

Decision No. 10911

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

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In the matter of the application
of The Atchison, Topeka & Santa Fe
Railway Company for permission to
construct its spur tracks at grade
along and across Belt Street and at
grade across Juniper Street in the
City of San Diego, County of San
Diego, State of California.

ORIGINAL

Application No. 8181.

BY THE COMMISSION:

O R D E R

The Atchison, Topeka & Santa Fe Railway Company, a corporation, having on August 18, 1922, filed with the Commission an application for permission to construct its spur tracks at grade along and across Belt Street and at grade across Juniper Street in the City of San Diego, County of San Diego, 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. 8757) has been granted by the Common Council of said City of San Diego for the construction of said crossings at grade, and it further appearing that it is not reasonable nor practicable to avoid grade crossings with said Belt Street and said Juniper 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 its spur tracks at grade along and across Belt Street and at grade

across Juniper Street in the City of San Diego, County of San Diego,
State of California, in the location described as follows:

BEGINNING at a point in the center line of the Atchison, Topeka & Santa Fe Railway Company's main lead spur track at Engineer's Station 14 plus 86.34 feet, said point being 97.04 feet southerly from the southern line of Juniper Street and 25.0 feet easterly at right angles from the western line of Belt Street; thence southeasterly, on a curve having a radius of 603.81 feet and concave to the west 91.93 feet; thence southeasterly, on a curve having a radius of 603.81 feet and concave to the east, 91.93 feet; thence southeasterly on a tangent 11.0 feet from, and parallel to, the said western line of Belt Street, 99.5 feet to end of track; the point of switch of said track is to be located 14.6 feet southeasterly from said point of beginning, and

BEGINNING at a point in the center line of the Atchison, Topeka and Santa Fe Railway Company's main lead spur track at Engineer's Station 14, plus 57.96 feet, said point being 68.66 feet southerly from the southern line of Juniper Street and 25 feet easterly at right angles from the western line of Belt Street; thence northwesterly 91.93 feet on a curve having a radius of 603.81 feet and concave to the west; thence northwesterly on a curve having a radius of 603.81 feet and concave to the east 91.93 feet to a point 34.7 feet northerly from the north line of Juniper Street and 11.0 feet easterly from the western line of Belt Street; thence northwesterly on a tangent 11.0 feet from and parallel to said western line of Belt Street, 449.74 feet to end of track; the point of switch of said track to be located 14.6 feet northerly from said point of beginning,

all of the above as shown by the maps (Division Engineer's Drawing Numbers L-3-4649 and L-3-4650) attached to the application; said crossings to be constructed subject to the following conditions, viz:

(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 of a width and type of construction to conform to those portions of Belt Street and Juniper Street now graded, with grades of approach not exceeding three (3) per cent; shall be protected by suitable crossing signs 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 crossings.

(4) The authorization herein granted for the installation of said crossings will 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 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.

Dated at San Francisco, California, this 25th day of August, 1922.

H. R. Anderson
Owning Martin
Chas. A. ...

Commissioners.