

ORIGINAL

Decision No. 13547

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application )  
of The Atchison, Topeka and Santa )  
Fe Railway Company, a corporation, )  
for authority to construct a spur )  
track across East 26th Street in )  
the County of Los Angeles. )

Application No. 10,051.

BY THE COMMISSION:

ORDER

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 26th Street near Hobart in the County of Los Angeles, State of California, as hereinafter set forth. The necessary franchise or permit (Ordinance No. 1032 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 26th 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 26th Street near Hobart in County of Los Angeles, State of California, as follows:

Beginning at a point in the northern line of said East 26th Street, which northern line is also south city limits of the City of Vernon, distant 436.43 feet westerly from the east line of Lot 86, Rancho Laguna, produced, measured along said northern line; thence southeasterly 70.04 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 387.93 feet westerly from the east line of said Lot 86, measured along said southern line.

All of the above as shown by the map (Div'n Eng. Drawing No. L-3-6024) attached to the application and marked Exhibit "A"; 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 then 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 14<sup>th</sup> day of May, 1924.

H. H. Bonding

Lawrence Martin  
Exelon Shore

J. F. Whittey

Commissioners