

Decision No. 23212.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

ORIGINAL

In the Matter of the Application
of Los Angeles and Salt Lake Rail-
road Company, a corporation, for
permission to maintain and operate
an existing spur track with impaired
clearances within a building.

Application No. 17048.

BY THE COMMISSION:

O P I N I O N

Los Angeles and Salt Lake Railroad Company, a corpora-
tion, has filed with the Commission the above numbered applica-
tion, requesting permission to maintain and operate an existing
spur track terminating within a wholly enclosed building with
a vertical clearance of twenty (20) feet.

Applicant maintains and operates a line of railroad
in the City of Pasadena and under an agreement with the City
of Pasadena has constructed and proposes to operate a certain
industry track leading from its main line track, Pasadena Branch,
to the property of said City of Pasadena at the intersection of
Glenarm Street and Fair Oaks Avenue in said City; that a portion
of said industry track will be situated and terminate within
a wholly enclosed building which the City of Pasadena proposes
to construct. Minimum side clearances, as prescribed by the
Commission, are provided.

Under the plans of said proposed building there will

be a vertical clearance of but twenty (20) feet.

To comply with the provisions of paragraph (b), section 1, of the Commission's General Order No. 26-C, applicant proposes to put into effect an order compelling all cars, trains, engines or other equipment to be brought to a full stop before entering the building.

It appears to the Commission that this is not a matter in which a public hearing is necessary and that the application should be granted, therefore,

IT IS HEREBY ORDERED that permission and authority be and it is hereby granted applicant, Los Angeles and Salt Lake Railroad Company, a corporation, to maintain and operate over an existing spur track located at the intersection of Glenarm Street and Fair Oaks Avenue, Pasadena, Los Angeles County, California, with a vertical clearance above top of rails of twenty (20) feet inside a wholly enclosed building, provided proper minimum side clearances are maintained; provided further, that proper impaired clearance sign is installed and maintained at the entrance to said building, said sign to be illuminated at night if any operation is conducted over said track during the night hours.

Applicant, Los Angeles and Salt Lake Railroad Company, shall issue such orders as will require that all locomotives, cars and trains be brought to a full stop before entering the building.

The authority herein granted shall become effective

on the date hereof.

Dated at San Francisco, California, this 21st day
of December, 1930.

C. Seaver

Leon C. White

Thos. G. Lunt

Commissioners.