

Decision No. 14942

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,) Application No. 11086.
for authority to re-locate and)
construct a track in and along)
46th 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, filed the above-entitled application with this Commission on the 9th day of May, 1925, asking for authority to relocate a spur track which now crosses 46th Avenue at grade so that said spur track will lie along the center line of said 46th Avenue in the City of Vernon, County of Los Angeles, State of California, as hereinafter set forth. The necessary franchise or permit (Ordinance No. 352) has been granted by the Board of Trustees of said City of Vernon for the construction of said spur track along the center line of 46th Street, and it appears to this Commission that the present proceeding is not one in which a public hearing is necessary; that the relocation of said spur track is desirable and in the interests of safety, 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 relocate a spur track, which now

crosses 46th Avenue at grade, so that said spur track will lie along the center line of said 46th Avenue in the City of Vernon, County of Los Angeles, State of California, and as shown in yellow and red respectively on the map (Div'r. Eng. Dwg. No. L-6-7608) attached to the application.

Said spur track to be constructed along the center line of 46th Avenue is described as follows:

Beginning in the center line of the Railway Company's track #22 distant 69.02 feet easterly from the intersection of the center line of track #22 with the eastern line of Pacific Boulevard; thence easterly 83.33 feet on a curve concave to the north, having a radius of 603.805 feet; thence easterly 83.33 feet on a reverse curve concave to the south, having a radius of 603.805 feet, coming to tangency with the center line of 46th Street; thence easterly 809.70 feet along the center line of 46th Street to 9 plus 76.36 B.C.; thence easterly 24.67 feet on a tangent curve concave to the north, having a radius of 573.636 feet to a point in the center line of 46th Street; thence easterly 542.30 feet along the center line of 46th Street on a tangent to the End, distant 20 feet westerly from the eastern termination of said 46th Street.

This order is granted subject to the following conditions:

(1) The entire expense of relocating said spur track 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 spur track shall be reconstructed of a type of construction to conform to said 46th Street as now graded, with the tops of rails flush with the roadway, 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 relocation of said track.

(4) If said track shall not have been relocated 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 track 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.

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

Dated at San Francisco, California, this 15th day of May, 1925.

H. K. Brandt

Eaton Shaw

Ernest L. ...

Commissioners.