

Decision No. 18313

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 switch  
tracks across Chambers Street and  
49th Street in the City of Vernon,  
County of Los Angeles, California.

ORIGINAL

Application No. 13563.

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 25th day of February, 1927, asking for authority to construct two spur tracks at grade across 49th Street, and one spur track at grade across Chambers Street, in the City of Vernon, County of Los Angeles, State of California, as hereinafter set forth. The necessary franchise or permit (Ord. #397) has been granted by the Board of Trustees of said City for the construction of said crossings at grade. 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 grade separations or to avoid grade crossings at the points mentioned in this application with said 49th Street and said Chambers 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 two spur tracks at grade across 49th Street, and one spur track at grade across Chambers Street, in the City of Vernon, County of Los Angeles, State of California, at the locations

hereinafter particularly described and as shown by the map (Div. Engrs. Dwg. #L-10-8595) attached to the application.

Track "A", 49th Street:

Beginning at a point in the northern line of 49th Street, distant 668.83 feet westerly from the northwest corner of said 49th Street and Pacific Boulevard, thence southerly 60.0 feet in a direct line to a point in the southern line of said 49th Street, distant 669.76 feet westerly from the southwest corner of said 49th Street and Pacific Boulevard.

The above crossing shall be identified as Crossing No. 2W-1.3.

Track "B", Chambers Street:

Beginning at a point in the northern line of Chambers Street, distant 272.11 feet westerly from the northwest corner of said Chambers Street and Pacific Boulevard, thence southeasterly 41.00 feet on a curve, concave to the southwest and having a radius of 287.939 feet, to a point in the south line of said Chambers Street, distant 262.41 feet westerly from the southwest corner of said street and Pacific Boulevard.

The above crossing shall be identified as Crossing No. 2W-1.26-C.

Track "B", 49th Street:

Beginning at a point in the northern line of 49th Street, distant 258.5 feet westerly from the northwest corner of said 49th Street and Pacific Boulevard, thence southerly 60 feet in a direct line to a point in the southern line of said 49th Street, distant 258.5 feet westerly from the southwest corner of said 49th Street and Pacific Boulevard.

The above crossing shall be identified as Crossing No. 2W-1.41-C.

Said crossings to be constructed subject to the following conditions, namely:

(1) The entire expense of constructing the crossings together with the cost of their maintenance thereafter in good and first-class condition for the safe and convenient use of the public, shall be borne by applicant.

(2) Said crossings Nos. 2W-1.3, and 2W-1.41-C, shall be constructed substantially in accordance with Standard No. 3, in General Order No. 72 of this Commission and shall be constructed without superelevation and of a width to conform to that portion

of said street now graded, with the tops of rails flush with the pavement, and with grades of approach not exceeding five (5) per cent; shall be protected by suitable crossing signs and shall in every way be made safe for the passage thereover of vehicles and other road traffic.

(3) Said crossing No. 2W-1.26-C, shall be so constructed that grades of approach not exceeding two (2) per cent will be feasible in the event that the construction of roadway along said Chambers Street shall hereafter be authorized, and so that said grade crossing may be safe for the passage thereover of vehicles and other road traffic.

(4) This order is made upon the express condition that Chambers Street is not now actually constructed and open to travel at the point of crossing, and said order shall not be deemed an authorization for the construction of an opening of said street to public use across said railroad track.

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

(6) If said crossings 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.

(7) The Commission reserves the right to make such further orders relative to the location, construction, operation, maintenance and protection of said crossings 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 3<sup>rd</sup> day of

May, 1927.

Emmett  
J. B. Brundage  
C. Seaver  
Leon Hill  
Thos. R. ...  
Commissioners.