

ORIGINAL

Decision No. 18503.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of the CITY OF SAN MARINO and the CITY OF SAN GABRIEL, both in the County of Los Angeles, for an order authorizing the establishing and opening of St. Albans Road at grade across the tracks and right-of-way of the Southern Pacific Railroad Company (Los Angeles-Monrovia Branch), in the Cities of San Marino and San Gabriel.

Application No. 13,336.

S. M. Haskins, by Gordon Boller for City of San Marino.
Haas and Dunnigan, by E. S. Farrel and W. E. Bent for San Gabriel.

BY THE COMMISSION:

O P I N I O N

In this proceeding, authority is sought to construct St. Albans Road at grade across the Duarte Branch of the Southern Pacific Company in the City of San Marino.

A public hearing was held in Los Angeles before Examiner Williams, April 15, 1927.

Southern Pacific Company's Duarte Branch, in the vicinity of the proposed crossing, extends in a general northeasterly and southwesterly direction. The boundary line between the cities of San Marino and San Gabriel, in the vicinity of St. Albans Road, lies in the railroad right-of-way, the track being located in the City of San Marino. St. Albans Road crosses Huntington Drive at a point about 2000 feet to the northwest of crossing proposed

herein. By Decision No. 15,462 dated September 24, 1925, in Application No. 11,532, the Commission authorized the construction of St. Albans Road at grade across Pacific Electric Railway Company's Glendora Branch which is paralleled on both sides by Huntington Drive. Between Huntington Drive and the Duarte Branch of Southern Pacific Company and also to the southeast of this branch in the vicinity of St. Albans Road is a new residential section which is traversed by several streets and roads in a somewhat irregular manner. St. Albans Road extends northerly from Huntington Drive and connects with convenient routes to both South Pasadena and Pasadena, while to the southeast of Southern Pacific Company's Duarte Branch it connects with an east and west thoroughfare, known as Roses Road, which offers a through route to San Gabriel and points east.

At present considerable vehicular travel between Pasadena and San Gabriel uses Virginia Road, located some 1200 feet to the east of St. Albans Road, which crosses the Duarte Branch, at Alhambra Road, located about 1100 feet northeast of the proposed crossing. Alhambra Road connects with Roses Road 700 feet east of the intersection of St. Albans Road with Roses Road. The proposed crossing would afford a route between Pasadena and San Gabriel some 1200 feet shorter than the route now being used via Virginia and Alhambra Roads and in addition several more or less hazardous curves would be avoided.

Pacific Electric maintains a passenger station at the intersection of Huntington Drive and St. Albans Road. The proposed opening of St. Albans Road across the Southern Pacific track would prove a convenience to some 40 or 50 families living

in the City of San Gabriel to the southeast of the Southern Pacific track. Immediately northwest of the Southern Pacific track are 20 or 30 families which would be better served by the proposed St. Albans crossing when traveling to the southeast, the saving in distance being about 2,000 feet as compared to any existing crossing.

Corner views at the proposed crossing are fairly clear at present; the property at the northeast corner of the proposed crossing is vacant, but, when developed, the view here will probably remain fairly clear because of the City ordinance requiring a set-back distance of 25 feet for buildings. The railroad track is tangent in both directions from the proposed crossing, but a curve about 700 feet to the northeast would restrict the view of the crossing by trainmen from points beyond. At this point the track is descending on a grade of .8% towards Los Angeles.

Traffic on this branch line at present and for some time past has been one round trip daily by a freight train hauling rock from quarries at Duarte. Trains are not operated on any schedule and their speed in this vicinity is about 20 miles per hour. Highway traffic over the crossing would consist mainly of passenger cars driven by persons familiar with the locality, but there would also be a fairly heavy travel between San Gabriel and Pasadena. St. Albans Road is also expected to be a tributary and diversion artery to the proposed Arrow Highway.

Some difference of opinion was expressed as to what protection should be provided at this crossing if it is installed. While the traffic on the railroad is light it is apparent the

vehicular traffic will be heavy. From the evidence it appears that this application should be granted and that the crossing should be protected by an automatic flagman.

O R D E R

The cities of San Marino and San Gabriel having filed the above entitled application with the Railroad Commission for permission to construct St. Albans Road at grade across the track of the Duarte Branch of Southern Pacific Company within the City of San Marino, a public hearing having been held, the Commission being apprised of the facts, the matter having been duly submitted and now being ready for decision,

It is hereby found as a fact that public convenience and necessity require the granting of this application; therefore

IT IS HEREBY ORDERED that permission and authority be, and it is hereby granted to the cities of San Marino and San Gabriel, County of Los Angeles, State of California, applicants herein, to construct St. Albans Road at grade across the track of the Duarte Branch of Southern Pacific Company, as shown by the map attached to the application.

The above crossing shall be identified as crossing No. EX-490.7.

Said crossing shall be constructed subject to the following conditions, and not otherwise:

(1) The entire expense of constructing the crossing shall be borne by applicants. The cost of maintenance of that portion of said crossing located in the City of San Marino up to lines two (2) feet outside of the outside rails shall be borne

by the City of San Marino. The maintenance of that portion of the crossing located in the City of San Gabriel shall be borne by the City of San Gabriel. The maintenance of that portion of the crossing between lines two (2) feet outside of the outside rails shall be borne by the Southern Pacific Company. No portion of the cost herein assessed to applicants for the construction or maintenance of said crossing shall be assessed by applicants, in any manner whatsoever, to the operative property of the Southern Pacific Company.

(2) The crossing shall be constructed of a width not less than sixty (60) feet and not more than one hundred (100) feet and at an angle of about sixty (60) degrees, to the railroad and with grades of approach not greater than two (2) per cent; shall be constructed substantially in accordance with Standard No. 3 as specified in General Order No. 72 of this Commission; shall be protected by a crossing sign similar to Standard No. 1, as specified in Commission's General Order No. 75, and shall in every way be made safe for the passage thereon of vehicles and other road traffic.

(3) An automatic flagman shall be installed and maintained for the protection of said crossing. Said automatic flagman shall be of a type substantially equal to Standard No. 3 of General Order No. 75; initial cost of same shall be borne by applicants; maintenance cost of said flagman shall be borne by the Southern Pacific Company.

(4) Applicants shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of said crossing.

(5) 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 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 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.

For all other purposes, the effective date of this order shall be twenty (20) days from and after the date hereof.

Dated at San Francisco, California, this 14th day of June, 1927.

Edward J. [Signature]
H. B. [Signature]
Albany [Signature]
Leon [Signature]
Thos. [Signature]

Commissioners.