

ORIGINAL

Decision No. 10961

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

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In the matter of the application of  
Southern Pacific Company for permission  
to construct its spur tracks at grade along and  
across Center Avenue in the City of Vernon,  
County of Los Angeles, State of California. ) Application 8215.

BY THE COMMISSION:

O R D E R

Southern Pacific Company, a corporation, having on August 30, 1922, filed with the Commission an application for permission to construct its spur tracks at grade along and across Center Avenue in the City of Vernon, 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 (Ordinance No.240) has been granted by the Board of Trustees of said City of Vernon for the construction of said crossings at grade, and it further appearing that it is not reasonable nor practicable to avoid grade crossings with said Center Avenue, and that this application should be granted subject to the conditions hereinafter specified,

IT IS HEREBY ORDERED, that permission be and it is hereby granted Southern Pacific Company to construct its spur tracks at grade along and across Center Avenue in the City of Vernon, County of Los Angeles, State of California, described as follows:

TRACK NO. 1

FIRST: BEGINNING at a point in the northerly line of Center Avenue, in the City of Vernon, also the southerly line of the A.G. Newton 7.71 acre tract as recorded in Book 11 of Maps, Page 136, of Los Angeles County, said point being distant 130.45 feet, measured North  $89^{\circ} 49'$  East along said northerly line of Center Avenue from the southwest corner of said A. G. Newton tract; thence easterly along a curved line concave to the north, having a radius of 288.0 feet, whose tangent at point of beginning makes an angle to the southeast of  $25^{\circ} 05' 01''$  with said northerly line of Center Avenue, a distance of 61.73 feet to a point in the southerly line of Center Ave.; thence continuing easterly along last described course across private property a distance of 128.71 feet to a point in said southerly line of Center Ave.; thence continuing northeasterly along last described course a distance of 17.58 feet to a point; thence northeasterly along a straight line, tangent to last described course, a distance of 11.2 feet to a point in said northerly line of Center Avenue.

SECOND: BEGINNING at a point in the easterly line of said A. G. Newton tract, said point being distant 8.6 feet, measured northerly along said easterly line of the A. G. Newton tract from the southeast corner of said A. G. Newton tract; thence easterly on Center Avenue along a line parallel with and distant northerly at right angles 28.39 feet from southerly line of said Center Avenue a distance of 868.5 feet, more or less, to a point; thence along a curved line concave to the south, having a radius of 286.75 feet and tangent to last described course, a distance of 130.5 feet, more or less, to a point of intersection with said southerly line of Center Avenue.

TRACK NO. 2.

BEGINNING at a point in the center line of Track No. 1, as hercinbefore described, said point being distant 270.0 feet, more or less, measured easterly along said center line of Track No. 1 from intersection with the easterly line of the A. G. Newton tract; thence easterly along a straight line, making an angle of  $10^{\circ} 37'$  to the southeast with said center line of Track No. 1, a distance of 15 feet; thence southeasterly along a curved line concave to the south, having a radius of 385.67 feet and tangent to last described course, a distance of 44.07 feet; thence continuing southeasterly along a straight line tangent to last described course a distance of 5 feet; thence continuing southeasterly along a curved line concave to the south, having a radius of 239.17 feet and tangent to last described course, a distance of 77.5 feet, more or less, to point of intersection with the south line of said Center Avenue.

all of the above as shown by the map (Los Angeles Div. Drawing F-8121) attached to the application; said crossings to be constructed subject to the following conditions, viz:

(1) 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.

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

(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 crossings will lapse and become void one year from the date of this order unless further time is granted by subsequent 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 7<sup>th</sup> day of September, 1922.

H. B. Brundige  
Erving Martin  
J. F. Benedict

Commissioners.