

ORIGINAL

Decision No. 19227.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the Application  
of the CITY OF GLENDALE, a municipal  
corporation, for permission to install  
a grade crossing over tracks of the  
Pacific Electric Railway Company at  
Highland Avenue.

Application No. 14067.

BY THE COMMISSION:

ORDER

The City Council of the City of Glendale, County of Los Angeles, State of California, filed the above entitled application with this Commission on the 14th day of September, 1927, asking for authority to construct a public street known as Highland Avenue at grade across the track of the Burbank Branch of Pacific Electric Railway Company in the said City of Glendale as hereinafter set forth. Said Pacific Electric Railway Company has signified by letter that it has no objection to 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 with said track at the point mentioned in this application, 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 the City Council of the City

of Glendale, County of Los Angeles, State of California, to construct Highland Avenue at grade across the track of the Burbank Branch of Pacific Electric Railway Company at the location hereinafter particularly described and as shown by the map attached to the application.

Description of Crossing.

That portion of the Maria Sepulveda de Sanchez 212.03 acres of the Rancho San Rafael, as per District Court Case #1621, (also being a portion of the 80-foot right-of-way of the Burbank Branch of the Pacific Electric Railway) within the following described lines, to-wit:

Beginning at the intersection of the Westerly line of Highland Avenue, with the Southerly line of the Northerly roadway of Glenoaks Boulevard as said Highland Avenue and Glenoaks Boulevard are shown on the recorded map of the Pelanconi Tract, recorded in Book 135, Pages 62, 63 and 64 of Maps, Records of Los Angeles County, California, said point of beginning being also the Southeasterly corner of Lot 1, Block 8, said Pelanconi Tract; thence Southerly in a direct line to the intersection of the Westerly line of Highland Avenue with the Northerly line of the Southerly roadway of Glenoaks Boulevard, said last mentioned point of intersection being also the Northeasterly corner of Lot 1, Block 9, said Pelanconi Tract; thence Easterly along the Northerly line of the Southerly roadway of Glenoaks Boulevard to its intersection with the Northerly extension of the Easterly line of Highland Avenue (80 feet wide); thence Northerly in a direct line to the intersection of the Southerly line of the Northerly roadway of Glenoaks Boulevard with the Southerly extension of the Easterly line of Highland Avenue; thence Westerly along the Southerly line of the Northerly roadway of Glenoaks Boulevard to the point of beginning.

The above crossing shall be identified as Crossing No. 6 GB-10.11.

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 applicant. The cost of maintenance of that portion of said crossing outside of lines two (2) feet outside of rails shall be borne by applicant. The maintenance of that portion of the crossing between lines two (2) feet

outside of the rails shall be borne by Pacific Electric Railway Company. No portion of the cost herein assessed to applicant for the construction or maintenance of said crossing shall be assessed by applicant, in any manner whatsoever, to the operative property of Pacific Electric Railway Company.

(2) The crossing shall be constructed of a width not less than twenty-four (24) feet and not more than eighty (80) feet and at an angle of ninety (90) degrees to the railroad and with grades of approach not greater than four (4) per cent; shall be constructed equal or superior to Standard No. 2 as specified in General Order No. 72 of this Commission; shall be protected by a suitable crossing sign 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 and installed in accordance with Standard No. 3 of General Order No. 75 of this Commission. The entire cost of installing said automatic flagman shall be borne by the applicant and the cost of maintaining it thereafter shall be borne by Pacific Electric Railway Company.

(4) Applicant 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.

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

Dated at San Francisco, California, this 10<sup>th</sup> day of January, 1928.

Leon White  
Clarence  
Frank  
W. H. ...

Commissioners.