

Decision No. 2459

ORIGINAL

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 relocate two tracks and to construct an additional track across Melrose Street and to construct an additional track across Bradford Street, in the City of Placentia, County of Orange, State of California.

Application No. 15832

BY THE COMMISSION:

ORDER

The Atchison, Topeka and Santa Fe Railway Company, a corporation, filed the above entitled application with this Commission on the 30th day of July, 1929, asking for authority to relocate two tracks and to construct an additional track at grade across Melrose Street and to construct an additional track at grade across Bradford Street in the City of Placentia, County of Orange, State of California, as hereinafter set forth. The necessary franchise or permit has been granted by the City Council 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 Bradford and Melrose Streets 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 an additional track at grade across Bradford

Street and to relocate two tracks and construct an additional track at grade across Melrose Street in the City of Placentia, County of Orange, State of California, at the locations hereinafter particularly described and as shown by the map (Div. Engr's Drwg. No.L-10-10349) attached to the application.

DESCRIPTION OF CROSSINGS

Proposed Storage Track:

Beginning at a point in the western line of Bradford Street, distant thereon 139.48 feet southerly from the southern line of Santa Fe Avenue; thence easterly 43.5 feet on a curve concave to the south and having a radius of 5714.65 feet, to a point in the eastern line of Bradford Street, distant thereon 184.98 feet southerly from the southern line of the alley extending along the northern line of said Railway Company's station grounds; the tangent to said curve at point of beginning making an angle of 67 degrees 37 minutes 52 seconds to the southwest with the western line of Bradford Street.

The above crossing shall be identified as a portion of Crossing No.2B-43.8.

Proposed Relocated Track No.2:

Beginning at a point in the western line of Melrose Street, distant thereon 119.56 feet southerly from the southern line of Baker Street; thence easterly 63.54 feet on a curve concave to the north and having a radius of 1206.57 feet to a point in the eastern line of Melrose Street, distant thereon 50.65 feet northerly from an angle point in the eastern line of Melrose Street; the tangent to said curve at point of beginning making an angle of 70 degrees 57 minutes 30 seconds to the northeast with the western line of Melrose Street.

Proposed Relocated Track No.8:

Beginning at a point in the western line of Melrose Street, distant thereon 125.56 feet southerly from the southern line of Baker Street; thence easterly 65.87 feet on a curve concave to the south and having a radius of 1206.57 feet to a point in the eastern line of Melrose Street, distant thereon 50.39 feet northerly from an angle point in the eastern line of Melrose Street; the tangent to said curve at point of beginning making an angle of 116. degrees 47 minutes 30 seconds to the northwest with the western line of Melrose Street.

Proposed Extension of Track No.4

Beginning at a point in the western line of Melrose Street, distant thereon 140.16 feet southerly from the southern line of Baker Street; thence easterly 65.03 feet on a curve concave to the south and having a radius of 1193.57 feet to a point in the eastern line of Melrose Street, distant thereon 36.09 feet

northerly from an angle point in the eastern line of Melrose Street; the tangent to said curve at point of beginning making an angle of 62 degrees 55 minutes 30 seconds to the southwest with the western line of Melrose Street.

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

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

(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 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 without super-elevation and of a width to conform to those portions of said streets now graded, with the tops of rails flush with the pavement, and with grades of approach not exceeding seven (7) per cent, and shall in every way be made suitable 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 crossings.

(4) 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.

(5) Applicant shall remove the tracks shown in yellow on said map (No. L-10-10349) attached to the application, in so far as they lie in Melrose Street, and shall repair the street to conform to the remainder thereof.

(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 16th day of August, 1929.

Thomas B. Lott
Chas. J. Seaver
Leon Whitall
M. J. Con
 Commissioners.