

Decision No. 20791

ORIGINAL

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 in-
 stall a grade crossing over tracks
 of the Southern Pacific Railroad
 Company at Grandview Avenue.

Application No. 15374.

BY THE COMMISSION:

O R D E R

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 second day of February 1929, asking for authority to relocate a public street, known as Grandview Avenue, at grade across the tracks of Southern Pacific Company, in the said City of Glendale, as hereinafter set forth. Said Southern Pacific Company has signified by letter that it has no objection to the relocation 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, 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 relocate Grandview Avenue at grade across the tracks of Southern

Pacific Company to the new location hereinafter particularly described and as shown by the map (Exhibit A) attached to the application.

DESCRIPTION OF CROSSING

All that portion of the right-of-way of the Southern Pacific Railroad described as follows: Beginning at a point in the Southern Pacific Railroad Company's southwesterly right-of-way line, said point being distant northwesterly ten (10) feet, measured at right angles from the southeasterly line of Lot 6, Block 96, of the Subdivision of the Rancho Providencia and Scott Tract, as same is recorded in Book 43 at page 47, et seq., Miscellaneous Records of Los Angeles County; thence North $41^{\circ} 09' 27''$ East, along a line ten (10) feet northwesterly of and parallel with the northeasterly prolongation of the southeasterly line of said Lot 6, Block 96, intersecting the center line of the aforesaid railroad Company's constructed westbound main track at E. S. 700, plus 88.38, one hundred (100) feet to a point in the said railroad company's northeasterly right-of-way line; thence southeasterly along a curve, concave to the southwest and having a radius of eight thousand, six hundred forty-four and four tenths (8,644.4) feet and a chord of forty (40) feet, bearing South $49^{\circ} 05' 33''$ East to a point; thence south $41^{\circ} 09' 27''$ west along a line thirty (30) feet southeasterly of and parallel with the aforesaid northeasterly prolongation of the southeasterly line of said Lot 6, Block 96, one hundred (100) feet to a point in the aforesaid southwesterly right-of-way line; thence northwesterly along a curve, concave to the southwest and having a radius of eighty-five hundred forty-four and four tenths (8544.4) feet and a chord of forty (40) feet, bearing North $49^{\circ} 05' 43.5''$ West to the point of beginning.

The above crossing is identified as Crossing No. B-474.2.

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

(1) The entire expense of relocating and improving 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 the outside rails shall be borne by applicant. The maintenance

of that portion of the crossing between lines two (2) feet outside of the outside rails shall be borne by Southern Pacific Company."

(2) The crossing shall be constructed of a width of approximately forty (40) feet and at an angle of approximately ninety (90) degrees to the railroad and with grades of approach not greater than three (3) per cent; shall be constructed substantially in accordance with Standard No. 3 as specified in General Order No. 72 of this Commission; and shall in every way be made suitable for the passage thereon of vehicles and other road traffic.

(3) Said relocated crossing shall be protected by one (1) Standard No. 3 wigwag as specified in General Order No. 75 of this Commission, with the addition of two Second Train Indicators. The cost of installation and maintenance shall be borne by Southern Pacific Company.

(4) The existing public crossing located approximately eighty (80) feet south of the new location herein authorized, shall be legally abandoned and effectively closed to public use and travel upon the completion of the crossing authorized herein.

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

(6) If said crossing shall not have been relocated 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.

(7) 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 18th day of February, 1929.

Paul B. Lewis

P. L. Deane

Edward

Leon Whittell

Commissioners.