

Decision No. 19754

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 Santiago, or Anaheim)
Boulevard, in the City of Olive,)
County of Orange, State of Calif-)
ornia.)

Application No. 14568.

ORIGINAL

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 5th day of April, 1928, asking for authority to construct a spur track at grade across Anaheim Boulevard in the Town of Olive, County of Orange, State of California, as hereinafter set forth. The necessary franchise or permit (Exhibit B) has been granted by the Board of Supervisors of said County 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 Anaheim Boulevard, 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 Anaheim Boulevard, in the Town of Olive, County of Orange, State of California, at the location hereinafter particularly described and as shown by the map (L-5-9618) attached to the application.

DESCRIPTION OF CROSSING.

Beginning at a point in the northeasterly prolongation of the northern line of Anaheim Boulevard, 14.60 feet southwesterly thereon from the center line of said Railway Company's Main Track; thence southerly 24.63 feet on a curve, concave to the east and having a radius of 603,805 feet, thence continuing southerly 36.17 feet on a curve concave to the west and having a radius 942,291 feet to the southern line of said boulevard distant 43.1 feet southwesterly from the intersection of the southern line of Anaheim Boulevard with the western line of Riverside Boulevard.

The above crossing shall be identified as a portion of Crossing No. 2N-43.9.

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 at same elevation as main line rails and flush with the pavement, and with grades of approach not exceeding three

(3) 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) No cars shall be stored on this track within fifty (50) feet of the northerly property line of Anaheim Boulevard.

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

(5) 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.

(6) 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 11th
day of May, 1928.

Leon Whiteall
Chairman
Thomas D. Lunt
M. J. Carr
COMMISSIONERS.