

Decision No. 24533

## BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of Application of )  
 COUNTY OF LOS ANGELES for au- )  
 thority to widen crossing of )  
 Riverside-Redondo Boulevard over )  
 Pacific Electric Railway Company )  
 right of way )

APPLICATION NO. 17246

BY THE COMMISSION.

ORDER

ORIGINAL

The Board of Supervisors of the County of Los Angeles, State of California, on December 9, 1931, applied for authority to widen and improve a public street known as Riverside-Redondo Boulevard, at grade across the track of Pacific Electric Railway Company, in the vicinity of the Town of Lennox. Pacific Electric Railway Company, on December 28, 1931, signified, in writing, that it has no objection to the widening and improving of said crossing at grade.

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 Board of Supervisors of the County of Los Angeles, State of California, is hereby authorized to widen and improve Riverside-Redondo Boulevard at grade across the track of Pacific Electric 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 a portion of Crossing No. 6RD-17.38.
- (2) The crossing shall be constructed of a width of not less than seventy-five (75) feet and at an angle of approximately fifty (50) degrees to the railroad, and with grades of approach not greater than two (2) per cent; shall be constructed equal or superior to type shown as Standard No. 3 in our General Order No. 72, and shall in every way be made suitable for the passage thereon of vehicles and other road traffic.
- (3) Pacific Electric Railway Company shall bear the expense of putting its track in condition to receive the pavement, including any reconstruction of the track, ties, ballast and steel guard rails. Applicant shall bear the expense of paving the roadway of the widened section within the railroad right of way, including paving or planking the crossing within the confines of the widened section. Applicant shall bear the cost of relocating the existing wigwag and pole located in the street area proposed to be widened. The actual work of improving that portion of the crossing occupied by the track shall be performed by or with the approval of the railroad.
- (4) Pacific Electric Railway Company shall maintain that portion of the entire crossing between lines two (2) feet outside of the rails. Applicant shall maintain that portion of the entire crossing outside of lines two (2) feet outside of the rails.
- (5) An additional Standard No. 3 wigwag shall be installed and maintained for the protection of said crossing. The cost of installing said wigwag shall be borne equally by applicant and Pacific Electric Railway Company. The cost of maintaining said wigwag shall be borne by Pacific Electric Railway Company.
- (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 29<sup>th</sup> day of February, 1932.

Al Lenny  
Leon Whitely  
W. A. Cur  
W. B. Haring  
James G. Stewart  
Commissioners.