

**ORIGINAL**

Decision No. 21789

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of  
 the County of Los Angeles for order  
 authorizing for Carmenita Road a  
 grade crossing over The Atchison,  
 Topeka and Santa Fe Railway Company's  
 right-of-way (Stephens Spur).

Application No. 15983.

BY THE COMMISSION:

ORDER

The Board of Supervisors of the County of Los Angeles, State of California, filed the above entitled application with this Commission on the 30th day of September, 1929, asking for authority to construct a public road, known as Carmenita Road, at grade across the La Habra Valley Spur track, erroneously referred to in the application as Stephens Spur, of The Atchison, Topeka and Santa Fe Railway Company, in the County of Los Angeles, as hereinafter set forth. Said The Atchison, Topeka and Santa Fe Railway Company has signified by letter that it has no objection to the construction of said crossing at grade, and 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 with said track at the point mentioned in this application, 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 Board of Supervisors of the County of Los Angeles, State of California, to construct Carmenita Road at grade across the track of The Atchison, Topeka and Santa Fe Railway Company at the location hereinafter particularly described and as shown by the map (County Improvement No. 886. Diagram of Proposed Crossing Carmenita Road and The Atchison, Topeka and Santa Fe Railway Company Stephens Spur) attached to the application.

DESCRIPTION OF CROSSING.

"Beginning at the intersection of the southerly line of said right of way with the northerly prolongation of the westerly line of Lot 44, said tract; thence westerly along the southerly line of said right of way, 100.01 feet to the northerly prolongation of the easterly line of Lot 35 said tract; thence northerly along said last mentioned prolongation 50 feet to the northerly line of said right of way; thence easterly along said northerly line 100.02 feet to said northerly prolongation of the westerly line of Lot 44; thence southerly in a direct line to the point of beginning."

The above crossing shall be identified as Crossing No. 2-155.5C.

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

(1) The entire expense of constructing and maintaining the crossing shall be borne in accordance with the agreement attached to the application marked Exhibit "C".

(2) The crossing shall be constructed of a width not less than forty (40) feet and at an angle of ninety (90) degrees to the railroad and with grades of approach not greater than one

(1) per cent; shall be constructed substantially in accordance with Standard No. 3 as specified in General Order No. 72 of this Commission; 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 thereon of vehicles and other road traffic.

(3) A Standard No. 3 wigwag, as specified in General Order No. 75 of this Commission, shall be installed and the expense of constructing and maintaining the wigwag shall be borne in accordance with the agreement attached to the application marked Exhibit "C."

(4) The Atchison, Topeka and Santa Fe Railway Company shall perform the actual work of constructing the crossing within lines two (2) feet outside of the outside rails.

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

(6) 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.

(7) 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 judg-

ment, 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 14th day of November, 1929.

James J. Larkin

Chas. J. Larkin

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J. J. Larkin

Commissioners.