

Decision No. 14050

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application
of The Atchison, Topeka and Santa
Fe Railway Company, a corporation,
for authority to lay, construct,
maintain and operate a certain
storage or spur track across Col-
lingwood Street, formerly Belle-
view Avenue, in the City of El
Segundo, County of Los Angeles,
State of California.

Application No. 10422

BY THE COMMISSION:

ORIGINAL

O R D E R

The Atchison, Topeka and Santa Fe Railway Company, a corporation, filed the above entitled application with this Commission on the 25th day of August, 1924, asking for authority to construct a certain storage or spur track at grade across Collingwood Street, formerly Bellevue Avenue, in the City of El Segundo, County of Los Angeles, State of California, as hereinafter set forth. The necessary franchise or permit (Ordinance No. 105) has been granted by the Board of Trustees of said City for the construction of said crossing at grade, and it appears to this Commission that the present proceeding is not one in which a public hearing is necessary; that it is neither reasonable nor practicable at this time to provide a grade separation, or to avoid a grade crossing with said Collingwood Street at the point mentioned in this application, and that this application should be granted subject to the conditions hereinafter specified.

THEREFORE, IT IS HEREBY ORDERED, that permission and authority be and it is hereby granted to The Atchison, Topeka

and Santa Fe Railway Company to construct a storage or spur track at grade across Collingwood Street, formerly known as Belleview Avenue, in the City of El Segundo, County of Los Angeles, State of California, as follows:

BEGINNING at a point in the northern line of said Collingwood Street, formerly Belleview Avenue, 14 feet westerly from the center of the said Railway Company's main track, Redondo District, and 6.5 feet easterly from the northwest corner of Section 8, Township 3 South, Range 14 West, S.B.M., measured along section line; thence southerly 30 feet on a line 14 feet westerly from and parallel to the center line of said main track, to a point in the southern line of said Collingwood street, formerly Belleview Avenue.

All of the above as shown by the map (L - 6 - 5917) 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 said street now graded, with the top of rails flush with the pavement, and with grades of approach not exceeding four (4) per cent; shall be protected by suitable crossing signs, 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) 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.

(5) Cars shall not be stored on said track within a distance of 200 feet in either direction from said Collingwood Street.

(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 after the making thereof.

Dated at San Francisco, California, this 12th day of September, 1924.

C. L. Seaver

Egerton Shaw

J. T. Whittsey
Commissioners.