

ORIGINAL

Decision No. 11136

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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In the matter of the application of)
Southern Pacific Company for an order)
authorizing the construction of team)
tracks at grade across Alameda and)
Sixth Streets, in the City of Los)
Angeles, State of California.)

Application No. 8090

BY THE COMMISSION:

SUPPLEMENTAL ORDER

Southern Pacific Company having on October 13, 1922 filed with the Commission supplemental application for permission to construct a team track at grade across Alameda Street and across Sixth Street, City of Los Angeles and for two cross-over tracks between existing main line tracks in Alameda Street between Fourth Street and Sixth Street, City of Los Angeles in a location different than that authorized in Decision No. 10995 in Application No. 8090, and it appearing to the Commission that this is not a case in which a public hearing is necessary and that said supplemental application should be granted subject to the conditions hereinafter specified,

IT IS HEREBY ORDERED, that the Order in Decision No. 10995 be and it is hereby amended to read as follows:

O R D E R

Southern Pacific Company having applied to the Commission for an order authorizing the construction of three crossings at grade as hereinafter described, a public hearing having been held and the matter having been submitted,

IT IS HEREBY ORDERED, that permission be and it is hereby granted Southern Pacific Company to construct three crossings at grade in the City of Los Angeles, County of Los Angeles, State of California, described as follows:

Track No. 1

Beginning at a point in the west bound main track of the Southern Pacific Railroad Company's San Pedro Branch, said point being a proposed point of switch and located 26.25 feet northerly, measured along said railroad center line from the intersection of the northerly property line of Sixth Street with the aforesaid railroad center line; said point of beginning is also located 1.10 feet easterly, measured at right angles from the center line of Alameda Street; thence southeasterly from the aforesaid described point of switch, along a curve concave to the east and having a radius of 252.35 feet, a distance of 26.65 feet to a point; thence southeasterly tangent to the last described course 28.78 feet to the beginning of a curve concave to the northeast and having a radius of 239.17 feet; thence southeasterly along said curve 82.6 feet to an intersection with the easterly property line of Alameda Street, the tangent of this curve at the aforesaid point of intersection makes an angle to the southeast of $30^{\circ} 30'$ with the easterly property line of Alameda Street, said point of intersection is also 49.42 feet southerly from the intersection of the south property line of Sixth Street with the east property line of Alameda Street.

Track No. 2

Starting at the point of intersection of the center line of Sixth Street with the center line of Alameda Street; thence northerly along said center line of Alameda Street 190.0 feet to a point; thence westerly at right angles to last described course 6.0 feet more or less to point of beginning in the center line of the westbound main track of the Southern Pacific Railroad Company's San Pedro Branch, said point being point of switch of proposed crossover; thence northerly along a curve concave to the west, having a radius of 402.35 feet and tangent to the center line of westbound main track of the Southern Pacific Railroad Company's San Pedro Branch, a distance of 18.58 feet; thence northwesterly along a curve concave to the west, having a radius of 518.85 feet, and tangent to last described course, 36.71 feet; thence northwesterly along a straight line tangent to last described course 31.9 feet; thence continuing northwesterly along a curve concave to the east, having a radius of 518.85 feet, and tangent to last described course a distance of 36.71 feet; thence northerly along a curve concave to the east, having a radius of 402.35 feet, and tangent to last described course, a distance of 18.58 feet to a point in the center line of the east bound main track of the Southern Pacific Railroad Company's San Pedro Branch.

Track No. 3

Starting at the point of intersection of the center line of Sixth Street with the center line of Alameda Street; thence northerly along said center line of Alameda Street

2397 feet to a point; thence westerly at right angles to last described course 6.0 feet more or less to point of beginning in the center line of the westbound main track of the Southern Pacific Railroad Company's San Pedro Branch, said point being point of switch of proposed crossover; thence northerly along a curve concave to the west, having a radius of 402.35 feet and tangent to the center line of westbound main track of the Southern Pacific Railroad Company's San Pedro Branch, a distance of 18.58 feet; thence northwesterly along a curve concave to the west, having a radius of 518.85 feet, and tangent to last described course, 36.71 feet; thence northwesterly along a straight line tangent to last described course, 31.9 feet; thence continuing northwesterly along a curve concave to the east, having a radius of 518.85 feet, and tangent to last described course a distance of 36.71 feet; thence northerly along a curve concave to the east, having a radius of 402.35 feet and tangent to last described course, a distance of 18.58 feet to a point in the center line of the eastbound main track of the Southern Pacific Railroad Company's San Pedro Branch.

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

(1) Applicant shall not use the granting of this application either by way of defense or argument on the ground of capital expenditure or in any other way against any order of this Commission heretofore or hereafter made providing for any railroad unification or terminal plans in the City of Los Angeles.

(2) A certified copy of a franchise granting applicant the right to construct the above described tracks shall be filed with the Commission before construction of said crossings is commenced.

(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) Said crossings shall be constructed of a type of construction to conform to those portions of said Sixth Street and said Alameda Street, the rails to be laid flush with the surface of said streets; 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.

