

Decision No. ✓.

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

Decision No. 1434

In the matter of the application of
PACIFIC ELECTRIC RAILWAY COMPANY for
authority to construct and maintain
at grade a crossing with the track of
The Atchison, Topeka & Santa Fe Rail-
way Company, at a point in the County of
Orange, California, approximately 860
feet south of the south city limits of
the City of Orange, in said County.
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Application No. 597.

O R D E R

By the Commission.

PACIFIC ELECTRIC RAILWAY COMPANY, a corporation, having on June 13, 1913 filed with the Commission its application for permission to construct its track at grade across the track of The Atchison, Topeka & Santa Fe Railway Company, at a point approximately eight hundred and sixty (860) feet south of the south city limits of the City of Orange, in the County of Orange, State of California, as hereinafter indicated; and it appearing to the Commission that this is not a case in which a public hearing is necessary; that applicant has entered into an agreement with The Atchison, Topeka & Santa Fe Railway Company, whereby the permission of the latter company has been secured for the construction of said crossing at grade, and that arrangements have been made which are mutually satisfactory to both parties relating to the construction, operation, maintenance and protection of said crossing, copy of which agreement, dated October 24, 1913, is attached to the application; and it further appearing that it is not reasonable nor practicable to avoid grade crossing with the track of The Atchison, Topeka & Santa Fe Railway Company at that point, and that the application should be granted subject to the conditions hereinafter specified.

IT IS HEREBY ORDERED, That permission be hereby granted Pacific Electric Railway Company to construct its single main line track at grade across the single main line track of The Atchison, Topeka & Santa Fe Railway Company, at a point approximately eight hundred and sixty (860) feet south of the south city limits of the City of Orange, in the County of Orange, State of California, as shown by the map and profile attached to the application and subject to the following conditions viz:

(1) The entire expense of installing the crossing frogs, together with the cost of their maintenance thereafter in good and first-class condition, shall be borne by applicant.

(2) For the protection of said crossing applicant shall on or before July 30, 1914 complete and place in operation, under the authority and approval of this Commission, and at its own expense, a first-class standard interlocking device of such plan and design as shall have been approved by this Commission. After said device is completed, and before it is placed in operation, upon application the Commission will inspect same, and if satisfactory, issue its order approving and authorizing its operation thereafter under the rules and regulations of the Commission's General Order No. 33, or such other rules and regulations as this Commission may issue governing in such matters.

(3) The construction of said interlocking device shall be in accordance with the specifications provided for in this Commission's General Order No. 33, and clearances for all structures and apparatus shall be observed as provided for in this Commission's General Order No. 26.

(4) The expense of maintaining and operating said interlocking device shall be divided equally between the applicant and The Atchison, Topeka & Santa Fe Railway Company, as set forth in the agreement between said parties, dated October 24, 1913.

(5) After the installation of the frogs for said crossing, and up to the time that said interlocking device, as above provided for, has been completed and placed in operation, under the authority of this Commission, a flagman shall be employed for the protection of the temporary crossing, or all engines, motors, trains and cars of applicant, or The Atchison, Topeka & Santa Fe Railway Company shall, before proceeding over said temporary crossing, come to a full stop within fifty (50) feet thereof, and shall not proceed over same until it has been ascertained that it is safe to do so and after proper signals have been given.

(6) 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, the public convenience and necessity demand such action.

Dated at San Francisco, California, this 13th day of April, 1914.

H. D. Loveland
Chas. Gordon
Edwin O. Edgerton

Commissioners.