

Decision No. 11372

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the application of)
the City of Inglewood for permission)
to construct Damask Avenue at grade)
across the tracks of The Atchison,)
Topeka and Santa Fe Railway Company,)
in the City of Inglewood, County of)
Los Angeles, State of California.)

Application No. 8295

Clyde Woodworth, City Attorney for applicant.

E. T. Lucey and G. E. Harrison for The Atchison,
Topeka and Santa Fe Railway Company.

W. W. Clary for the Railroad Commission of the
State of California.

BY THE COMMISSION:

O P I N I O N

In this application the City of Inglewood asks for permission to construct Damask Avenue at grade across the tracks of The Atchison, Topeka and Santa Fe Railway.

A public hearing was held on this application before Examiner Williams in Los Angeles, November 20, 1922.

Damask Avenue is a northerly and southerly street which heretofore has not been improved or open to travel north of the southerly right of way line of the Santa Fe. Owners of property immediately north of the railroad have had access to Eucalyptus Avenue by means of an unnamed easterly and westerly street. This territory is essentially industrial in character and the city, in order to properly encourage industrial development in this vicinity, has seen fit to vacate this unnamed street. It appears that

this was done largely to benefit the Smoot-Hollmann Company, manufacturers of porcelain, who are contemplating the construction of a large factory in this vicinity, and it is alleged that in order to properly protect the health of their employees from the effect of said fumes, this company must locate its offices and stock rooms on the windward side of its plant. Under this circumstance, the access afforded by Eucalyptus Avenue to the easterly side of the plant is practically valueless and it is necessary to have access to the stock rooms and offices to be constructed on the westerly side of their property.

In addition, the construction of Damask Avenue will give the city a more convenient route to its garbage dump, located in a large depression westerly from the extension of Damask Avenue and north of the Santa Fe track. It also appears that some half a dozen residents of the tract immediately north of the railroad will be inconvenienced by the construction of this crossing.

It is estimated that the vehicular traffic over the proposed crossing will not be great. Although the proposed crossing will be across the Redondo Branch, a siding and a spur track of the Santa Fe, train movements over these tracks are quite limited, there being one regular train each way daily, with an occasional switching movement across Damask Avenue. The view is partially obstructed, but on account of the relatively small amount of both railroad and highway traffic, it appears that the installation of this crossing will not create an unreasonably serious public hazard, and under these circumstances the application should be granted. No protection, other than standard crossing and advance warning signs appear to be justified at this time.

The Santa Fe offers no objection to the granting of this application.

O R D E R

The Board of Trustees of the City of Inglewood, having made application for permission to construct a public street at grade across the tracks of The Atchison, Topeka and Santa Fe Railway Company at Damask Avenue, a public hearing having been held, the Commission being apprised of the facts, the matter being under submission and ready for decision,

IT IS HEREBY FOUND AS A FACT that public convenience and necessity require the establishment of a public crossing at grade at the point as hereinafter set forth and under certain conditions as hereinafter specified, therefore,

IT IS HEREBY ORDERED that permission be and it is hereby granted the Board of Trustees of the City of Inglewood, County of Los Angeles, State of California, to construct a public street at grade across the track of The Atchison, Topeka and Santa Fe Railway Company at Damask Avenue as shown on map marked Exhibit "A", attached to the application; said crossing to be constructed subject to the following conditions, namely:

(1) The entire expense of constructing the crossing shall be borne by the applicant. The cost of its maintenance up to a line two (2) feet outside of the outside rails shall be borne by the applicant. The maintenance of that portion of the crossing between the rails and two (2) feet outside of the outside rails thereof shall be borne by The Atchison, Topeka and Santa Fe Railway Company.

(2) The crossing shall be constructed of a width not less than twenty-four (24) feet and at an angle of ninety (90) degrees to the railroad and with grades of approach not greater than two (2) per cent; shall be protected by a suitable crossing sign and shall in every way be made safe for the passage thereon 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) The authorization herein granted for the installation of said crossing 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 crossing as 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 22^d day of December, 1922.

H. H. Brundage
Living Martin

J. F. [unclear]

Commissioners.