

Decision No. 12868

ORIGINAL

## BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of  
Pacific Electric Railway Company, a  
corporation, for permission to con-  
struct a spur track at grade across  
and upon Wilmington Street in the  
City of Compton, California.

Application No. 12954.

BY THE COMMISSION:

O R D E R

Pacific Electric Railway Company, a corporation, filed the above-entitled application with this Commission on the 17th day of June, 1926, asking for authority to construct a spur track at grade across Wilmington Street and also across Elm Street extended across Pacific Electric tracks as authorized by the Commission's Decision No. 15820, dated December 31, 1925, but not yet constructed, in the City of Compton, County of Los Angeles, State of California, as hereinafter set forth. The necessary franchise (Resolution No. 724) has been granted by the City Council of said City for the construction of said Wilmington Street crossing at grade and when Pacific Electric Railway Company surrenders an easement to the City of Compton for the Elm Street crossing, it will undoubtedly reserve a right to construct additional tracks across Elm Street extended over the present railroad right-of-way. It appears to this Commission that the present proceeding is not one in which a public hearing is necessary; that it is neither reasonable nor practicable at this time to provide grade separations, or to avoid grade crossings at the points mentioned in this application with said Wilmington Street and Elm Street extension, and that this

application should be granted subject to the conditions hereinafter specified, therefore

IT IS HEREBY ORDERED that permission and authority be and it is hereby granted to Pacific Electric Railway Company to construct a spur track at grade across the east branch of Wilmington Street and across Elm Street, as authorized in the Commission's Decision No. 15820, in the City of Compton, County of Los Angeles, State of California, as follows:

Wilmington Street Crossing.

Beginning at a point in the east line of the east roadway of Wilmington Street, distant southerly thereon 121.45 feet from the center line of Elm Street; thence northwesterly along a curve concave to the northeast and having a radius of 286.84 feet, a distance of 50.54 feet to a point in the west line of said east roadway of Wilmington Street, distant southerly along said west line 81.52 feet from the prolonged center line of Elm Street.

Elm Street Crossing.

Commencing at a point in a direct line drawn from the intersection of the east line of the easterly roadway of Wilmington Street with the south line of Elm Street to the intersection of the west line of the westerly roadway of Wilmington Street with the south line of Elm Street, said point being distant westerly along said direct line 32.71 feet from the west line of said easterly roadway of Wilmington Street; thence northwesterly along a curve concave to the northeast and having a radius of 286.84 feet, a distance of 41.57 feet to a point in a direct line drawn from the intersection of the north line of Elm Street with the east line of the easterly roadway of Wilmington Street to the intersection of the north line of Elm Street with the west line of the westerly roadway of Wilmington Street, said point being distant westerly along last mentioned direct line 45.87 feet from the west line of the easterly roadway of Wilmington Street.

and as shown by the map (C.E.H. 9843) attached to the application; said crossings to be constructed subject to the following conditions, namely:

(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 equal or superior to type shown as Standard No. 3 in General Order No. 72 of this Commission and of a width to conform to those portions of said streets now graded, with the tops of rails flush with the pavement, and with grades of approach not exceeding five (5) 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) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of said crossings.

(4) If said crossings shall not have been installed within one year from the date of this order, the authorization herein granted shall then lapse and become void, unless further time is granted by subsequent order.

(5) No train, engine, motor or car shall be operated over said crossings unless said train, engine, motor or car shall be under full control and unless traffic on the highway be protected by a member of the train crew or other competent employee acting as flagman.

(6) 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.

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

Dated at San Francisco, California, this 3d day of July, 1926.

H. B. D. Anderson  
Chairman

Leon Whitell