

ORIGINAL

Decision No. 11537

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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In the matter of the application of Southern Pacific Company for permis- sion to construct a spur track at grade across Nadeau and Meyer Streets in the City of San Fernando, County of Los Angeles, State of California.	) ) ) ) ) ) )	Application No. 8586.
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BY THE COMMISSION:

O R D E R

Southern Pacific Company, a corporation, having on January 18, 1923, filed with the Commission an application for permission to construct a spur track at grade across Nadeau and Meyer Streets, in the City of San Fernando, 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. 177) has been granted by the Board of Trustees of said City of San Fernando for the construction of said crossing at grade, and it further appearing that it is not reasonable nor practicable to avoid a grade crossing with said Nadeau and Meyer 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 spur track at grade across Nadeau and Meyer Streets in the City of San Fernando

County of Los Angeles, State of California, described as follows:

Beginning at a point in the northwesterly line of Meyer Street, said point being distant southwesterly 21.75 feet measured along said northwesterly line, from the southwesterly Right of Way of Southern Pacific Company; thence easterly on a curved line concave to the north and having a radius of 573.14 feet a distance of 147.0 feet; thence continuing easterly on a straight line tangent to last described course a distance of 13.0 feet to a point on the northeasterly line of Nadeau Street, which is also the southwesterly boundary line of the Right of Way of the Southern Pacific Company, said point being distant southeasterly 158.0 feet, more or less, measured along said Right of Way line from the northwesterly line of Meyer Street.

All of the above as shown by the map (Los Angeles Division Drawing F-7683) attached to the application; said crossing to be constructed subject to the following conditions:

(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 those portions of Nadeau and Meyer Streets now graded, with grades of approach not exceeding three (3) 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.

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

(4) The authorization herein granted for the installation of said crossing shall 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 crossing 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.

The effective date of this order shall be five (5) days after the making thereof.

Dated at San Francisco, California, this 22d day of January, 1923.

C. Seavey

Dwight Martin

Eugene Shore

J. Whittey  
Commissioners.