

Decision No. 18833

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
 Los Angeles & Salt Lake Railroad
 Company, a corporation, for authority,
 under the provisions of Section 43 of
 the Public Utilities Act, to operate
 locomotives and cars, at grade, across
 Garfield Avenue, Pasadena, California,
 upon a railroad spur track owned and
 maintained by the City of Pasadena.

Application No. 13977.

ORIGINAL

BY THE COMMISSION:

O R D E R

Los Angeles and Salt Lake Railroad Company, a corporation, filed the above entitled application with this Commission on the 6th day of August, 1927, asking for authority to operate its engines and cars on a spur track across Garfield Avenue in the City of Pasadena, County of Los Angeles, as hereinafter set forth. Said crossing is being constructed at grade by the City of Pasadena. 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 Garfield Avenue 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 Los Angeles and Salt Lake Railroad Company to operate its engines and cars across Garfield Avenue in the City of Pasadena, County of Los Angeles, State of California, at the location hereinafter particularly described and as shown by the drawing No. 131 attached to the application.

Description of Crossing

The center line of said railroad spur track will intersect the southerly line of Garfield Avenue at a point 178 feet, more or less, easterly, measured along the southerly line of said Garfield Avenue, from the easterly line of Fair Oaks Avenue; said track will extend across Garfield Avenue in a north by easterly direction on a curve concave to the west with a radius 359.3 feet a distance of 51.5 feet to a point on the northerly line of Garfield Avenue.

The above crossing shall be identified as Crossing No. 3B-8.2.

Said operation on above crossing shall be subject to the following conditions, namely:

(1) Said crossing shall be constructed substantially in accordance with Standard No. 2 in General Order No. 72 of this Commission, twenty-four (24) feet wide, with grades of approach not exceeding two (2) per cent; shall be protected by a Standard No. 1 crossing sign as specified in General Order No. 75 of this Commission, and shall in every way be made safe for the passage thereover of vehicles and other road traffic.

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

(3) 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.

(4) The Commission reserves the right to make such further orders relative to the construction, operation 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.

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

Dated at San Francisco, California, this 27th day of September, 1927.

Ernest J. Edwards
Chairman

David S. Kautz

M. J. Lane
Commissioners.