16.48 feet, more or less to Station 0 plus 95.45 in the westerly line of Lemon Street: Thence continuing southeasterly on aforesaid curve a distance of 65.80 feet to Station 1 plus 61.25, which point is in center line of Lemon Street 31.60 feet northerly from the intersection of center lines of Lemon Street and 10th Street respectively, the angle of intersection of center line of Lemon Street with tangent to said curve at this point being $24^{\circ}13'-15''$: thence continuing southeasterly on said curve a distance of 41.87 feet, to Station 2 plus 03.12 in the easterly line of Lemon Street: thence continuing southeasterly on said curve 184.32 feet to Station 3 plus 87.44: thence easterly on tangent to aforesaid curve a distance of 23.59 feet to point of frog at Station 4 plus 11.03: thence easterly along a standard No. 7 turnout to the left, a distance of 60.70 feet to Station 4 plus 71.73 at point of switch, connecting with an existing track within the yards of the Hauser Packing Company.

All of the above as shown by the map attached to the application; said crossing to be constructed subject to the following conditions, viz:

(1) The entire expense of constructing the crossing, together with the cost of its maintenance thereafter in good and first-class condition for the safe and convenient use of the public shall be borne by applicant.

(2) Said crossing shall be constructed of a width and type of construction to conform to that portion of Lemon Street now graded, with grades of approach not exceeding two (2) per cent; shall be protected by a suitable crossing sign and shall in every way be made safe for the passage thereover of vehicles and other road traffic.

IT IS HEREBY FURTHER ORDERED, that permission be and it is hereby granted Los Angeles and Salt Lake Railroad Company to con-

struct a spur track at grade across a spur track of The Atchison, Topeka and Santa Fe Railway Company described as follows:

A standard gauge spur track, laid along the following described center line:- Beginning at point in existing track which is point of switch and Station 0 plus 00 of this survey; thence easterly along a standard No. 7 turnout to the left, a distance of 60.7 feet to point of frog; thence easterly, tangent to last aforesaid turnout a distance of 4.80 feet to Engineer Station 0 plus 65.5; thence easterly along a curve concave to the north and with radius of 287.94 feet a distance of 97.20 feet to Station 1 plus 62.7; thence easterly along tangent to last aforesaid curve, a distance of 50.50 feet, more or less, to intersection with center line of existing spur belonging to A. T. & S. F. Railway Company, which point is 473.7 feet, measured along said existing spur, from the intersection thereof with the northerly line of 11th Street; thence easterly along aforesaid tangent, a distance of 304.80 feet to the end of track, the last aforesaid tangent intersecting center line of aforesaid A. T. & S. F. spur at an angle of 89°-15' to the left; as shown in yellow line on map attached, marked "Exhibit C" and identified as Division Engineer's Drawing No. 6-W-48.

All of the above as shown by the map attached to the application; said crossing to be constructed subject to the following conditions, viz:

(1) The entire expense of constructing the crossing, together with the cost of its maintenance thereafter shall be borne by applicant.

(2) Applicant shall, on or before ninety (90) days from the date of this order file with the Commission a copy of agreement with said Atchison, Topeka and Santa Fe Railway Company covering the installation of, maintenance of and operation over said crossing.

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

(4) The authorization herein granted for the installation of said crossing will lapse and become void one year from the date of this order unless further time is granted by subse-

quant order.

(5) 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.

Dated at San Francisco, California, this 19th day of August, 1922.

H. B. Brundage
Irving Martin
J. F. Benedict
Commissioners.