

Decision No. 14448

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the Application)
of The Atchison, Topeka and Santa)
Fe Railway Company, a corporation,)
for authority to install and maintain)
a spur track across Glenarm Street,)
in the City of Pasadena, County of)
Los Angeles, State of California.)

Application No. 10609.

BY THE COMMISSION:

ORIGINAL

ORDER

The Atchison, Topeka and Santa Fe Railway Company, a corporation, filed the above-entitled application with this Commission on the 10th day of November, 1924, asking for authority to construct a spur track at grade across Glenarm Street in the City of Pasadena, County of Los Angeles, State of California, as hereinafter set forth. The necessary permit has been granted by the Board of Directors of said City for the construction of said crossing at grade, and 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 a grade separation, or to avoid a grade crossing at the point mentioned in this application with said Glenarm Street and that this application should be granted subject to the conditions hereinafter specified.

WHEREFORE, IT IS HEREBY ORDERED, that permission and authority be and it is hereby granted to The Atchison, Topeka and Santa Fe Railway Company to construct a spur track at grade across Glenarm Street, in the City of Pasadena, County of Los Angeles, State of California, as follows:

Beginning at a point in the northern line of Glenarm Street, of said City, 184.24 feet westerly from the northwest corner of Glenarm and Broadway Streets, said point of beginning being designated as Engineer's Station 0 plus 87.45 of said proposed spur; thence southerly 15.55 feet on a curve to Station 1 plus 03.0 P.R.C., said curve is concave to the east and has a radius of 2509.47 feet, the tangent to curve at said northern line of street makes an angle of 88 degrees 54 minutes and 2 seconds to the southeast with said street line; thence southerly 44.5 feet on a curve concave to the west and having a radius of 764.49 feet, to a point in the southern line of that portion of Glenarm Street which is 50 feet wide; thence continuing on last mentioned curve a distance of 20.0 feet to a point in the prolongation of the southern line of that portion of Glenarm Street which is 80 feet wide, distant 136.10 feet westerly from the southwestern corner of Glenarm and Depot Streets.

and as shown by the map (Div'n Eng. Drwg. No. L-4-7494) attached to the application; said crossing to be constructed subject to the following conditions, viz:-

(1) The entire expense of constructing the crossing 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) Said crossing shall be constructed of a width and type of construction to conform to that portion of said Glenarm Street now graded, with the tops 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 crossing.

(4) If said crossing 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

