

Decision No. 9344.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

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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 )  
Santiago Street, City of Santa Ana, )  
County of Orange, California. )

ORIGINAL

Application No. 7055.

BY THE COMMISSION:

O R D E R

The Atchison, Topeka and Santa Fe Railway Company, a corporation, having on August 2, 1921, filed with the Commission an application for permission to construct a spur track at grade across Santiago Street in City of Santa Ana, County of Orange, 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 has been granted by City of Santa Ana 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 Santiago Street, and that this 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 Santiago Street in City of Santa Ana, Orange County, California, described as follows:

BEGINNING in the center line of The Atchison, Topeka and Santa Fe Railway Company's main spur track in "C" Street at a point 177.6 feet southerly from the southern line of Fruit Street; thence northerly on a No. 8 frog turnout curve concave to the west 109.96 feet; thence northerly on a tangent 29.64 feet; thence northerly on a 9° 30' curve concave to the east 124.04 feet to a point 3.9 feet northerly from the northern line of Fruit Street and 8.5 feet

easterly from the western line of "C" Street; thence northerly on a tangent parallel with and 8.5 feet easterly from said western line of "C" Street 164.36 feet to point of ending.

All of the above as shown by the map 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.

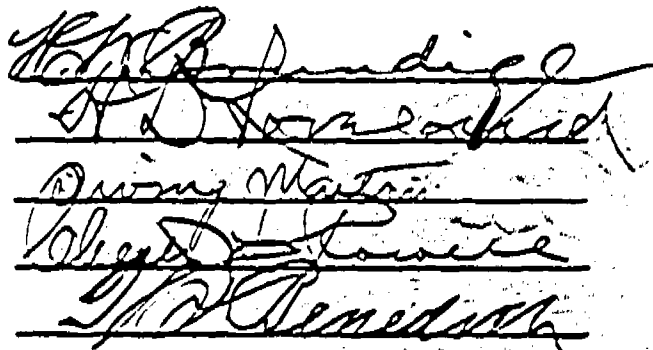
(2) Said crossing shall be constructed of a width and type of construction to conform to that portion of Santiago Street now graded, with grades of approach not exceeding two (2) per cent; shall be protected by a suitable crossing sign and shall in every way be made safe for the passage thereover of 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 10<sup>th</sup> day of August, 1921.

  
The block contains four handwritten signatures in cursive script, each written over a horizontal line. The signatures are: 1. A signature that appears to be 'H. B. ...'; 2. A signature that appears to be 'D. ...'; 3. A signature that appears to be 'D. ...'; 4. A signature that appears to be 'J. P. ...'.

Commissioners.