

ORIGINAL

Decision No. 1292

Decision No.

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 certain public streets and alleys, and also across the tracks of the Los Angeles Railway Corporation, in the City of Vernon, County of Los Angeles, California.
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Application No. 664.

 O R D E R

By the Commission.

THE ATCHISON, TOPEKA & SANTA FE RAILWAY COMPANY, a corporation, having on July 29, 1913 filed with the Commission an application for permission to construct a spur track at grade upon and across certain public streets and alleys and also across the tracks of the Los Angeles Railway Corporation, in the City of Vernon, Los Angeles County, California, as hereinafter indicated; and it appearing to the Commission that this is not a case in which a public hearing is necessary; that applicant has secured the necessary permit or franchise from the Board of Trustees of the City of Vernon, Los Angeles County, California; as per Ordinance No. 112, dated June 17, 1913; that the applicant further has entered into an agreement with the Los Angeles Railway Corporation, whereby the permission of the latter company has been secured to cross said tracks at grade, and that arrangements have been made that are mutually satisfactory to both companies relating to the construction, maintenance and protection of said crossing, a copy of which agreement, dated August 23, 1913, is attached to the application; and it further appearing that it is not reasonable nor practicable to avoid grade crossing at the points of intersection with said streets and alleys and with the said tracks of the Los Angeles Railway Corporation, and that the application should be granted subject to the conditions

hereinafter specified.

IT IS HEREBY ORDERED That permission be hereby granted The Atchison, Topeka & Santa Fe Railway Company to construct a spur track at grade upon and across certain public streets and alleys in the City of Vernon, Los Angeles County, California, at the places particularly described as follows:

1. Upon and across a public street known as "46th Street", beginning at a point in the center line of the west end of 46th Street, and continuing along said street for a distance of 689.17 feet from Engineer's Stations 6 plus 24.20 to 13 plus 13.37.
2. Across a public highway known as "Pacific Boulevard", at Engineer's Station 10 plus 31.16.
3. Across a public alley between 46th and 47th Streets, at Engineer's Station 15 plus 54.5.
4. Across a public street known as "47th Street", at Engineer's Station 16 plus 89.04.
5. Across a public alley between 47th and 48th Streets, at Engineer's Station 18 plus 79.04.
6. Across a public street known as "48th Street", at Engineer's Station 20 plus 24.04.
7. Across a public alley between 48th and 49th Streets, at Engineer's Station 22 plus 14.04.
8. Across a public street known as "49th Street", at Engineer's Station 23 plus 59.04.
9. Across a public alley between 49th and 50th Streets, at Engineer's Station 25 plus 49.04.
10. Across a public street known as "50th Street", at Engineer's Station 26 plus 94.04.
11. Across a public alley between 50th and 51st Streets, at Engineer's Station 28 plus 84.04.
12. Across a public street known as "51st Street", at Engineer's Station 30 plus 29.04.
13. Across a public alley between 51st Street and "Fruitland Road", at Engineer's Station 32 plus 19.04.

Also a crossing at grade across the double track of the electric street railway line of the Los Angeles Railway Corporation, at or about the intersection of Pacific Boulevard and 46th Street, at Engineer's Stations 10 plus 23.36 and 10 plus 38.66.

All in the City of Vernon, Los Angeles County, Califor-

nia, as shown by the maps and profiles attached to the application and subject to the following conditions, viz:

(1) The entire expense of constructing the crossings across said public streets and alleys as enumerated above, one (1) to thirteen (13) inclusive, 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; and the construction and maintenance of said crossings shall be in accordance with the terms of the franchise, (Ordinance No. 112), granted by the Board of Trustees of the City of Vernon, Los Angeles County, California, under date of June 17, 1913.

(2) Applicant shall provide the necessary plank or guard rails for the construction of said crossings, and shall ballast same to a depth of not less than six (6) inches with first-class stone or gravel ballast. Said crossings shall be of a length sufficient to meet the demands of road traffic, and in city streets, in no case less than twenty-four (24) feet, with grades of approach not exceeding six (6) per cent.

(3) The entire expense of installing the crossing frogs for the crossing of the applicant's spur with the double track line of the Los Angeles Railway Corporation's electric railway, together with the cost of their maintenance thereafter in good and first-class condition, shall be borne by applicant; and the manner of construction and maintenance shall be in accordance with the terms of the agreement between the Los Angeles Railway Corporation and the applicant, dated August 23, 1913.

(4) After the installation of the frogs for said crossing, all motors, trains and cars of the Los Angeles Railway Corporation shall have precedence, and all engines, trains and cars of applicant which shall approach said crossing shall, before proceeding, come to a full stop within fifty (50) feet thereof, and one of the crew or employes of the applicant shall go ahead to determine

that the track is clear and that no motor, train or car of the Los Angeles Railway Corporation is approaching from either direction, and shall not proceed over the crossing until it has been ascertained that it is safe to do so and after proper signals have been given.

(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 19th day of February, 1914.

H. S. Loveland

Alex. Gordon

Max Heller

Edwin O. Edgerton

Commissioners.