

ORIGINAL

Decision No. 3160

Decision No. _____.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application of)
SOUTHERN PACIFIC COMPANY for per-)
mission to construct a spur track)
at grade across the intersection)
of 48th Place and Alameda Street,)
in the City of Vernon, Los Angeles)
County, California.)
.....

Application No. 2133.

By the Commission,

ORDER

SOUTHERN PACIFIC COMPANY, a corporation, having on March 14, 1916, filed with the Commission an application for permission to construct a spur track at grade across intersection of 48th Place and Alameda Street in the City of Vernon, Los Angeles County, 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 permit has been granted by the Board of Trustees of the 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 streets, and that this application should be granted subject to the conditions hereinafter specified,

IT IS HEREBY ORDERED, That permission be hereby granted Southern Pacific Company to construct a spur track at grade across the intersection of 48th Place and Alameda Street, in the City of Vernon, Los Angeles County, California, described as follows:

Beginning at a point in the Southern Pacific Railroad Company's most westerly main track in Alameda Street at engineer station 863 plus 76, said point being distant southerly measured along aforesaid

main track ninety-five (95) feet from the easterly prolongation of the center line of Forty-eighth Place, formerly Rubio St., with the center line of the aforesaid Southern Pacific Railroad Company's westerly main track; thence along an irregular curve concave to the west Fifty-nine (59) feet, more or less, to a point, said point being distant westerly at right angles four and seven-tenths (4.7) feet from the aforesaid center line of main track; thence tangent to the last described curve fifty-one (51) feet, more or less, to its intersection with the aforesaid Southern Pacific Railroad Company's right of way line, aforesaid line also being the east line of Alameda Street; thence continuing northerly along the aforesaid tangent ten feet (10) to the beginning of a curve concave to the west and having a radius of two hundred thirty nine and seventeen-hundredths (239.17) feet; thence along the aforesaid curve over and across Alameda Street eighty-five (85) feet, more or less, to the west line of Alameda Street, said point being distance northerly seventy-five (75) feet, more or less, from the northwest corner of Alameda Street and Forty-eighth Place; thence continuing along the aforesaid curve over and across private property two hundred thirty-eight (238) feet, more or less, to a point; thence tangent to the last described curve twenty-one (21) feet, more or less, to end of spur track.

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 shall be constructed of a width and type of construction to conform to those portions of 48th Place and Alameda Street now graded, with grades of

approach not exceeding four (4) 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) 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 14th day of March, 1916.

Max Shelton
H. S. Fordland
Elwin O. Egerton

Commissioners.