

ORIGINALDecision No. 68652

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of The Atchison, Topeka
and Santa Fe Railway Company, a
corporation, for authority to con-
struct, maintain and operate two
(2) spur tracks across unimproved
Marquardt Avenue in the City of
Santa Fe Springs, California, and
one (1) spur track across unim-
proved Excelsior Drive in said
City, County and State.

Application No. 46873
(Filed August 6, 1964;
amended November 6, 1964)

Jayne C. Billey, for applicant.
William Camil, for the City of Santa Fe
Springs, interested party.
W. F. Hibbard and John Ukleja, for the
Commission staff.

O P I N I O N

A public hearing on the original application was held before Examiner Rogers in Los Angeles on October 30, 1964. Said form of application requested authorization to construct grade crossings over three dedicated, but nonexistent and unimproved crossing sites in Santa Fe Springs. After the hearing the application was amended to reflect that one of the crossings was over an existing improved street.

The City of Santa Fe Springs (City) has granted the applicant a spur track permit which authorizes it to make the three crossings as requested in the amended application subject to the requirements of this Commission (Exhibit D).

Upon the record, the Commission finds that:

1. Applicant will extend lines of rail to serve industries in Santa Fe Springs. Such extensions will require three crossings: two across Marquardt Avenue and one across Excelsior Drive. One crossing of Marquardt Avenue and the one of Excelsior Drive are across unimproved portions of dedicated streets. One crossing of Marquardt Avenue is over an existing improved portion thereof.
2. There is no vehicular traffic on any of the three crossing sites at present. There will be approximately seven rail cars per month across the crossing of the improved portion of Marquardt Avenue.
3. Public convenience, necessity and safety require that the crossing at the existing improved portion of Marquardt Avenue be protected by two Standard No. 8 flashing light signals (General Order No. 75-B). No protection is required at the sites of the unimproved nonexisting crossings. Applicant should bear the entire construction and maintenance expense of the crossing of the presently existing and improved portion of Marquardt Avenue.

Upon the foregoing findings, the Commission concludes that the crossings should be authorized as requested by the applicant subject to the provisions of the order herein.

O R D E R

IT IS ORDERED that:

1. The Atchison, Topeka and Santa Fe Railway Company is hereby authorized to construct spur tracks at grade across Marquardt Avenue and Excelsior Drive in the City of Santa Fe Springs, Los Angeles County, California, at the locations described in the application, as amended, as set forth below.

2. The spur track crossing at improved Marquardt Avenue shall be identified as Crossing No. 2-158.5-C. Construction shall be equal or superior to Standard No. 2 of General Order No. 72 without superelevation and of a width of 64 feet, with tops of rails flush with the existing roadway and with grades of approach not greater than one per cent. Protection shall be by two Standard No. 8 flashing light signals (General Order No. 75-B). Applicant shall bear the entire construction and maintenance expense of the crossing.

3. The authority granted herein shall not be construed as authorizing the opening of Marquardt Avenue or Excelsior Drive other than across Marquardt Avenue at Crossing No. 2-158.5-C.

4. Within thirty days after completion pursuant to this order, applicant shall so advise the Commission in writing. This authorization shall expire if not exercised within one year unless time be extended or if above conditions are not complied with. Authorization may be revoked or modified if public convenience, necessity, or safety so require. The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, this 24th day of FEBRUARY, 1965.

Frederick B. Mitchell
President
George T. Trever
William W. Bennett
Commissioners