

Decision No. 21896

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, main-)	
tain and operate spur tracks across)	Application No. 15969
Forty-Ninth Street and Chambers)	
Street, in the City of Vernon, County)	
of Los Angeles, State of California.)	

BY THE COMMISSION:

ORIGINAL

ORDER

The Atchison, Topeka and Santa Fe Railway Company, a corporation, filed the above entitled application with this Commission on the 23d day of September, 1929, asking for authority to construct a spur track at grade across Chambers Street and a spur track at grade across 49th Street in the City of Vernon, County of Los Angeles, State of California, as hereinafter set forth. The necessary franchise or permit (Ordinance No. 423) has been granted by the Board of Trustees 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 Chambers and 49th 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 a spur track at grade across Chambers Street and a spur track at grade across 49th Street in the City of Vernon, County of Los Angeles, State of California, at the locations hereinafter particular-

ly described and as shown by the map (Exhibit 'A') attached to the application.

DESCRIPTION OF CROSSINGS

Spur 'A': Beginning at a point in the northern line of Chambers St., distant thereon 260.40 ft. west of the western line of Pacific Blvd; thence southeasterly 41.55 ft. on a curve concave to the southwest and having a radius of 214.183 ft., to a point in the southern line of Chambers St., distant thereon 249.08 ft. west of the western line of Pacific Blvd; the tangent to said curve of said point of beginning making an angle of $111^{\circ} 21'$ to the northeast with said northern street line.

Spur 'B': Beginning at a point in the northern line of 49th St., distant thereon 248.49 ft. west of the western line of Pacific Blvd; thence southerly 60.05 ft. on a curve concave to the west and having a radius of 603.805 ft., to a point in the southern line of 49th St., distant thereon 245.50 ft. west of the western line of Pacific Blvd; the tangent to said curve at said point of beginning making an angle of $84^{\circ} 17' 43''$ to the southeast with said northern street line.

The above crossings shall be identified as portions of Crossing No.2W-1.26-C and 2W-1.41-C, respectively.

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 superelevation 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 four (4) per cent; shall be protected by Standard No.1 crossing signs 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 crossings unless said train, engine, motor or car shall be under full control and unless traffic on the highways be protected by a member of the train crew or other competent employe 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 19th day of October, 1929.

Thomas D. Lovell

Chas. Deane

Wm. J. Deane

Leon A. Whittell

M. A. Lane
Commissioners.