

Decision No. 4616

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 side track at)
grade across Compton Avenue, in the)
City of Los Angeles, Los Angeles)
County, California.)
.....)

Application No. 3169.

By the Commission,

O R D E R.

SOUTHERN PACIFIC COMPANY, a corporation, having on August 30, 1917, filed with the Commission an application for permission to construct a side track at grade across Compton Avenue, in the City of Los Angeles, 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 franchise or permit has been granted by the City of Los Angeles 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 Compton Avenue, 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 side track at grade across Compton Avenue, in the City of Los Angeles, Los Angeles County, California, described as follows:-

"Beginning at a point on private property in the center line of the constructed main track of the Southern Pacific Railroad Company, said point being distant easterly 869.0 feet measured along the aforesaid center line of track from it's intersection with the easterly line of Compton Avenue, thence westerly along an irregular curve concave to the north a distance of 54.21 ft., to a point; thence north-westerly tangent to the last described curve 7 feet, more or less, to a point; thence northwesterly along a curve concave to the south 102.25 feet to a point of reverse curve, said point being distant northerly 13 feet measured at right angles from the aforesaid center line of main track; thence north-westerly along a curve concave to the north, parallel with

the aforesaid center line of main track, 269.51 feet to a point; thence northwesterly along an irregular curve concave to the north parallel with the aforesaid main track 90 feet to a point; thence northwesterly tangent to the last described curve and parallel with said center line of main track 346 feet to it's intersection with the aforesaid easterly line of Compton Avenue; said point being distant Northeasterly 13.62 feet measured along the aforesaid easterly line of Compton Avenue from it's intersection with the aforesaid center line of main track; thence continuing northwesterly across Compton Avenue parallel with said center line of track 62.85 feet to it's intersection with the westerly line of Compton Avenue; said point being distant northeasterly 13.62 feet measured along the aforesaid westerly line of Compton Avenue from it's intersection with the aforesaid center line of Main track; thence continuing across private property parallel with said center of main track 964.72 feet to a point; thence along a curve concave to the south 102.25 feet to a point; thence southwesterly tangent to last described curve 7 feet to a point; thence southwesterly along an irregular curve concave to the north 54.21 feet to a point in the aforesaid center line of track."

All of the above as shown by the map attached to the application; said crossing to be constructed subject to the following conditions, viz.:-

(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 that portion of Compton Avenue now graded, with grades of approach not exceeding four (4) 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) 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.

Dated at San Francisco, California, this 11th day of
September, 1917.

Max Thelen

Edwin O. Edgerton

Stuart P. Derbm

Commissioners.