

Decision No. 11216.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application of Southern Pacific Company for permission to construct a track at grade across East 25th Street and at grade across Alameda Street and to relocate two of its tracks at grade across East 25th Street in the City of Vernon, County of Los Angeles, State of California.

ORIGINAL

Application 8228.

BY THE COMMISSION:

O R D E R

Southern Pacific Company, a corporation, having on September 6, 1922, filed with the Commission an application for permission to construct a track at grade across East 25th Street and at grade across Alameda Street and to relocate two of its tracks at grade across East 25th Street 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 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 East 25th Street and said Alameda Street, 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 a track at grade across East 25th Street and at grade across Alameda Street and to relocate

two of its tracks at grade across East 25th Street in the City of Vernon, County of Los Angeles, State of California, in the locations described as follows:

Commencing at the intersection of the westerly line of Alameda Street with the North Charter Boundary line of the City of Vernon; thence southerly along said westerly line of Alameda Street 24.94 feet to point of intersection with the westerly prolongation of the northerly line of E 25th Street; thence N 89° 12' E along said northerly line of E 25th Street 800.27 feet to point of beginning said point being point of intersection of said northerly line of E 25th Street with the center line of proposed track; thence southwesterly across E 25th Street along a straight line making an angle to the southwest of 33° 41' with said northerly line of E 25th Street, 108.19 feet to point of intersection with the southerly line of E 25th Street. Said point being distant 630.0 feet more or less, measured easterly along said southerly line of E 25th Street from its intersection with the easterly line of Alameda Street.

Beginning at a point in the easterly Right-of-Way line of the Southern Pacific Railroad Company's San Pedro Branch, said point being distant 770.00 feet, measured S.00° 45' East along said easterly Right-of-Way line from its intersection with the north charter boundary of the City of Vernon, thence northeasterly across Alameda Street along a curve, concave to the southeast, having a radius of 514.57 feet and whose tangent at point of beginning makes an angle to the northeast of 7° 59' with said easterly Right-of-Way line 137.34 feet to point of intersection with the easterly line of Alameda Street, said point being distant 556.0 feet, more or less, measured southerly along said easterly line of Alameda Street from its intersection with the southerly line of E 25th Street.

Beginning at a point in the easterly right-of-way line of the Southern Pacific Railroad Company's San Pedro Branch; said point being distant 45.6 feet, measured S.00° 45' E along said easterly Right-of-Way line from its intersection with the North Charter Boundary of the City of Vernon; thence southeasterly, across Alameda Street, along a curve concave to the northeast, having a radius of 280.34 feet and whose tangent at point of beginning makes an angle to the southeast of 10° 32' with said easterly Right-of-Way line, 89.44 feet to point of intersection with the easterly line of Alameda Street, said point being distant 45.0 feet, more or less, measured southerly along said easterly line of Alameda Street from its intersection with the southerly line of E 25th Street.

Beginning at a point in the easterly right-of-way line of the Southern Pacific Railroad Company's San Pedro Branch; said point being distant, 955 feet, measured S 0° 45' E along said easterly right-of-way line from its intersection with the North Charter Boundary of the City of Vernon; thence southeasterly across Alameda Street along a curve concave to the northeast, having a radius of 273.22 feet and whose tangent at point of beginning makes an angle to the southeast of 11° 06' with said easterly right-of-way line 87.11 feet to point of intersection with the easterly line of Alameda Street, said point being distant 972 feet more or less, measured southerly along said easterly line of Alameda Street from its intersection with the southerly line of East 25th Street.

All of the above as shown by the map (Los Angeles Division Drawing F8255 Sheet 1) attached to the application; said crossings to be constructed and relocated 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) The entire expense of constructing and relocating 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.

(3) Said crossings shall be constructed of a width and type of construction to conform to those portions of East 25th Street and Alameda Street now graded, with grades of approach not exceeding one (1) 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.

(4) An automatic flagman shall be installed for the protection of the crossing of said track across East 25th Street. Said automatic flagman shall be of a type and installed in accordance with plans or data approved by the Commission. The entire cost of installing and maintaining said automatic flagman shall be borne by applicant.

(5) No locomotive, train or car shall be operated over said crossing of East 25th Street between the hours of 4 p.m. and 6 p.m.

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

(7) 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.

(8) 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 10<sup>th</sup> day of November, 1922.

W. H. Anderson  
Waring Martin  
J. F. Anderson  
Commissioners.