

Decision No. 19490

Sup.
ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of the Santa Fe and Los Angeles Harbor Railway Company, a corporation, for authority to lay, maintain and operate railway tracks to serve industries and/or other necessary railroad purposes in connection therewith, across certain public highways, streets and alleys in the City of Torrance, County of Los Angeles, California.

Application No. 14463.

BY THE COMMISSION:

O R D E R

Santa Fe and Los Angeles Harbor Railway Company, a corporation, filed the above entitled application with this Commission on the 23th day of February, 1928, asking for authority to construct three lead tracks at grade across Madrona Avenue, 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 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 Madrona Avenue 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 Santa Fe and Los Angeles Harbor Railway Company to construct three lead tracks at grade across Madrona Avenue

in the City of Torrance, County of Los Angeles, State of California, at the locations hereinafter particularly described and as shown by the map (C.E.S.No. 75-17352) attached to the application.

Description of Crossings

Spur Track No. 2, initial point in Torrance Oil Spur at Mile Post 1.522.

A spur track over and across Madrona Avenue on a curve concave to the northeast, the center line of said spur track intersecting the west line of said Madrona Avenue at a point 88.20 feet northerly along said west line from the south line of Carson Street and intersecting the east line of said Madrona Avenue at a point 12.50 feet southerly along said east line from the south line of Carson Street.

The above crossing shall be identified as Crossing No. 2H-6.4-C.

Spur Track No. 3, initial point in Torrance Oil Spur at Mile Post 1.648.

A spur track over and across Madrone Avenue on a curve concave to the northeast, the center line of said spur track intersecting the west line of said Madrone Avenue at a point 574.30 feet southerly along said west line from the south line of Carson Street and intersecting the east line of said Madrone Avenue at a point 675.00 feet southerly along said east line from the south line of Carson Street.

The above crossing shall be identified as Crossing No. 2H-6.5-C.

Spur Track No. 4, initial point in Torrance Oil Spur at Mile Post 1.772.

A spur track over and across Madrone Avenue on a curve concave to the northeast, the center line of said spur track intersecting the west line of said Madrone Avenue at a point 1231.83 feet southerly along said west line from the south line of Carson Street and intersecting the east line of said Madrone Avenue at a point 1332.53 feet southerly along said east line from the south line of Carson Street.

The above crossing shall be identified as Crossing No. 2H-6.6-C.

Said crossings shall 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

and first-class condition for the safe and convenient use of the public, shall be borne by applicant.

(2) Said crossings shall be constructed equal or superior to type shown as Standard No. 2, in General Order No. 72 of this Commission and shall be constructed without superelevation and of a width to conform to that portion of said avenue now graded, with the tops of rails flush with the pavement, and with grades of approach not exceeding two (2) per cent; 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 suitable for the passage thereover of vehicles and other road traffic.

(3) Trees along easterly side of Madrona Avenue between El Camino Real and Carson Street shall be removed.

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

(5) 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.

(6) 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 16th day of March, 1928.

Leon Whitell

C. J. ...

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Commissioners.