

Decision No. 13546

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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In the matter of the application)
of The Atchison, Topeka & Santa Fe)
Railway Company, a corporation, for)
authority to construct a spur track) Application No. 10049
across East 26th, near Hobart, 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, filed the above entitled application with this Commission on the 7th day of May, 1924, asking for authority to construct a spur track at grade across East Twenty-sixth Street near Hobart in the County of Los Angeles, State of California, as hereinafter set forth. The necessary franchise or permit (Ordinance No. 1033 New Series) has been granted by the Board of Supervisors of said County for the construction of said crossing at grade, and it appears to this Commission that the present proceeding is not one in which a public hearing is necessary; that it is neither reasonable nor practicable at this time to provide a separated grade crossing at the point mentioned in this application, or to avoid a grade crossing with said East Twenty-sixth Street and that this application should be granted subject to the conditions hereinafter specified,

THEREFORE, IT IS HEREBY ORDERED, that permission and authority be and it is hereby granted to The Atchison, Topeka and

Santa Fe Railway Company to construct a spur track at grade across East Twenty-sixth Street near Hobart in the County of Los Angeles, State of California, as follows:

"Beginning at a point in the northern line of East 26th Street 154.40 feet easterly, measured along said northern line, from the eastern boundary line of the City of Vernon; thence southeasterly 69.9 feet, on a curve concave to the southwest and having a radius of 287.94 feet, to a point in the southern line of said East 26th Street, distant 212.10 feet easterly from the intersection of said southern line with the southerly prolongation of said eastern line of the City of Vernon."

All of the above as shown by the map (Div'n. Eng. Drawing No. L-5-6070) attached to the application and marked Exhibit "1"; 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 thereafter, notify this Commission, in writing, of the completion of the installation of said crossing.

(4) If said crossing shall not have been installed within one year from the date of this order, the authorization herein granted shall lapse and become void, 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 three (3) days after the making thereof.

Dated at San Francisco, California, this 14th day of May, 1924.

H. H. Boardman
J. W. Martin
Charles E. Shaw
J. J. Whittsey
Commissioners.