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Decision No. 11647

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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In the matter of the application of)
The Atchison, Topeka and Santa Fe)
Railway Company for permission to)
construct a spur track at grade across) Application No. 8616.
27th Street in the City of Vernon,)
County of Los Angeles, State of)
California.)

BY THE COMMISSION:

O R D E R

The Atchison, Topeka and Santa Fe Railway Company, a corporation, having on January 29, 1923, filed with the Commission an application for permission to construct a spur track at grade across 27th Street in the City of Vernon, 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 (No. 247) has been granted by the Board of Trustees of said City of Vernon 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 27th 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 The Atchison, Topeka and Santa Fe Railway Company to construct a spur track at grade across 27th Street in the City of Vernon, County of Los Angeles, State of California described as follows:

"Beginning at a point in the northern line of 27th Street, 67.40 ft. easterly from its intersection with the said Railway Company's western right of way line, said right of way line being 50 feet westerly from the center line of said Railway Company's Redondo District Main Track; thence southerly 2.25 ft. on a curve, concave to the east, and having a radius of 479.66 feet; thence southerly 55.65 feet on a curve concave to the west and having a radius of 286.76 feet, to a point in the southern line of said 27th Street, produced easterly, which point is 76.61 feet easterly from the intersection of the said western right of way line with the said southern line of 27th Street."

All of the above as shown by the map (Div. Engrs. Drawing No.L-2-4975) 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 said street now graded, with the top of rails flush with the pavement, and with grades of approach not exceeding two (2) 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 there-

after, 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 will 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.

This order shall become effective twenty (20) days after the making thereof.

Dated at San Francisco, California, this 10th day of February, 1923.

C. J. Seaver
H. B. Brundage
Iwing Martin

Commissioners.