

Decision No. 23223

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
 LOS ANGELES & SALT LAKE RAILROAD
 COMPANY, a corporation, for authority
 to construct, maintain and operate two
 spur tracks at grade upon, along and
 across North Atchison Street and East
 Cypress Street in the City of Anaheim,
 County of Orange, State of California.

ORIGINAL

APPLICATION NO. 15973

BY THE COMMISSION:

ORDER

Los Angeles & Salt Lake Railroad Company, a corporation, on October 24, 1930, applied for authority to construct two spur tracks at grade across East Cypress Street and across a portion of North Atchison Street in the City of Anaheim, County of Orange, State of California. The necessary franchise or permit has been granted by the City Council of said City, for the construction of said crossings at grade. It appearing that a public hearing is not necessary herein; that it is neither reasonable nor practicable at this time to provide grade separations or to avoid grade crossings at the points mentioned, and that the application should be granted subject to certain conditions,

IT IS HEREBY ORDERED that Los Angeles & Salt Lake Railroad Company is hereby authorized to construct two spur tracks at grade across East Cypress Street and across a portion of North Atchison Street in the City of Anaheim, County of Orange, State of California, at the locations more particularly described in the application

and as shown by the map (Exhibit "A") attached thereto, subject to the following conditions.

(1) The above crossings shall be identified as follows:

East Cypress Street (as a portion of) Crossing No. 3Y-19.9

North Atchison Street, Crossing No. 3Y-19.94-C

(2) The entire expense of constructing and thereafter maintaining the crossings in good and first-class condition for safe and convenient use of the public, shall be borne by applicant.

(3) Said crossing shall be constructed equal or superior to the type shown as Standard No. 2 in our General Order No. 72, 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 roadway or pavement, and with grades of approach not exceeding two per cent (2%), and shall be protected by Standard No. 1 crossing signs, as specified in our General Order No. 75.

(4) No train, motor, engine or car shall enter upon said crossings on said spur tracks at a speed greater than six (6) miles per hour, and unless traffic on the highway be protected by a member of the train crew, or other competent employee, acting as flagman. After having entered upon the crossing, it shall be cleared as quickly as is practicable.

(5) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of said crossings and of its compliance with the conditions hereof.

(6) The authorization herein granted shall lapse and become void if not exercised within one (1) year from the date hereof, 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 crossings, as to it may seem right and

proper, and to revoke its permission if, in its judgment, public convenience and necessity demand such action.

The authority herein granted shall become effective on the date hereof.

Dated at San Francisco, California, this 29th day of November, 1930.

Cl. Deaver
~~Samuel D. ...~~
Leon Whiteley
Paul D. ...

Commissioners.