

Decision No. 12399

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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In the matter of the application of )  
Southern Pacific Company for an order )  
authorizing the construction at grade )  
of a drill track across Colorado )  
Street in the City of Los Angeles )  
(West Glendale Station), County of )  
Los Angeles, California. )

Application No. 9077

W. I. Gilbert, for applicant

Milton Bryan, for City of Los Angeles

BY THE COMMISSION:

O P I N I O N

ORIGINAL

This is an application by Southern Pacific Company for permission to construct a drill track at grade across Colorado Street in the City of Los Angeles.

A public hearing was held on this application before Examiner Williams, in Los Angeles, July 9, 1923.

The purpose of making this application is to enable the Southern Pacific to construct an industrial drill track about one-half mile long approximately parallel to and the major portion of which is about four hundred feet westerly of its main line between Glendale and Burbank.

At the point of the proposed crossing Colorado Street is not now physically open to public use and travel. The territory traversed by this track has been of a rural character but it is now being developed for industrial purposes.

Colorado Street, as a traveled thoroughfare, at present terminates east of the railroad at San Fernando Boulevard, the last named road being a heavy traffic paved highway paralleling and adjacent to the main line of the railroad on its easterly side. Extending easterly from San Fernando Boulevard, Colorado Street is a paved and very important thoroughfare passing through the City of Glendale and continuing easterly through Pasadena constituting one of the principal business streets in that city. It is thus seen that east of the railroad it is one of the more important easterly and westerly traffic arteries in this district. If Colorado Street were opened and improved for traffic to the west it would become a natural through artery connecting the Pasadena and Glendale territory with the Hollywood territory, in which event it would carry a very heavy traffic at the point of the proposed crossing.

The proposed drill track is located up on bench land above the Los Angeles River. The river itself is about sixteen hundred feet east of the proposed track but at a distance of about one hundred feet west of the track this high bench land drops down abruptly about thirty-five feet to the old river bed. It is this difference in elevation together with the absence of a bridge across the Los Angeles River that has probably delayed the opening of Colorado Street to the west. Due to these topographical conditions the ultimate construction of a roadway along Colorado Street crossing over this drill track at grade in the location proposed will be decidedly impracticable. It therefore appears that, although, there is no public hazard or other serious objection to the construction of this drill track at the present time, a grade crossing of this track over Colorado Street would be very objectionable at such time as Colorado Street was actually open as an important traffic artery at this

point. The City of Los Angeles has consented to the construction of this crossing and has passed Ordinance No. 46367 (New Series) granting the railroad a franchise for the track subject to certain conditions among which it is provided that the city may at any time require that the grade of Colorado Street be placed above or below that of the proposed drill track, such separation of grades to be made at the entire expense of Southern Pacific Company.

The Commission's engineer, after investigation recommended that any order granting permission to construct this crossing should contain a condition providing that at such time as Colorado Street should actually be improved westerly from its present terminus in San Fernando Boulevard so as to lead to any bridge across the Los Angeles River that the grade crossing of Colorado Street over this drill track be abolished. It was suggested that this grade crossing could at that time be eliminated in one of two ways, either by the removal of the rails from the street thereby leaving track as two industrial spurs or by constructing Colorado Street underneath the track.

Pending the time that Colorado Street is open for traffic there appears to be no reason why the crossing should not be constructed and operations of the railroad in serving industries adjacent to the track facilitated as much as maybe thereby. The application should at this time be granted subject to certain conditions.

#### O R D E R

Southern Pacific Company having made application for permission to construct a drill track at grade across Colorado Street, 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 ORDERED, that permission be and it is hereby granted Southern Pacific Company to construct a drill track at grade across Colorado Street in the location described as follows:

Beginning at a point in the southerly line of Colorado Street which point is distant 435.08 feet westerly from intersection of westerly line of San Fernando Boulevard with said southerly line of Colorado Street; thence northerly in a direct line 81.50 feet to a point in northerly line of Colorado Street which point is distant 421.38 feet westerly from intersection of said westerly line of San Fernando Boulevard with said northerly line of Colorado Street.

All of the above as shown by the map attached to the application, subject to the following conditions:

- (1) The entire expense of constructing the crossings, 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) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of said crossing.
- (3) If and when said Colorado Street shall be open for vehicular traffic between its present westerly terminus at San Fernando Boulevard and any bridge that may now or hereafter be constructed across the Los Angeles River, the grade crossing herein authorized shall be abolished.
- (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 to it may seem right and proper, and to revoke its permission if, in its judgment, the public convenience and necessity demand such action.

This order shall become effective five (5) days from the date of this order.

Dated at San Francisco, California, this 27<sup>th</sup> day of July, 1923.

*C. Seaver*

*Dwight Martin*  
*Edward Shore*

Commissioners.