

Decision No. 18436.

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 new track and to relocate an existing track, known as Track No. 2, over and across Melrose Street, in the City of Placentia, County of Orange, State of California.

**ORIGINAL**

Application No. 13,595.

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 10th day of March, 1927, asking for authority to construct a side track and to relocate an existing track at grade across Melrose Street in the City of Placentia, County of Orange, State of California, as hereinafter set forth. The necessary franchise or permit (Resolution No. 2 dated January 24, 1927) has been granted by the Board of Trustees of said City of Placentia for the construction of said crossing 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 a grade separation or to avoid a grade crossing at the point mentioned in this application with said Melrose 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 side track and to relocate an existing track at grade across Melrose Street in the City of Placentia, County of Orange, State of California, at the location hereinafter particularly described and as shown by the map (Div. Engr's Dwg. #L-4-8698) attached to the application.

Description of Crossing.

PROPOSED NEW TRACK:

Beginning at a point in the westerly line of Melrose Street distant thereon 130.32 feet southerly from the southerly line of Baker Street; thence easterly 2.85 feet in a direct line making an angle of 67 degrees 01 minute to the northeast with said westerly street line; thence easterly on a tangent curve concave to the south and having a radius of 1146.28 feet to a point in the easterly line of Melrose Street, distant thereon 408.68 feet southerly from the southerly line of Santa Fe Avenue.

RELOCATED TRACK NO. 2:

Beginning at a point in the westerly line of Melrose Street distant thereon 125.12 feet southerly from the southerly line of Baker Street; thence easterly 1.14 feet in a direct line making an angle of 74 degrees 10 minutes to the northeast with said westerly street line; thence easterly on a tangent curve concave to the north and having a radius of 1273.57 feet to a point in the easterly line of Melrose Street, distant thereon 408.50 feet southerly from the southerly line of Santa Fe Avenue.

The above crossing shall be identified as Crossing No. 2B-43.9.

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

(1) The entire expense of constructing and relocating 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 shall be constructed substantially in accordance with Standard No. 2, in General Order No. 72 of

this Commission and shall be constructed 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 two (2) per cent to the north and eight (8) per cent to the south; 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) No train, engine, motor, or car shall be operated over said crossings unless said train, engine, motor, or car shall be under full control and unless traffic on the highway be protected by a member of the train crew or other competent employee acting as flagman.

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

(5) 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.

(6) 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 12<sup>th</sup> day of

June  
1927.

H. B. Anderson  
Chairman

W. B. Rutter