

Decision No. 14836

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application)
of Los Angeles & Salt Lake Rail-)
road Company, a corporation, for)
authority to construct, maintain)
and operate certain steam rail-)
road tracks, at grade over)
Waverly Drive, Elevado Drive, and)
Grove Street, City of Pasadena,)
County of Los Angeles, State of)
California.)

Application No. 10995.

ORIGINAL

BY THE COMMISSION:

O R D E R

In this application the Los Angeles and Salt Lake Railroad Company seeks permission to reconstruct and relocate its main line track across Waverly Drive, Elevado Drive and Grove Street in the City of Pasadena; to construct a new passing track at grade across Elevado Drive and Grove Street and to construct four (4) spur tracks at grade across Grove Street in said City. This shifting of main line track and construction of new trackage is required to serve new freight facilities and team driveways located in the block bounded by Grove Street, Green Street, Vernon Avenue and Pasadena Avenue. Applicant also desires to remove the present spur track crossing of Colorado Street and of the Pacific Electric double track line therein, as this track will no longer be required to serve the old freight facilities north of Colorado Street. The necessary franchise or permit (Ordinance No. 2348) has been granted by the Board of Directors of said City of Pasadena for the construction of said crossings 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

grade separations, or to avoid grade crossings at the points mentioned in this application with said streets and drives 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 Los Angeles and Salt Lake Railroad Company to reconstruct its main line track across Waverly Drive, Elevado Drive and Grove Street, and to construct a passing track at grade across Elevado Drive and Grove Street, and to construct four (4) spur tracks at grade across Grove Street, all in the City of Pasadena, County of Los Angeles, State of California, as follows:

"a. A main line track across WAVERLY DRIVE the center line of which is more particularly described as follows:

Beginning at a point on the northerly line of Waverly Drive said point being 264.0 feet westerly from the southeast corner of Lot 6, Tract No. 2766, as per map recorded in Book 31, page 38 of Maps, Records of Los Angeles County; thence south $9^{\circ} 02' 25''$ east, 60.84 feet to a point on the southerly line of said Waverly Drive, said point being south 60 feet and westerly 253.92 feet from said southeast corner of Lot 6, Tract No. 2766.

b. A main line track across ELEVADO DRIVE the center line of which is more particularly described as follows:

Beginning at a point on the southerly line of Elevado Drive, said point being 311.50 feet westerly from the northeast corner of Lot 12, Railroad Tract, as per map recorded in Book 23, page 61, Miscellaneous Records of said County; thence north $0^{\circ} 30'$ east, 60 feet to a point on the northerly line of said Elevado Drive, said point being 311.50 feet westerly from the southeast corner of Lot 41, Dr. Congar Tract, as per map recorded in Book 66, page 23, Miscellaneous Records of said County.

c. A side or spur track across ELEVADO DRIVE, said track being designated as the Grantee's Tract No. 10, the center line of which is more particularly described as follows:

Beginning at a point on the southerly line of Elevado Drive, said point being 324.50 feet westerly from said northeast corner of Lot 12, Railroad Tract; thence north $0^{\circ} 30'$ east, 60 feet to a point on the

northerly line of said Elevado Drive, said point being 324.50 feet westerly from said southeast corner of Lot 41, Dr. Congar Tract.

d. A main line track across GROVE STREET the center line of which is more particularly described as follows:

Beginning at a point on the southerly line of Grove Street, said point being 174.50 feet easterly from the northwest corner of Lot 47, Dr. Congar Tract, as per map recorded in Book 7, page 74, Miscellaneous Records of said County; thence north $0^{\circ} 30'$ east 50 feet to a point on the northerly line of said Grove Street, said point being 174.50 feet easterly from the southwest corner of Lot 29, said Dr. Congar Tract.

e. A side or spur track across GROVE STREET, said Track being designated as the Grantee's Tract No. 10 the center line of which is more particularly described as follows:

Beginning at a point on the southerly line of Grove Street, said point being 161.50 feet easterly from said northwest corner of Lot 47, Dr. Congar Tract; thence north $0^{\circ} 30'$ east, 50 feet to a point on the northerly line of said Grove Street, said point being 161.50 feet easterly from said southwest corner of Lot 29, Dr. Congar Tract.

f. A side or spur track across GROVE STREET, said track being designated as the Grantee's Tract No. 11, the center line of which is more particularly described as follows:

Beginning at a point on the southerly line of Grove Street, said point being 153.31 feet easterly from said northwest corner of Lot 47, Dr. Congar Tract; thence north $7^{\circ} 40'$ west, 0.93 feet to the beginning of a curve concave northeasterly and having a radius of 461.729 feet; thence northwesterly, along said curve, 49.20 feet to a point on the northerly line of said Grove Street, said point being 148.77 feet easterly from said southwest corner of Lot 29, Dr. Congar Tract.

g. A side or spur track across GROVE STREET, said track being designated as the Grantee's Tract No. 12, the center line of which is more particularly described as follows:

Beginning at a point on the southerly line of Grove Street, said point being 134.16 feet easterly from said northwest corner of Lot 47, Dr. Congar Tract; thence north $8^{\circ} 33'$ west 50.63 feet to a point on the northerly line of said Grove Street, said point being 126.20 feet easterly from said southwest corner of Lot 29, Dr. Congar Tract.

h. A side or spur track across GROVE STREET, said track being designated as the Grantee's Tract No. 13, the center line of which is more particularly described as follows:

Beginning at a point on the southerly line of Grove Street, said point being 129.33 feet easterly from said northwest corner of Lot 47, Dr. Congar Tract; thence north $16^{\circ} 43'$ west, 52.35 feet to a point on the northerly line of said Grove Street, said point being 113.84 feet easterly from said southwest corner of Lot 29, Dr. Congar Tract.

1. A side or spur track across GROVE STREET, said track being designated as the Grantee's Tract No. 15, the center line of which is more particularly described as follows:

Beginning at a point on the southerly line of Grove Street, said point being 111.90 feet easterly from said northwest corner of Lot 47, Dr. Congar Tract; thence north $26^{\circ} 18'$ west 56.02 feet to a point on the northerly line of said Grove Street, said point being 86.64 feet easterly from said southwest corner of Lot 29, Dr. Congar Tract.

and as shown by the map (Exhibit "A") 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 Drives and Streets now graded, with the tops of rails flush with the pavements and with grades of approach not exceeding three(3) 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) If said crossings 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 granted by subsequent order.

(5) Applicant shall remove the existing spur track across Colorado Street and the Pacific Electric Railway tracks therein and restore said street and tracks to conform to those portions adjacent thereto.

(6) 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.

The authority herein granted shall become effective on the date hereof.

Dated at San Francisco, California, this 22^d day of April, 1925.

C. Seamy

Egon Shaw

Frank Scott
Commissioners.