

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application of the)
 CITY OF GLENDALE, a municipal corpor-)
 ation, to establish a grade crossing)
 in said City of Glendale, Los Angeles)
 County, California, over the tracks of)
 Pacific Electric Railway Company.)
)

Application No. 1172.

W. E. Evans, City Attorney, for City of Glendale.

Frank Karr for Pacific Electric Railway Company.

GORDON, Commissioner.

OPINION

This is an application filed June 6, 1914, by the City of Glendale, through its city authorities, for permission to cross at grade the tracks of Pacific Electric Railway Company, at Seventh Street and Chestnut Street, in the City of Glendale. On June 26, 1914, a hearing was held in regard to this application in the City of Glendale. This application asks for the opening of the two streets mentioned above across two tracks of Pacific Electric Railway Company on private right-of-way. Brand Boulevard runs north and south through the City of Glendale and is substantially two streets, each forty feet wide, between which is the forty-foot right-of-way of the Pacific Electric Railway Company. Two hundred and ninety-five feet to the north of Seventh Street is Sixth Street, which has an open and graded crossing. To the south of Seventh Street two hundred and ninety-two feet is Lomita Avenue, which is also open. To the north of Chestnut Street Lomita Avenue is three hundred and fifty feet. To the south Maple Street is open and is but three hundred and fifty feet away.

Pacific Electric Railway Company has on its right-of-way a double track line over which more than one hundred trains pass

every day. These cars run beyond Glendale to North Glendale, a distance of about two miles and they are operated over the two streets in question at high speed. At the hearing it developed that the opening of Seventh Street and Chestnut Street would increase property values along these two streets to some extent, but it was not shown that the opening of these streets was essential to the convenience of the traveling public. The Pacific Electric right-of-way is not fenced along Brand Boulevard. Pedestrians now cross at will the right-of-way of the Pacific Electric Railway to go from one side of the street to the other, and the only inconvenience which the lack of these two crossings causes is to drivers of vehicles who use the streets in this vicinity. It was shown that neither Seventh Street nor Chestnut Street were main thoroughfares and it was also shown that these streets were not likely to become such. If these two streets were open it would mean that between Maple Street and Sixth Street, including these two streets, there would be five open crossings in a distance of about thirteen hundred feet. With so many open crossings in such a short distance this would either necessarily cause the Pacific Electric to operate over this stretch about as a street railway would do, or it would increase to a large extent the hazard to human life. While undoubtedly at some future date with the growth of Glendale, the tracks of the Pacific Electric Railway will have to be so graded that its entire right-of-way between these streets will be thrown open to the public, I am of the opinion that now the three streets which are open in this vicinity, namely, Sixth Street, Lomita Avenue and Maple Street, are ample to serve the convenience of the public, and that the application should be denied.

I submit the following order.

ORDER.

CITY OF GLENDALE, a municipal corporation, having on June 6, 1914, filed an application with the Commission for

permission to cross at grade the tracks of Pacific Electric Railway Company in said City of Glendale, Los Angeles County, California, and on June 26, 1914, a hearing having been held on this application; and it appearing for the reasons set forth in the opinion that this application should be denied,

IT IS HEREBY ORDERED, That this application be and the same is hereby denied.

The foregoing opinion and order are hereby approved and ordered filed as the opinion and order of the Railroad Commission of the State of California.

Dated at San Francisco, California, this 30th day of June, 1914.

H. H. Cleveland

W. L. Garrison

Edwin O. Edgerton

Commissioners.