

Decision No. 17376

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 construct a spur  
track across Orange Street (also  
known as Defiance Street), in the  
City of Inglewood, County of Los  
Angeles, State of California.

Application No. 13161.

BY THE COMMISSION:

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 8th day of September, 1926, asking for authority to construct a spur track at grade across Orange Street in the City of Inglewood, County of Los Angeles, State of California, as hereinafter set forth. The necessary franchise (Ordinance No. 400) has been granted by the Board of Trustees of said City for the construction of said crossing at grade. 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 at the point mentioned in this application with said Orange Street 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 spur track at grade across Orange Street, in the City of Inglewood, County of Los Angeles, State of California, as follows:

Beginning at a point in the northern line of Orange Street, distant 114.56 feet westerly from the northwest corner of said street and Redondo Boulevard; thence southwesterly on a tangent 67.16 feet at a southwesterly angle of 59 degrees 43 minutes; thence southerly 9.23 feet on a curve concave to the east and having a radius of 603.805 feet to a point in the southern line of said Orange Street, distant 153.07 feet westerly from the southwest corner of said street and Redondo Boulevard;

and as shown by the map (Div'n. Eng. Dwg. No. L-7-8728, Revised August 27, 1926) attached to the application; said crossing to be constructed subject to the following conditions, namely:

(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 equal or superior to type shown as Standard No. 2, in General Order No. 72 of this Commission and of a width to conform to that portion of said street now graded, with the tops of rails flush with the roadway 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) 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.

The authority herein granted shall become effective on the date hereof.

Dated at San Francisco, California, this 21<sup>st</sup> day of September, 1926.

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Commissioners.