

ORIGINAL

Decision No. 19038.

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 a Permit to Construct Trackage Across Public Streets and Avenues in the City of Torrance, County of Los Angeles, State of California.

Application No. 14042

BY THE COMMISSION:

ORDER

The Atchison, Topeka and Santa Fe Railway Company, a corporation, filed the above-entitled application with this Commission on the 2nd day of September, 1927, asking for authority to construct trackage at grade across certain public streets in the City of Torrance, County of Los Angeles, State of California, as hereinafter set forth. The necessary franchise or permit (Ordinance No.143) has been granted by the Board of Trustees of said City of Torrance for the construction of said crossings 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 grade separations or to avoid grade crossings at the points mentioned in this application with said streets 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 certain siding, lead and spur tracks at grade across Washington Avenue, Apple Avenue, Cedar, Oak, and Vine Streets in the City of Torrance, County of Los Angeles, State of California, at the locations hereinafter particularly

described and as shown by the map (dated August 15, 1927) attached to the application.

Description of Crossings

CROSSING "A" (Siding No. 6).

Beginning at the intersection of the westerly prolongation of the northerly line of Washington Ave., with a line southwesterly of and parallel to the present Main Track of the Santa Fe and Los Angeles Harbor Railway, thence from said point of intersection in a southeasterly direction along a line 15-feet southwesterly of and parallel to aforesaid Main track a distance of 116.14-ft. over and across said Washington Avenue to an intersection with the southerly line of Washington Avenue.

Initial point of said siding in Main Track is at Mile Post 7.121, crossing of center line of said siding and center line of Washington Avenue is at Mile Post 7.358.

The above crossing shall be identified as Crossing No. 2H-7.4.

CROSSING "B" (Siding No. 6).

Beginning at the intersection of the westerly line of Apple Avenue with a line 15-feet southwesterly of and parallel to the present Main Track of the Santa Fe and Los Angeles Harbor Railway, thence from said point of intersection in a southeasterly direction along a line 15-feet southwesterly of and parallel to aforesaid Main Track a distance of 70.07 feet over and across said Apple Avenue to an intersection with the easterly line of said Apple Avenue.

Initial point of said siding in Main Track is at Mile Post 7.121 Crossing of center line of said siding and center line of Apple Avenue is at Mile Post 7.430.

(Spur Track No. 4).

A curve connection concave to the southwest intersecting the center line of Apple Avenue, 182 feet more or less distant southwesterly from the intersection of said center line of Apple Avenue with the southerly line of Washington Avenue, the westerly end of said curve connection being in siding No. 6, described above at Mile Post 7.459. The point of crossing of said Apple Avenue as described is at Mile Post 7.476.

CROSSING "C" (Spur Track No. 3)

A spur track over and across Cedar Street, at right angles, the center line of which is 1717.5 feet southerly of and parallel to the center line of Carson Street. The intersection of Center line of said Spur Track with center line of Cedar Street is at Mile Post 7.756.

The above crossing shall be identified as Crossing No. 2H-7.75-C.

CROSSING "D" (Spur Track No.4)

A Spur Track over and across Cedar Street at right angles, the center line of which is 2344.0 feet southerly of and parallel to the center line of Carson Street.

The intersection of center line of said Spur Track with Center line of Cedar Street is at Mile Post 8.031.

The above crossing shall be identified as Crossing 2H-8.0-C.

CROSSING "E" (Spur Track No.5)

A Spur Track over and across Cedar Street, the center line of which intersects the easterly line of Cedar Street at a point 2757.5 feet southerly from the intersection of the northerly prolongation of said easterly line with the center line of Carson Street. Said Center line of track crossing Cedar Street in a north-westerly direction at an angle of 75 degrees 50 minutes with the aforesaid, easterly line of Cedar Street. The intersection of center line of said spur track with center line of Cedar Street is at Mile Post 8.684.

The above crossing shall be identified as Crossing No.2H-8.7-C.

CROSSING "F" (Spur Track No.1)

A Spur Track over and across a street proposed to be opened, dedicated, and to be known as Oak Street, the center line of said spur track to be located 553.7 feet southerly from and parallel to the center line of Carson Street. The intersection of center line of said spur track with center line of said Oak Street is at Mile Post 7.212.

The above crossing shall be identified as Crossing No.2H-7.2-C.

CROSSING "G" (Spur Track No. 2)

A Spur Track over and across a street proposed to be opened, dedicated, and to be known as Oak Street, the center line of said spur track to be located 1011.5 feet southerly from and parallel to the center line of Carson Street. The intersection of center line of said spur track with center line of said Oak Street is at Mile Post 7.419.

The above crossing shall be identified as Crossing 2H-7.4-C.

CROSSING "H" (Spur Track No. 2)

A Spur Track over and across a street proposed to be opened, dedicated, and to be known as Vine Street, the center line of said street to be located 1380.0 feet easterly of and parallel to the center line of Cedar Avenue; the center line of said spur track crossing said Vine

Street to be located 1182.5 feet southerly from and measured at right angles to the center line of Carson Street and parallel to said center line of Carson Street. The intersection of center line of said spur track with center line of said Vine Street is at Mile Post 7.259.

The above crossing shall be identified as Crossing
2H-7.25-C.

CROSSING "I" (Spur Track No. 3)

A Spur Track over and above Vine Street as said street is hereinbefore described, the center line of said spur track crossing said Vine Street at right angles, parallel with and 1717.5 feet southerly from the center line of Carson Street. The intersection of center line of said spur track with center line of said Vine Street is at Mile Post 7.505.

The above crossing shall be identified as Crossing
No. 2H-7.5-C.

CROSSING "J" (Spur Track No.4)

A Spur Track over and above Vine Street as said street is hereinbefore described, the center line of said spur track crossing said Vine Street at right angles parallel with and 2344.0 feet southerly from the center line of Carson Street. The intersection of center line of said spur track with center line of said Vine Street is at Mile Post 7.770.

The above crossing shall be identified as Crossing
2H-7.8-C.

CROSSING "K" (Spur Track No.5)

A Spur Track over and across Vine Street as said street is hereinbefore described, the center line of said spur track intersecting the east line of said Vine Street at a point 759.3 feet southerly along said easterly line from center line of spur track No.4, crossing "J", above described, and intersecting the westerly line of said Vine Street at a point 744.1 feet southerly along said westerly line from the center line of said spur track No.4. The intersection of center line of said spur track No.5 with center line of said Vine Street is at Mile Post 8.953.

The above crossing shall be identified as Crossing
2H-9.0-C.

Said crossings to be constructed subject to the following conditions, namely:

- (1) The entire expense of constructing the crossings

together with the cost of their maintenance thereafter in good and first-class condition for the safe and convenient use of the public, shall be borne by applicant.

(2) Crossings Nos. 2H-7.4 (Washington Avenue), 2H-7.2-C and 2H-7.4-C (Oak Street), 2H-7.25-C, 2H-7.5-C, 2H-7.8-C and 2H-9.0-C (Vine Street) shall be constructed equal or superior to type shown as Standard No. 3 in General Order No. 72 of this Commission, constructed 24 feet in width, with grades of approach not exceeding three (3) per cent, and with tops of rails flush with the pavement; shall each be protected by a Standard No. 1 crossing sign, as specified in General Order No. 75, and shall in every way be made safe for the passage thereover of vehicles and other road traffic.

(3) Crossings Nos. 2H-7.75-C, 2H-8.0-C and 2H-8.7-C (Cedar Street) shall be constructed equal or superior to type shown as Standard No. 2 in General Order No. 72 of this Commission; constructed 24 feet in width, with grades of approach not exceeding three (3) per cent, and with the tops of rails flush with the pavement; shall each be protected by a Standard No. 1 crossing sign, as specified in General Order No. 75 of this Commission, and shall in every way be made safe for the passage thereover of vehicles and other road traffic.

(4) No train, engine, motor or car shall be operated over crossings Nos. 2H-7.75-C, 2H-8.0-C and 2H-8.7-C (Cedar Street) unless said train, engine, motor or car shall be under full control, and unless traffic on the highway be protected by a member of the train crew or other competent employee acting as flagman.

(5) Crossing No. 2H-7.43 (Apple Avenue) shall be so constructed that grades of approach not exceeding three (3) per cent will be feasible in the event that the construction of a

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roadway along said Apple Avenue shall hereafter be authorized, and so that said grade crossing may be made safe for the passage thereover of vehicles and other road traffic.

(6) This order is made upon the express condition that Apple Avenue is not now actually constructed and open to travel at the point of crossing, and said order shall not be deemed an authorization for the construction of an opening of said street to public use across said railroad tracks.

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

(8) If said crossings 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.

(9) The Commission reserves the right to make such further orders relative to the location, construction, operation, maintenance and protection of said crossings 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 12th day of November, 1927.

Ernest C. ...
C. ...
Leon ...
Thos. ...
M. J. ...
Commissioners.