

Decision No. 13166.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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In the Matter of the Application )  
of the Board of Supervisors of )  
the County of Los Angeles, State )  
of California, for permission to )  
install a grade crossing over the )  
tracks of the Atchison, Topeka & )  
Santa Fe Railroad, on the Santa Fe )  
Springs and Whittier Road. )

Application No. 9065.

BY THE COMMISSION:

**ORIGINAL**

ORDER

The Board of Supervisors of the County of Los Angeles, State of California, on May 25, 1923, filed with the Commission an application for permission to construct a public road at grade across the tracks of Atchison, Topeka & Santa Fe Railway, hereinafter called the Railroad, in said County of Los Angeles, as hereinafter indicated. It appears to the Commission that this is not a case in which a public hearing is necessary; that the Railroad has signified by letter that it has no objections to the granting of this application; that it is not reasonable nor practicable to avoid a grade crossing with said track, and that the application should be granted subject to the conditions hereinafter specified.

Investigation discloses the fact that for in excess of eight years there has been a public crossing substantially in the same location as the one applied for herein, and that in 1922 an automatic flagman was installed for the protection

of this crossing by the Railroad Company.

Therefore,

IT IS HEREBY ORDERED that permission be and it is hereby granted the Board of Supervisors of the County of Los Angeles, State of California, to construct Santa Fe Springs and Whittier Road at grade across track of the Railroad within:

"That portion of the Rancho Santa Gertrudes, subdivided for the Santa Gertrudes Land Association, as shown on map recorded in Book 1, page 502, Miscellaneous Records of Los Angeles County, described as follows:

Beginning at the intersection of the easterly line of the right of way of the Atchison, Topeka and Santa Fe Railway Company - San Diego Branch (formerly Southern California Railway), as shown on County Surveyor's Map No. 6442 on file in the office of the Surveyor of Los Angeles County, with the northwesterly line of Santa Fe Springs & Whittier Road (formerly E Street), as shown on map of Tract No. 5326 recorded in Book 58, pages 56 & 57 of Maps, records of said county; thence South  $40^{\circ} 03' 40''$  West along the southwesterly prolongation of said northwesterly line 118.51 feet to the westerly line of aforesaid right of way; thence southerly along said westerly line 72.22 feet; thence North  $40^{\circ} 03' 40''$  East 120.46 feet to the aforesaid easterly right of way line; thence northerly along said easterly right of way line 71.15 feet to the point of beginning."

The above as shown by the map attached to the application; said crossing to be constructed subject to the following conditions, namely:

(1) The entire expense of constructing the crossing shall be borne by applicant. The cost of its maintenance up to lines two (2) feet outside of the outside rails shall be borne by applicant. The maintenance of that portion of the crossings between lines two (2) feet outside of the outside rails shall be borne by Atchison, Topeka & Santa Fe Railway.

(2) The crossing shall be constructed of a width not less than twenty-four (24) feet and at an angle of fifty-eight

(58). degrees to the railroad and with grades of approach not greater than two (2) per cent; shall be protected by a suitable crossing sign and shall in every way be made safe for the passage thereon of vehicles and other road traffic.

(3) An automatic flagman shall be maintained for the protection of said grade crossing at the sole expense of the railroad.

(4) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of said crossing.

(5) If said crossing shall not have been installed within one year from the date of this order, the authorization herein granted shall then lapse and become void, unless further time is granted by subsequent order.

(6) 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.

This order shall become effective three (3) days from the making thereof.

Dated at San Francisco, California, this 16<sup>th</sup> day of February, 1924.

C. A. Sweeney

James Martin  
Edwin Shore

J. F. Whitney  
Commissioners.