

ORIGINAL

Decision No. 11695

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)	Application No. 8684.
across Imperial Street, in the City)	
of Los Angeles, County of Los)	
Angeles, State of California.)	

BY THE COMMISSION:

ORDER

The Atchison, Topeka and Santa Fe Railway Company, a corporation, having on February 15, 1923, filed with the Commission an application for permission to construct a spur track at grade across Imperial Street, in the City of Los Angeles, 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 45,538 New Series) has been granted by Council of said 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 Imperial 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 Imperial Street in the City of Los Angeles, County of Los Angeles, State of California, described as follows:

Beginning at a point in the center line of the existing track No. 457 of The Atchison, Topeka and Santa Fe Railway Company, said point being in the eastern line of Imperial Street 12.5 feet southerly from the northern line of Jesse Street; thence westerly 66.31 feet on a line parallel to and 12.5 feet southerly from the said northern line of Jesse Street; said line crossing Imperial Street; thence westerly 16.83 feet on a curve concave to the north having a radius of 573.69 feet; thence westerly 16.83 feet on a curve concave to the south, having a radius of 573.69 feet; thence westerly 150.05 feet on a line parallel to and 12.0 feet southerly of said northern line of Jesse Street, to the end of proposed spur.

All of the above as shown by the map (Division Engineers Drawing No. L-5-4896) 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 there-over of vehicles and other road traffic.

(3) Applicant shall not use the granting of this application either by way of defense or argument on the ground of capital expenditure or in any way against any order of this Commission heretofore or hereafter made providing for any railroad unification or terminal plans in the City of Los Angeles.

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

(5) 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.

(6) 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 five (5) days after the making thereof.

Dated at San Francisco, California, this 20th day of February, 1923.

C. Seney

Dwight M. Mason

Ernest Shore

J. I. Whittney

Commissioners.