

Decision No. .

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

Decision No. 3822

In the matter of the application of
the PACIFIC ELECTRIC RAILWAY COMPANY
for permission to construct and maintain
at grade tracks across certain highways
in connection with the construction of
its proposed railroad along Broadway
in the City of Glendale, Los Angeles
County, California.
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ORIGINAL

Application No. 2237.

By the Commission,

O R D E R.

THE PACIFIC ELECTRIC RAILWAY COMPANY, a corporation,
having on April 25, 1916, filed with the Commission an application
for permission to construct ten highway crossings at grade across
certain streets and alleys in the City of Glendale, Los Angeles County,
California, as hereinafter indicated, and it appearing to the
Commission that this is not a case in which a public hearing is
necessary; that the necessary franchise or permit has been granted
by the City of Glendale, and it further appearing that it is not
reasonable nor practicable to avoid grade crossings with said streets
and alleys, and that this application should be granted subject to
the conditions hereinafter specified,

IT IS HEREBY ORDERED, That permission be hereby granted
Pacific Electric Railway Company to construct ten crossings at grade
across certain streets and alleys in the City of Glendale, Los Angeles
County, California, described as follows:

That certain public highway known as Glendale Avenue, in
said City of Glendale, at the intersection of said Glendale Avenue
with said Broadway.

That certain public highway known as Franklin Court, in
said City of Glendale, at the intersection of said Franklin Court
with said Broadway.

That certain public alley, in said City of Glendale,
running north and south in the Block between Franklin Court and

Everett Street, at the intersection of said alley with Broadway.

That certain public highway known as Everett Street, in said City of Glendale, at the intersection of said Everett Street with said Broadway.

That certain public alley, in said City of Glendale, running north and south in the Blocks between Everett Street and Cedar Street, at the intersection of said alley with Broadway.

That certain public highway known as Cedar Street, in said City of Glendale, at the intersection of said Cedar Street with said Broadway.

That certain public alley, in said City of Glendale, running north and south in the block between Cedar Street and Belmont Street, at the intersection of said alley with Broadway.

That certain public highway known as Belmont Street, in said City of Glendale, at the intersection of said Belmont Street with said Broadway.

That certain public highway known as Adams Street, in said City of Glendale, at the intersection of said Adams Street with said Broadway.

That certain public highway known as Broadway, in said City of Glendale, at a point approximately three hundred thirty-nine (339) feet easterly from the center line of Adams Street.

All of the above as shown by the map attached to the application; said crossings to be constructed subject to the following conditions, viz.:-

(1) The entire expense of constructing the crossings, together with the cost of their maintenance thereafter in good and first-class condition for the safe and convenient use of the public shall be borne by applicant.

(2) Said crossings shall be constructed of a width and type of construction to conform to those portions of the streets and alleys hereinbefore described as are now graded, with grades of approach not exceeding four (4) per cent; shall be protected by suitable crossing signs, and shall in every way be made safe for the passage thereover of vehicles and other road traffic.

(3) The Commission reserves the right to make such further orders relative to the location, construction, operation, maintenance and protection of said crossings 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.

Dated at San Francisco, California, this 12th day of May, 1916.

Max Thelen
H. H. Cleveland

Frank R. Dyer

Commissioners.