

# ORIGINAL

Decision No. 10958

**BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.**

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In the matter of the application of  
The Atchison, Topeka & Santa Fe Railway  
Company, a corporation, for permission  
to construct a spur track at grade across  
53rd Street, 54th Street and 55th Street  
and the intervening alleys west of Malabar  
Street in the County of Los Angeles, State  
of California.

Application 8202.

BY THE COMMISSION:

**O R D E R**

The Atchison, Topeka & Santa Fe Railway Company, a corporation, having on August 26, 1922, filed with the Commission an application for permission to construct a spur track at grade across 53rd Street, 54th Street, 55th Street, and the intervening alleys west of Malabar Street in the County of Los Angeles, State of California, as hereinafter indicated, and it appearing to the Commission that this is not a case in which a public hearing is necessary; that the necessary franchise or permit (Ordinance No. 762-New Series) has been granted by the Board of Supervisors of said County of Los Angeles for the construction of said crossings at grade, and it further appearing that it is not reasonable nor practicable to avoid grade crossings with said 53rd Street, 54th Street, 55th Street and the intervening alleys west of Malabar Street, and that this application should be granted subject to the conditions hereinafter specified:

IT IS HEREBY ORDERED, that permission be and it is hereby granted The Atchison, Topeka & Santa Fe Railway Company to construct a spur track at grade across 53rd Street, 54th Street, 55th Street and the intervening alleys west of Malabar Street, in the County of Los

Angeles, State of California, described as follows:

BEGINNING in the center line of the main track of the Redondo branch of The Atchison, Topeka & Santa Fe Railway Company 110.2 feet northerly from the northern line of 53rd Street; thence southerly on a curve of 942.29 feet radius concave to the east 182.75 feet said curve intersecting the northern and southern lines of 53rd Street 37.90 and 29.57 feet respectively westerly from the western line of Malabar Street; thence southerly on a 10 degree curve concave to the west 111.17 feet; thence southerly on a tangent 659.9 feet to point of ending, said tangent intersecting the northern and southern lines of the alley between said 53rd Street and 54th Street 18.18 feet and 18.36 feet respectively westerly from the western line of said Malabar Street, intersecting the northern and southern lines of 54th Street 19.92 feet and 20.64 feet, respectively westerly from the western line of said Malabar Street, intersecting the northern and southern lines of the alley between said 54th Street and 55th Street 22.20 feet and 22.38 feet, respectively, westerly from the Western line of said Malabar Street and intersecting the northern and Southern lines of 55th Street 23.94 feet and 24.66 feet, respectively, westerly from the western line of said Malabar Street;

all of the above as shown by the map (Div'n. Engr's. Drawing No. L-4-4725) attached to the application; said crossings to be constructed subject to the following conditions, viz:

(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) Said crossings shall be constructed of a width and type of construction to conform to those portions of 53rd Street, 54th Street, 55th Street and the intervening alleys west of Malabar Street now graded, 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 crossings.

(4) The authorization herein granted for the installation of

said crossings will lapse and become void one year from the date of this order 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 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.

Dated at San Francisco, California, this 2<sup>d</sup>  
day of September, 1922.

H. B. Brundage

Dwight Martin

J. F. Benedict

Commissioners.