

Decision No. 20175.

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
tracks across Forty-Sixth Street,
in the City of Vernon, County of
Los Angeles, State of California.

Application No. 14911.

BY THE COMMISSION:

O R D E R

The Atchison, Topeka & Santa Fe Railway Company, a corporation, filed the above entitled application with this Commission on the 23rd day of July, 1928, asking for authority to construct its spur tracks at grade across a portion of 46th Street in the City of Vernon, County of Los Angeles, State of California, as hereinafter set forth. The necessary franchise or permit (Ordinance No. 411) has been granted by the Board of Trustees of said City 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 46th 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 & Santa Fe Railway Company to construct its spur tracks at grade across a portion of 46th Street in the City of Vernon, County of Los Angeles, State of California, at the location hereinafter particularly described and as shown by the map (C.E.C.L. No. 104-18472) attached to the application.

DESCRIPTION OF CROSSING

TRACK A:

Beginning at a point in the center line of the existing track of The Atchison, Topeka and Santa Fe Railway Company in 46th Street, which point is 127.5 feet east along the center line of said 46th Street from the center line of Seville Avenue; thence northeasterly on a tangent curve with a radius of 398.94 feet concave to the northwest 87.0 feet; thence continuing northeast on a curve with a radius of 707.94 feet concave to the northwest 48.40 feet to its intersection with the northerly line of said 46th Street 38.49 feet easterly along said north line from the southeast corner of Lot 28 of Huntington Park Extension No. 2.

TRACK B:

Beginning at the end of the first curve of Track A just described; thence northeasterly on a curve with a radius of 256.29 feet concave to the northwest 40.06 feet to its intersection with the northerly line of 46th Street 29.91 feet easterly along said north line from the southeast corner of Lot 28 of Huntington Park Extension No. 2."

The above crossing shall be identified as Crossing No. 2W-1.60-C.

Said crossing to be constructed subject to the following conditions, and not otherwise:

(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. 3, 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; shall be protected by a Standard No. 1 crossing sign as specified in General Order No. 75 of this Commission and shall in every way be made suitable for the passage thereover of vehicles and other road traffic.

(3) No train, engine, motor or car shall be operated over said crossing unless said train, engine, motor or car shall be under full control and unless traffic on the street 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 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

