

Decision No. 24808.

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. 2937.

BY THE COMMISSION:

FIFTH SUPPLEMENTAL ORDER

The Los Angeles and Salt Lake Railroad Company, applicant herein, and the Pacific Electric Railway Company on April 13, 1932, filed a joint letter with the Commission for permission to abandon the use of an interlocking plant known as the Fullerton Road Interlocker and the highway crossing gates across Fullerton Road (Crossing No. 3Y-10.4) near La Habra, County of Orange, State of California, both said interlocking plant and said highway crossing gates having been installed in compliance with orders heretofore made in this proceeding. The parties set forth that, owing to the infrequent movements over this crossing, they feel that operation over said crossing can be safely conducted by requiring the trains of the Los Angeles and Salt Lake Railroad Company to stop and flag crossing and the Pacific Electric Railway Company trains to stop and a member of train crew ascertain that no train is approaching crossing on opposing line of railroad before proceeding over crossing.

Fullerton Road crosses the tracks of both Los Angeles

and Salt Lake Railroad Company and Pacific Electric Railway Company in the vicinity of this interlocking plant and crossing gates protecting the crossings with said railroads are controlled by the operator of the interlocking plant. The applicant and Pacific Electric Railway Company propose to install automatically operated wigwags in lieu of said crossing gates.

It appearing to the Commission that the request for permission to abandon the use of said interlocking plant and highway crossing gates is reasonable and should be granted, therefore,

IT IS HEREBY ORDERED that the second paragraph on page 4 of Decision No. 10417 be and it is hereby amended to read as follows:

"IT IS HEREBY FURTHER ORDERED that permission be and the same hereby is granted applicant to construct its track at grade over the main line of Pacific Electric Railway Company at engineers' station 554, plus 19.1, subject to the following conditions:

- (1) All trains, motors, engines and cars of both companies shall be brought to a full stop at a distance of one hundred (100) feet before reaching said crossing. No movements of the above described type of equipment shall be made over said crossing by Pacific Electric Railway Company until it has been ascertained that any approaching trains on the conflicting route have been brought to a stop. No movements of the above described type of equipment shall be made by Los Angeles and Salt Lake Railroad Company until it has first been ascertained that it is safe so to do by sending one of its own employees to said crossing to make sure that no train is approaching on the conflicting line within a distance which would render it liable to conflict with movement to be made over the crossing in case required stop was not made.
- (2) Signboards with the legend "Railroad Crossing - Stop" shall be erected by each company along the track at approaches to said crossing and these signs shall be located one hundred (100) feet from the crossing where the safety stop is to be made."

IT IS HEREBY FURTHER ORDERED that Condition No. 5 appearing on page 3 of said Decision No. 10417 be modified to

read as follows:

"For the protection of the crossing of Fullerton Road with the tracks of applicant (Crossing No. 3Y-10.4) and the tracks of Pacific Electric Railway Company (Crossing No. 6C-22.88), two automatic wigwags shall be installed. Said wigwags shall be so controlled that both wigwags will operate upon the approach of a train on the track of either railroad. The cost of installing said wigwag shall be borne in accordance with an agreement to be entered into between the applicant and Pacific Electric Railway Company."

IT IS HEREBY FURTHER ORDERED that no train, motor, engine or car shall enter upon either said Crossing No. 3Y-10.4 or Crossing No. 6C-22.88 at a speed greater than eight (8) miles per hour. After having entered upon the crossing it shall be cleared as quickly as practicable.

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

Dated at San Francisco, California, this 23^d day of May, 1932.

CC Lacey
Leon Whitney
W A Lee
W B Harris
Fred G. Stewart
Commissioners.