

Decision No. 11280

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application of Pacific Southwestern Railroad Company for permission to construct its track at grade across certain avenues, streets and alleys in the City of Lompoc, County of Santa Barbara, State of California.

Application 8300.

BY THE COMMISSION:

O R D E R

Pacific Southwestern Railroad Company, a corporation, having on October 3, 1922, filed with the Commission an application for permission to construct its track at grade across certain avenues, streets and alleys in the City of Lompoc, County of Santa Barbara, 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 Lompoc 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 avenues, streets and alleys, 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 Pacific Southwestern Railroad Company to construct

its track at grade across "A" Street between Laurel Avenue and Chestnut Avenue. Walnut Avenue, Ocean Avenue, Cypress Avenue, "A" Street near Hickory Avenue, alley between "A" Street and "B" Street, "B" Street, Olive Avenue, alley between "B" Street and "C" Street, "C" Street, alley between "C" Street and "D" Street, Locust Avenue near "D" Street, "D" Street, alley between "D" Street and "E" Street, "E" Street, alley between "E" Street and "F" Street, "F" Street, alley between "F" Street and "G" Street, "G" Street, alley between "G" Street and "H" Street, Locust Avenue near "H" Street, "H" Street, alley between "H" Street and "I" Street and Willow Avenue in the City of Lompoc, County of Santa Barbara, State of California, described as follows:

BEGINNING at a point of intersection with the track of Southern Pacific Railroad Company at or near the intersection of "B" Street and Laurel Avenue, thence southeasterly along a curve concave southwesterly having a radius of 458.59 feet a distance of 720 feet to a point in the center line of "A" Street, thence southerly along the center line of "A" Street a distance of 2393.6 feet, thence southwesterly along a curve with a radius of 716.34 feet concave northwesterly a distance of 562.5 feet, thence tangent southwesterly a distance of 822.9 feet, thence southwesterly along a curve having a radius of 573.14 feet concave northwesterly a distance of 450 feet to a point in the center line of Locust Avenue, thence westerly along the center line of Locust Avenue a distance of 1314.4 feet, thence along a curve southwesterly having a radius of 458.59 feet concave southeasterly a distance of 511.6 feet, thence tangent southwesterly a distance of 360 feet more or less to the southerly line of Willow Avenue.

All of the above as shown by the map 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 of "A" Street, Walnut Avenue, Ocean Avenue, Cypress Avenue, Olive Avenue, "C" Street, Locust Avenue and "G" Street shall be constructed of a width and type of construction to conform to those portions of "A" Street, Walnut Avenue, Ocean Avenue, Cypress Avenue, Olive Avenue, "C" Street, Locust Avenue and "G" Street now graded with grades of approach not exceeding four (4) per cent except that the grades of approach of said crossing of "C" Street may be five (5) per cent; shall each 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.

(3) An automatic flagman shall be installed for the protection of said crossing of Ocean Avenue; 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 thereafter maintaining said automatic flagman shall be borne by applicant.

(4) This order is made upon the express condition that the alley between "A" Street and "B" Street, "B" Street, the alley between "B" Street and "C" Street, the alley between "C" Street and "D" Street, "D" Street, alley between "D" Street and "E" Street, "E" Street, alley between "E" Street and "F" Street, "F" Street, alley between "F" Street and "G" Street, alley between "G" Street and "H" Street, "H" Street, the alley between "H" Street and "I" Street and Willow Avenue are not now

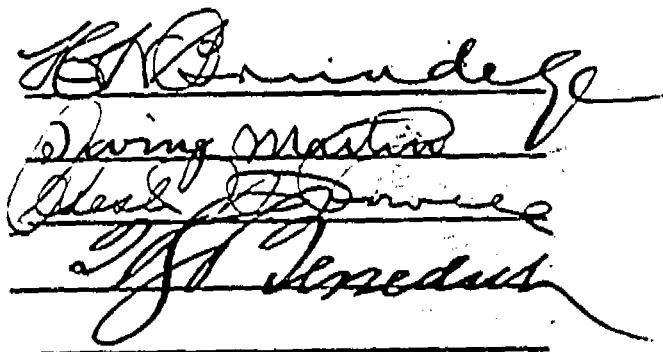
actually constructed and open to travel at their respective points of crossing and said order shall not be deemed as authorization for the construction or opening of said last named avenues, streets and alleys to public use and travel across said railroad track.

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

(6) 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.

(7) 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 27 day of November, 1922.


Commissioners.