

Decision No. 31341.

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the matter of application of)
SOUTHERN PACIFIC COMPANY for an)
order authorizing the construction)
at grade of a spur track across) Application No. 21913.
Alameda Street and across Sepulveda)
Boulevard, in the Station of Watson,)
County of Los Angeles, State of)
California.)

C. W. Cornell, for the Applicant.

Harrison Guio, for the Tidewater
Associated Oil Company.

BY THE COMMISSION:

O P I N I O N

The above numbered application, filed by Southern Pacific Company, asks for an order authorizing the construction of a spur track at grade across Alameda Street and across Sepulveda Boulevard at the station of Watson, Los Angeles County.

Public hearing on this matter was conducted before Examiner Ager at Los Angeles on September 20th, 1938, at which time it was duly submitted, and it is now ready for decision.

The spur track involved is to be used in order to provide service to the Tidewater Associated Oil Company's tank farm and refinery located immediately east of Alameda Street and south of Sepulveda Boulevard. At the present time, in order to load cars for shipment, it is necessary that this company transport its product by pipe line to a plant which it has in the harbor area and which has spur track facilities, there load it on a car and thence return it over Southern Pacific trackage to and

through Los Angeles. Construction of the spur, as proposed herein, will eliminate this requirement. The possibility of using the spur as a drill track for connections to other industries located in the vicinity, was gone into at the hearing and there seems to be no reason for any such arrangement. The property adjacent to and south of that owned by the Tidewater Associated Oil Company is owned by the Texas Company, which already has spur track service. The property to the north of Sepulveda Boulevard is undeveloped and could not receive service from this spur without involving the expenditure of a considerable sum of money due to the fact that such a connection would require the construction of some three hundred feet of bridge or trestle over Nigger Slough, which is located a short distance north of Sepulveda Boulevard. To provide such service would also require the construction of a grade crossing at Sepulveda Boulevard.

Consideration was given, also, to the possibility of providing service to this industry from the Harbor line of the Union Pacific Railroad, which is located some three hundred feet east of the Tidewater Associated Oil Company's property. Such a plan, however, is not feasible, for the reason that it, too, would require the construction of a bridge or trestle over Nigger Slough at a substantial cost.

Testimony indicates that, in all probability, there would never be in excess of four rail movements per day over this spur track, if constructed, and that these movements would be at comparatively low rates of speed.

The Los Angeles County Road Commissioner appeared and testified that the County would offer no objections to constructing the crossing, providing reasonable rates of grade, adequate drainage facilities and suitable protection were provided.

A careful consideration of the entire record in this proceeding leads to the conclusion that the application is reasonable and should be granted. The following order will so provide.

O R D E R

Public hearing having been held and the Commission being fully advised;

IT IS HEREBY ORDERED that Southern Pacific Company is authorized to construct a spur track at grade across Sepulveda Boulevard and also across Alameda Street at the station of Watson, County of Los Angeles, at the locations more particularly described in the application and as shown by the map (Drawing No. B-1547), attached thereto, subject to the following conditions:

- (1) The above crossing of Sepulveda Boulevard shall be identified as a portion of Crossing No. BG-500.0. The crossing of Alameda Street shall be identified as Crossing No. BG-500.1-C.
- (2) The entire expense of constructing and thereafter maintaining the crossings 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 equal or superior to the type shown as Standard No. 3, in our General Order No. 72, and with widths to conform to those portions of said streets now graded, with the tops of rails flush with the pavement and with grades of approach not exceeding four (4) per cent.
- (4) Two Standard No. 4 wigwags (side-of-street type), as specified in General Order No. 75-A of this Commission, shall be installed and maintained, at the sole expense of applicant, for the protection of said crossing of Alameda Street (Crossing No. BG-500.1-C). Applicant shall also install, and thereafter maintain, flood lights so located as to properly illuminate all train movements over the crossing at night.
- (5) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of said crossings and of its compliance with the conditions hereof.

- (6) The authorization herein granted shall lapse and become void if not exercised within one year from the date hereof, 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, public convenience and necessity demand such action.

The authority herein granted shall become effective on the date hereof.

Dated at San Francisco, California, this 10th day of October, 1938.

Robert W. K. Smith
Leon C. [unclear]
Frank [unclear]

Commissioners.