

In the matter of the application of
PACIFIC ELECTRIC RAILWAY COMPANY
for authority to construct and
maintain at grade a crossing with
the railroad of the Southern Pacific
Railroad Company and Southern
Pacific Company, at a point on Fourth
Street, in the city of Santa Ana,
immediately east of Breeden Street.

ORIGINAL

Application No. 1486.

In the matter of the application of
PACIFIC ELECTRIC RAILWAY COMPANY for
authority to construct and maintain
at grade a crossing with the railroad
of The Atchison, Topeka and Santa Fe
Railway Company, at a point on Fourth
Street in the City of Santa Ana,
County of Orange, State of California,
immediately east of Breeden Street.

Application No. 1487.

Frank Karr, for applicant

W. I. Gilbert, for Southern Pacific Company

M. W. Reed, for The Atchison, Topeka and Santa Fe
Railway Company.

G. E. Scott, for City of Santa Ana.

GORDON, Commissioner.

O P I N I O N

These two applications were filed at the same time, and since they propose to cross the tracks of the Southern Pacific and the Santa Fe at points close together on the extension of a new line the applications were heard at the same time.

At the hearing it developed that there were several matters in connection with franchise requirements of the Pacific Electric in Santa Ana which were involved more or less indirectly in these applications, but it does not appear necessary to take those into consideration in this opinion.

The proposed extension of the Pacific Electric, which necessitates these two crossings, will be to the city limits of Santa Ana along Fourth Street and is very much desired by the city since it will serve a territory now without street railway service.

Two tracks of the Southern Pacific and four of the Santa Fe are to be crossed. The tracks of the Southern Pacific are branch line tracks, where the operation is light. On the Santa Fe, however, one of the tracks is the main line track to San Diego, where train operation is comparatively heavy. The Southern Pacific made no opposition to granting this application and the Santa Fe offered no objections to it provided there were no requirements in the order making it necessary for trains of that Company to stop and flag across the track intersection. Without doing this the safety of operation of this crossing will largely be dependent upon the flagman who now operates the crossing gates, and an inspection on the ground has convinced me that it would not be entirely safe to operate these crossings in this manner. I am also convinced that the crossings would not be properly safeguarded even by requiring the trains of all parties to stop before crossing the track intersections. If the crossings were open and good views could be had in all directions of approaching trains, this might not be true, but in this case it is possible to see but a very short distance along the tracks of the Southern Pacific or the Santa Fe in either direction, and I am convinced that the only method of safeguarding these crossings is by the installation of an interlocking plant.

I recommend the following form of order:-

O R D E R

PACIFIC ELECTRIC RAILWAY COMPANY, a corporation, having applied to the Commission for permission to construct its track at grade across the tracks of Southern Pacific Company and The Atchison, Topeka and Santa Fe Railway Company, at points on Fourth Street, in the City of Santa Ana, immediately east of Breeden Street, and a public hearing having been held, and the Commission being familiar with the conditions on the ground where these proposed crossings are to be constructed,

IT IS HEREBY ORDERED, That permission be and the same is hereby

granted Pacific Electric Railway Company to construct its track at grade across the tracks of Southern Pacific Company and The Atchison, Topeka and Santa Fe Railway Company, at the points shown on the maps attached to the applications, subject to the following condition and not otherwise, viz.:-

Before any trains, engines, motors or cars of applicant shall operate across these crossings applicant shall, at its own expense, install a first-class, standard interlocking plant for the protection of these crossings, said interlocking plant to fulfill the requirements of the Commission's General Order No. 33.

IT IS HEREBY FURTHER ORDERED, that if the three companies at interest are unable to agree regarding the cost of maintaining and operating this interlocking plant and the terms upon which the interlocking plant and the crossings shall be installed the Commission will issue such further orders in this regard as to it may seem to be right and proper.

The foregoing opinion and order are hereby approved and ordered filed as the opinion and order of the Railroad Commission of the State of California.

Dated at San Francisco, California, this 21st day of May, 1915.

Max Thelen

H. B. Leland

W. E. Gordon

Frank R. Berlin

Commissioners.