

Decision No. 26265

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application)
of the COUNTY OF LOS ANGELES for)
order authorizing the construction)
of a crossing on Foothill Boulevard)
over the right of way of The Atchison,)
Topeka & Santa Fe Railway Company.)

Application No. 19343

BY THE COMMISSION.

ORIGINAL

ORDER

The County of Los Angeles, State of California, on March 7, 1934, applied for authority to construct a public road known as Foothill Boulevard at grade across the track of The Atchison, Topeka and Santa Fe Railway Company, in the City of Pasadena. The Atchison, Topeka and Santa Fe Railway Company, on March 23, 1934, signified, in writing, that it has no objection to the construction of said crossing at grade. The Los Angeles County Grade Crossing Committee, in its report dated March 9, 1934, has recommended that the application be granted.

It appearing that a public hearing is not necessary herein; 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 and that the application should be granted, subject to certain conditions,

IT IS HEREBY ORDERED that the County of Los Angeles, State of California, is hereby authorized to construct Foothill Boulevard at grade across the track of The Atchison, Topeka and Santa Fe Railway Company, at the location more particularly described in the application and as shown by the map (Exhibit "A") attached thereto, subject to the following conditions and not otherwise:

- (1) The above crossing shall be identified as Crossing No. 2-128.93.
- (2) The entire expense of constructing the crossing shall be borne by applicant. The cost of maintenance of that portion of said crossing up to lines two (2) feet outside of the 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 The Atchison, Topeka and Santa Fe Railway Company. The Atchison, Topeka and Santa Fe Railway Company shall perform all actual work of constructing the crossing between lines two (2) feet outside of the rails.
- (3) The crossing shall be constructed of a width of not less than forty (40) feet and at an angle of approximately forty (40) degrees to the railroad and with grades of approach not greater than three (3) per cent; shall be constructed equal or superior to type shown as standard No. 3 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.
- (4) Two standard No. 5 signals, as specified in General Order No. 75-a of this Commission, shall be installed at the sole expense of applicant, for the protection of said crossing of Foothill Boulevard, Crossing No. 2-128.93. The cost of maintaining said wigwags shall be borne by The Atchison, Topeka and Santa Fe Railway Company.
- (5) Applicant shall cause to be removed all trees, shrubs and other forms of vegetation, to the extent that a clear view of said track may be had for a distance of not less than two hundred (200) feet in either direction from said crossing No. 2-128.93, from a point on the proposed highway located one hundred (100) feet from the track.
- (6) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of said crossing and of its compliance with the conditions hereof.
- (7) The authorization herein granted shall lapse and become void if not exercised within one (1) year from the date hereof, unless further time is granted by subsequent order.

(8) 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, public convenience and necessity demand such action.

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

Dated at San Francisco, California, this 16th day of April, 1934.

C. Deany
Leon Whalley
M. J. Curran

M. B. Harris
Walter W. Harris,
Commissioner.