

Decision No. 22360

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
 LOS ANGELES & SALT LAKE RAILROAD COMPANY
 for authority to construct, maintain and
 operate a line of railroad from a point
 near Whittier Boulevard at the south city
 limits of the City of Whittier, County of
 Los Angeles, State of California, to,
 through, and to the south city limits of,
 the City of Fullerton, County of Orange,
 said State, crossing at grade, by means
 of overhead structures, and beneath, cer-
 tain lines of railway, public roads, streets
 and State Highways.

ORIGINAL

APPLICATION NO. 2987

BY THE COMMISSION:

FOURTH SUPPLEMENTAL ORDER

Los Angeles and Salt Lake Railroad Company has requested permission to abandon and remove the crossing gates installed at the grade crossing of South Spadra Road and its Anaheim Branch in the City of Fullerton (Crossing No. 3Y-17.3) and to substitute in lieu thereof two standard No. 3 wigwags.

On May 15, 1929, applicant established motor coach service, and discontinued the operation of all passenger train service on its Anaheim Branch. Train service at the present time consists of one local freight train in each direction daily, at an average speed of five miles per hour over said crossing.

The City of Fullerton has signified in writing that it will have no objection to the granting of this request, provided applicant requires its gasoline motor cars to stop before proceeding over said crossing.

It appears to this Commission that the request of applicant is reasonable and should be granted, therefore

IT IS HEREBY ORDERED that condition No. 4 in this Commission's Decision No. 11181, dated October 30, 1922, in the above entitled matter, be, and the same is, amended to read as follows:

(4) For the protection of said crossing of West Commonwealth Avenue, crossing gates shall be installed; said crossing gates to be of a type and installed in accordance with plans and data approved by the Commission. The cost of installing said crossing gates shall be borne by the applicant. The cost of maintaining said crossing gates shall be borne one-half by applicant and one-half by The Atchison, Topeka and Santa Fe Railway Company. For the protection of South Spadra Road, two Standard No. 3 wigwags, as specified in General Order No. 75 of this Commission, shall be installed and maintained. The cost of installing and thereafter maintaining said wigwags shall be borne by applicant. No rail motor car shall be operated over said South Spadra Road crossing, unless same has been brought to a full and complete stop immediately prior to crossing over said crossing.

In all other respects, this Commission's orders heretofore entered in the above entitled proceeding shall remain in full force and effect.

Dated at San Francisco, California, this 22nd day of

April, 1930.

Al Seaney

Lion Atchison

Wm. D. Lott

W. J. Kim

Commissioners.