

Decision No. 19059 .

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 Olive Street in the
City of Claremont, County of Los
Angeles, State of California.

Application No. 14169.

BY THE COMMISSION:

ORIGINALORDER

The Atchison, Topeka and Santa Fe Railway Company, a corporation, filed the above entitled application with this Commission on the 24th day of October, 1927, asking for authority to construct a spur track at grade across Olive Street in the City of Claremont, County of Los Angeles, State of California, as hereinafter set forth. The necessary franchise or permit (Resolution No. 192) has been granted by the City Council of said City of Claremont 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 Olive 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 Olive

Street, in the City of Claremont, County of Los Angeles, State of California, at the location hereinafter particularly described and as shown by the map (Div'n. Eng'r's. Dw'g. No. L-4-9204) attached to the application.

DESCRIPTION OF CROSSING

Beginning at a point in the eastern line of Olive Street, distant 36.64 feet southerly thereon from the northern end of said street; thence southwesterly 62.12 feet on a curve concave to the northwest, having a radius of 573.686 feet, to a point in the western line of said street, distant 53.37 feet southerly thereon from the northern end of said street.

The tangent to said curve makes an angle of 108 degrees 21 minutes to the northwest with the eastern line of said street.

The above crossing shall be identified as Crossing No. 2-105-C.

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

(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 equal or superior to type shown as Standard No. 2, 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 roadway, and with grades of approach not exceeding four (4) 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.

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

Dated at San Francisco, California, this 30th day of November, 1927.

C. Cleary

Leon Whitell

John B. Powell

W. A. ...

Commissioners.