

Decision No. 10266

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application)
of The Atchison, Topeka & Santa Fe)
Railway Company for permission to)
construct a spur track at grade)
across Twenty-sixth Street in the)
City of Vernon, County of Los Angeles,)
State of California.)

Application No. 7688.

By The Commission:

ORDER

The Atchison, Topeka & Santa Fe Railway Company, a corporation, having on March 24, 1922, filed with the Commission an application for permission to construct a spur track at grade across Twenty-sixth Street in the City of Vernon, County of Los Angeles, State of California, as hereinafter indicated, and it appearing to the Commission that this is not a case in which a public hearing is necessary; that the necessary franchise or permit (Ordinance No. 232) has been granted by the Board of Trustees of said City of Vernon for the construction of said crossing at grade, and it further appearing that it is not reasonable nor practicable to avoid a grade crossing with said Twenty-sixth Street, and that this application should be granted subject to the conditions hereinafter specified,

IT IS HEREBY ORDERED, that permission be and it is hereby granted The Atchison, Topeka & Santa Fe Railway Company to construct a spur track at grade across Twenty-sixth Street in the City of Vernon, County of Los Angeles, State of California, described as follows:

Beginning in the center line of a siding 14 feet southwesterly from the center line of the main track of The Atchison, Topeka and Santa Fe Railway Company, at Hobart, at Station 0 plus 14.6 feet opposite mile post 144 plus 4352.5 feet; thence southeasterly on a turnout curve concave to the southwest 68.4 feet consuming an angle of $7^{\circ} 53'$; thence southeasterly on a $10^{\circ} 30'$ curve concave to the southwest 83 feet; thence continuing southeasterly on a 20° curve concave to the southwest 114.25 feet; thence southeasterly on a reverse 20° curve concave to the northeast 197.25 feet; thence southeasterly on a tangent 13.5 feet to ending, 142.5 feet southwesterly from the center line of said siding.

The first above described 20° curve crosses East 26th Street intersecting its southwestern line at a point 401.76 feet northwesterly from the most eastern corner of Lot 85 of Rancho Laguna and intersecting the northeastern line of said street at a point 467.06 feet northwesterly along said northeastern line from its intersection with the prolongation northerly of the southeastern line of said Lot 85, said lot 85 being a part of subdivision of Parcel No. 6 as described in Decree of Superior Court in case B-25296, Fuller vs. Coats, et al.

all of the above as shown by the map (Div'n., Engineer's Drawing No. L-2-4547) attached to the application; said crossing to be constructed subject to the following conditions, viz:

(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 of a width and type of construction to conform to that portion of Twenty-sixth Street now graded, with grades of approach not exceeding two (2) per cent; shall be protected by a suitable crossing sign and shall in every way be made safe for the passage thereover of vehicles and other road traffic.

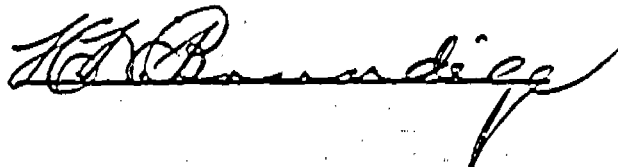
(3) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of said crossing.

(4) The authorization herein granted for the installation of said crossing shall lapse and become void one year from the date of

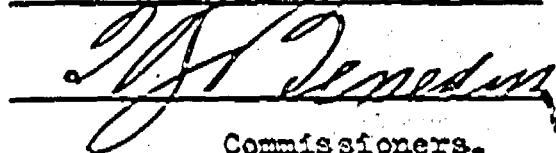
this order unless further time is granted by subsequent order.

(5) 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.

Dated at San Francisco, California, this 29th day of March, 1922.







Commissioners.