

Decision No. 15678.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application
of PACIFIC ELECTRIC RAILWAY COM-
PANY, a corporation, for permis-
sion to relocate its single track
line across Sonora, Western, and
Allen Avenues in the City of
Glendale, and Alameda Avenue in
the City of Burbank.

ORIGINAL

Application No. 11,920.

BY THE COMMISSION:

O R D E R

Pacific Electric Railway Company, a corporation, filed the above-entitled application with this Commission on the 2nd day of November, 1925, asking for authority to relocate its single track main line at grade across Sonora, Western and Allen Avenues in the City of Glendale and at grade across Alameda Avenue in the City of Burbank, all in the County of Los Angeles, State of California, as hereinafter set forth.

Easements for highway purposes at said Sonora, Western, Allen and Alameda Avenues were granted to the County of Los Angeles, before said streets were incorporated in said municipalities by deed dated December 3, 1910 from Pacific Electric Land Company. This deed reserved to the grantor the right to construct and maintain railroad tracks across the parcels granted for street purposes. Franchises or permits from the municipal authorities do not therefore appear necessary in this proceeding; however, the City Council of the City of Glendale and the Board of Trustees of the City of Burbank have each filed with the Commission copies of resolutions adopted by them in favor of the relocation of said tracks.

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 that this application should be granted subject to the conditions hereinafter specified, therefore,

IT IS HEREBY ORDERED, that permission and authority be and it is hereby granted to Pacific Electric Railway Company to relocate its single track main line at grade across Sonora, Western and Allen Avenues in the City of Glendale and at grade across Alameda Avenue in the City of Burbank, all in the County of Los Angeles, State of California, as follows:

In the City of Glendale

Commencing at a point in the southeasterly line of Sonora Avenue, distant northeasterly thereon 8.25 feet from the center line of the right of way of the Pacific Electric Railway Company in Glenoaks Boulevard; thence northwesterly in a direct line to a point in the northwesterly line of said Sonora Avenue distant northeasterly thereon 8.25 feet from said center line of right of way.

Also, commencing at a point in the southeasterly line of Western Avenue, distant northeasterly thereon 8.25 feet from the center line of the right of way of the Pacific Electric Railway Company in Glenoaks Boulevard; thence northwesterly in a direct line to a point in the northwesterly line of said Western Avenue distant northeasterly thereon 8.25 feet from said center line of right of way.

Also, commencing at a point in the southeasterly line of Allen Avenue, distant northeasterly thereon 8.25 feet from the center line of the right of way of the Pacific Electric Railway Company in Glenoaks Boulevard; thence northwesterly in a direct line to a point in the northwesterly line of said Allen Avenue distant northeasterly thereon 8.25 feet from said center line of right of way.

In the City of Burbank

Commencing at a point in the southeasterly line of Alameda Avenue, distant northeasterly thereon 8.25 feet from the center line of the right of way of the Pacific Electric Railway Company along Glencoe Boulevard; thence northwesterly in a direct line to a point in the northwesterly line of said Alameda Avenue distant northeasterly thereon 8.25 feet from said center line of right of way;

and as shown by the map C. E. H. 9200-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 equal or superior to type shown as Standard No. 3, as specified in General Order No. 72 of this Commission and shall be constructed of a width to conform to those portions of said streets now graded, with the tops of rails flush with the pavement, and with grades of approach not exceeding two (2) 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) After said track is placed in operation the existing track shall forthwith be removed from said crossings and streets paved in conformity with adjacent paving.

(4) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of said crossings and of removal of existing crossings.

(5) 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.

(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 21st day of November, 1925.

H. B. Brindley

O. S. Leavelle

George D. Tynes

Leon Whitcomb

Commissioners.