

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application of)
THE ATCHISON, TOPEKA AND SANTA FE)
RAILWAY COMPANY for permission to)
construct a spur track at grade across)
Keller Street, in the City of Los)
Angeles, Los Angeles County, California.)
.....)

Application 688.

ORDER

By the Commission: -

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY,

a corporation, having on August 9, 1913, filed with the Commission an application for permission to construct a spur track at grade across Keller Street, in the City of Los Angeles, 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 the City Council of said City of Los Angeles has granted the necessary franchise or permit for the construction of said track at grade across said Keller Street; and it further appearing that it is not reasonable nor practicable to avoid a grade crossing with said Keller Street, 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 and Santa Fe Railway Company to construct a spur track at grade across Keller Street, City of Los Angeles, Los Angeles County, California, on the west side of its main line, to serve the plant of Giambastiani Fuel and Feed Company, as shown by the map attached to the application and subject to the following conditions, viz.:

- (1) The entire expense of constructing the crossing, together with the cost of its maintenance hereafter in good and first-class condition for the safe and convenient use of the public shall be borne by applicant.

(2) Unless constructed as provided for in number three, applicant shall provide the necessary plank or guard rails for said crossing and shall ballast same to a depth of not less than six (6) inches with first-class stone or gravel ballast. Said crossing shall be of a length sufficient to meet the demands of road traffic, not less than thirty (30) feet, with grades of approach not exceeding six (6) per cent.

(3) The spur track shall conform and correspond to the official grade of Koller Street, and applicant shall, at its own expense, pave, oil, gravel or macadamize said street or public highway between the rails and for two (2) feet on each side thereof where said track is constructed across said street with the same material that is used by the City or County, and under the same specifications and in the same manner as upon the street over which said track runs, and shall keep the same constantly paved, oiled, graveled or macadamized and in repair.

(4) 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 12th day of August, 1913.

A. H. Leland

Max Thelen

Edwin C. Egerton

Commissioners.