

Decision No. 12785

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

-000-

In the Matter of the Application of
Los Angeles & Salt Lake Railroad
Company, a corporation, for author-
ity to construct, maintain and operate
a passing track in Glendale Avenue,
within the corporate limits of the
City of Glendale.

Application No. 9474.

BY THE COMMISSION:

O R D E R

Los Angeles & Salt Lake Railroad Company, a corporation, having on October 24, 1923, filed with the Commission an application for permission to relocate its main line track and to construct a passing track at grade across Glendale Avenue in the City of Glendale, 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. 807) has been granted by City Council of said City of Glendale 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 Glendale Avenue, 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 Los Angeles & Salt Lake Railroad Company to

relocate its main line track and to construct a passing track at grade across Glendale Avenue in the City of Glendale, County of Los Angeles, State of California, described as follows:

RELOCATED MAIN LINE TRACK

Commencing at a point in the center line of Glendale Avenue in the City of Glendale, County of Los Angeles, State of California, fifty (50) feet southerly of its intersection with the center line of Maple Street, as located west of Glendale Avenue, which point is also in the center line of the main track of the Glendale Branch of the Los Angeles & Salt Lake Railroad Company; thence southwesterly on a standard No. 7 turnout to the west, a distance of seventy-eight (78) feet to a point four (4) feet westerly of, measured at right angles to, the center line of Glendale Avenue; thence on a curve concave to the east with a radius of four hundred ninety-two (492) feet, a distance of seventy (70) feet to a point six and five-tenths (6-5-10) feet westerly of, measured at right angles to, the center line of said Glendale Avenue; thence southwesterly parallel to the said center line of Glendale Avenue, a distance of one hundred four (104) feet to a point; thence southerly on a curve concave to the northeast with a radius of four hundred ninety-two (492) feet, a distance of seventy (70) feet to a point four (4) feet westerly from, measured at right angles to, the center line of said Glendale Avenue; thence on a standard No. 7 turnout a distance of seventy-eight (78) feet to a point in the main track of Los Angeles & Salt Lake Railroad Company, laid along the center line of Glendale Avenue to point of switch at a point in the center line of Glendale Avenue one hundred sixty-four and eighty-seven hundredths (164.87) feet northerly of its intersection with the center line of Windsor Road.

PASSING TRACK

Commencing at a point in the center line of Glendale Avenue in the City of Glendale, County of Los Angeles, State of California, fifty (50) feet southerly of its intersection with the center line of Maple Street as located west of Glendale Avenue which point is also in the center line of the main track of the Glendale Branch of Los Angeles & Salt Lake Railroad Company; thence southeasterly on a standard No. 7 turnout to the east, a distance of seventy-eight (78) feet to a point four (4) feet easterly of measured at right angles to, the center line of Glendale Avenue; thence on a curve concave to the west with a radius of four hundred ninety-two (492) feet, a distance of seventy (70) feet to a point six and five-tenths (6 5-10) feet easterly

of, measured at right angles to, the center line of said Glendale Avenue, thence southwesterly parallel to the said center line of Glendale Avenue, a distance of one hundred four (104) feet to a point; thence southerly on a curve concave to the northwest with a radius of four hundred ninety two (492) feet, a distance of seventy (70) feet to a point four (4) feet easterly from, measured at right angles to, the center line of said Glendale Avenue; thence on a standard No. 7 turnout a distance of seventy-eight (78) feet to a point in the main track of Los Angeles & Salt Lake Railroad Company, laid along the center line of Glendale Avenue to point of switch at a point in the center line of Glendale Avenue one hundred sixty-four and eighty-seven hundredths (164.87) feet northerly of its intersection with the center line of Windsor Road.

All of the above as shown by the map (Exhibit B) 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 said Glendale Avenue now graded, with the top of rails flush with the pavement, and with grades of approach not exceeding one (1) per cent; shall be protected by a suitable crossing sign, 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.

This order shall become effective three (3) days after the making thereof.

Dated at San Francisco, California, this 5th day of November, 1923.

C. A. Seaver
H. B. Bondage
Carlton Shore
J. H. Whittier
Commissioners