

Decision No. 32187.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the City of Burbank, a)
Municipal corporation, to close and) Application
abandon certain crossings, and construct) No. 22793.
certain other crossings.)

BY THE COMMISSION:

ORIGINAL

O R D E R

The City Council of the City of Burbank, County of Los Angeles, State of California, on June 9th, 1938, applied for authority to construct public streets, known as Hollywood Way and Lincoln Street, at grade across the track of Southern Pacific Company, in the said City of Burbank.

It appearing that a public hearing is not necessary herein, that it is neither reasonable nor practicable at this time to provide grade separations or to avoid grade crossings with said track at the points mentioned, and that the application should be granted, subject to certain conditions;

IT IS HEREBY ORDERED that the City Council of the City of Burbank, in the County of Los Angeles, is hereby authorized to construct Hollywood Way and Lincoln Street at grade across the track of Southern Pacific Company at the locations more particularly described in the application and as shown by the maps attached thereto, subject to the following conditions and not otherwise:

- (1) The above crossing of Hollywood Way shall be identified as Crossing No. E-469.4.
The above crossing of Lincoln Street shall be identified as Crossing No. E-470.1.
- (2) The entire expense of constructing the crossings shall be borne in accordance with the terms of the agreement attached to the application. The cost of maintenance of those portions of said crossings outside of lines two (2) feet outside of the rails shall be borne by applicant. The maintenance of those portions of the crossings between lines two (2) feet outside of the rails shall be borne by Southern Pacific Company. Southern Pacific Company shall perform all actual work of constructing the crossings between lines two (2) feet outside of the rails.

- (3) The crossings shall be constructed of widths of not less than sixty (60) feet and at angles of approximately fifty-two (52) degrees to the railroad and with grades of approach not greater than three (3) per cent; shall be constructed equal or superior to the type shown as Standard No. 2 in our General Order No. 72 and shall, in every way, be made suitable for the passage thereon of vehicles and other road traffic.
- (4) Two Standard No. 4 wigwags, as specified in General Order No. 75-A of this Commission, shall be installed for the protection of each of the two crossings authorized herein, namely, Hollywood Way (No. B-469.4), and Lincoln Street (No. B-470.1). The cost of installing these signals shall be borne in accordance with the terms of an agreement to be filed with the Commission within ninety (90) days from the date of this order. The maintenance of the signals shall be borne by Southern Pacific Company.
- (5) Upon completion of the crossings authorized herein and upon their being opened to public use and travel, the existing crossings of Avon Street (B-469.4), Colby Avenue (B-469.6), Fairview Avenue (B-469.9), and Frederic Street (B-470.0), shall be legally abandoned and effectively closed to public use and travel.
- (6) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of said crossings and of its compliance with the conditions hereof.
- (7) The authorization herein granted shall lapse and become void if not exercised within one 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 crossings, 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 18th day
of July, 1939.

Frank D. Baker
Arthur H. Rice
W. B. Baker
Justus J. Cadman
Commissioners.