

ORIGINAL

Decision No.

Decision No. 2800

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application of)
PACIFIC ELECTRIC RAILWAY COMPANY for)
permission to construct its tracks)
at grade across certain public)
highways and for permission to con-)
struct a certain undergrade crossing)
in connection with the construction of)
its proposed railroad from a point)
in its present railroad line from Watts)
to Redondo, near Ionia Avenue, westerly)
to the Town of Hawthorne, in Los)
Angeles County, California.)
.....)

Application No. 1882.

By the Commission,

ORDER

PACIFIC ELECTRIC RAILWAY COMPANY, a corporation, having on September 21, 1915, filed with the Commission an application for permission to construct its tracks at grade across five public streets and alleys in the City of Los Angeles, Los Angeles County, California, and across 28 public highways and alleys in unincorporated territory in the County of Los Angeles, and across 1 public highway partly within the City of Los Angeles and partly within unincorporated territory in the County of Los Angeles, as hereinafter indicated, and it appearing to the Commission that this is not a case in which a public hearing is necessary; that as to those crossings within the limits of the City of Los Angeles, applicant has made application to the City of Los Angeles for permission to construct its railroad across these streets, and the City of Los Angeles thereupon advertised a franchise for sale, copy of the notice asking for bids on such franchise being annexed to the application and made a part thereof, and that the applicant bid in such franchise on the eighth day of September, 1915, and that the same was sold and awarded to the applicant, and within five days thereafter applicant filed a bond in the sum of twenty-five hundred dollars, as required in said notice of sale, with the City of Los Angeles, but that the City of Los Angeles has not yet published the ordinance awarding said franchise and for that reason

applicant has not annexed a copy of the ordinance to this application, but said ordinance will be in accordance with the terms of the notice of sale of said franchise; and it appearing as to those crossings not in incorporated territory that no permit or franchise for their construction is needed, and it further appearing that it is not reasonable nor practicable to avoid grade crossings with those streets to be crossed at grade, and that this 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 track at grade across the following streets or public alleys in the City of Los Angeles, Los Angeles County, California:

- (1) That certain public highway known as Figueroa Street in the City of Los Angeles, at a point midway between 116th Street and 117th Street.
- (2) That certain unused public alley in the City of Los Angeles, running north and south in the block between Figueroa and Denver Streets, at a point midway between 116th and 117th Street.
- (3) That certain public highway in the City of Los Angeles, known as Denver Street, at a point midway between 116th and 117th Streets.
- (4) That certain public highway in the City of Los Angeles, known as Hoover Street, at a point midway between 116th and 117th Street.
- (5) That certain unused public highway in the City of Los Angeles, known as Menlo Street, at a point midway between 116th and 117th Street.
- (6) That certain public highway partly within the City of Los Angeles lying along the Township line between Township 3 South, Ranges 13 and 14 West, San Bernardino Base Line and Meridian, and east of the right-of-way of the Pacific Electric Railway, known as Vermont Avenue, at a point midway between 116th and 117th Streets.

IT IS FURTHER ORDERED, That permission be hereby granted Pacific Electric Railway Company to construct its track at grade across the following streets or public highways in Los Angeles County, California:-

- (7) That certain public highway in the County of Los Angeles, known as Vermont Avenue, lying along and west of the right-of-way of Pacific Electric Railway, near the east line of Township 3 South, Range 14 West, San Bernardino Base Line and Meridian, at a point approximately

seventy-two (72) feet northerly from the center line of Delta Avenue.

- (8) That certain public alley running north and south in the block between Vermont Avenue and Belvidere Avenue in Athen Heights, as shown on amended map of Athen Heights recorded on page 170 in Book 9 of Maps, Records of Los Angeles County, at a point approximately seventy-two (72) feet northerly from the center line of Delta Avenue.
- (9) That certain public highway in said Athen Heights known as Belvidere Avenue at a point approximately seventy (70) feet northerly from the center line of Delta Avenue.
- (10) That certain public alley in said Athen Heights running north and south in the block between Belvidere and Venitia Avenues, at a point approximately sixty-nine (69) feet northerly from the center line of Delta Avenue.
- (11) That certain public highway in said Athen Heights known as Venitia Avenue, at a point approximately sixty-eight (68) feet northerly from the center of Delta Avenue.
- (12) That certain public highway in said Athen Heights known as Budlong Avenue, at a point approximately forty (40) feet northerly from the center line of Delta Avenue.
- (14) That certain unused public highway, name unknown, running east and west through the center of Section 11, Township 3 South, Range 14 West, San Bernardino Base Line and Meridian, at a point approximately one thousand eighty-five (1085) feet westerly from the center line of Western Avenue.
- (15) That certain public highway known as Arlington Street, running north and south through the center of Section 11, Township 3 South, Range 14 West, San Bernardino Base Line and Meridian, at a point approximately seven hundred seventy-five (775) feet southerly from the center of said Section 11.
- (16) That certain public highway lying along the Section line between Sections 10 and 11, Township 3 South, Range 14 West, San Bernardino Base Line and Meridian, known as Cypress Avenue, at a point approximately one thousand ninety eight (1098) feet northerly from the southwest corner of said Section 11.
- (17) That certain public highway known as Centennialia Avenue in the "Town of Hawthorne", as shown on map of said Town of Hawthorne recorded on page 158 in Book 8 of Maps in the office of the County Recorder of said County of Los Angeles, at a point approximately two hundred twenty-four (224) feet southerly from the center line of Broadway.
- (18) That certain unused public alley running north and south in the block between Centennialia and York Avenues in said "Town of Hawthorne", at a point approximately four hundred fifty-two (452) feet northerly from the center line of Lennox Avenue.

- (19) That certain public highway known as York Avenue, in said "Town of Hawthorne", at a point approximately two hundred twenty-four (224) feet southerly from center line of Broadway.
- (20) That certain unused public alley running north and south in the block between York and Oxford Avenues, in said "Town of Hawthorne", at a point approximately four hundred fifty-two (452) feet northerly from center line of Lennox Avenue.
- (21) That certain public highway known as Oxford Avenue, in said "Town of Hawthorne", at a point approximately two hundred twenty-four (224) feet southerly from the center line of Broadway.
- (22) That certain unused public alley running north and south in the block between Oxford and Menlo Avenues in said "Town of Hawthorne", at a point approximately four hundred fifty-two (452) feet northerly from the center line of Lennox Avenue.
- (23) That certain public highway known as Menlo Avenue in said "Town of Hawthorne", at a point approximately two hundred twenty-four (224) feet southerly from the center line of Broadway.
- (24) That certain unused public alley running north and south in the block between Menlo and Freeman Avenues, in said "Town of Hawthorne", at a point approximately four hundred fifty-two (452) feet northerly from the center line of Lennox Avenue.
- (25) That certain public highway known as Freeman Avenue, in said "Town of Hawthorne", at a point approximately two hundred twenty-four (224) feet southerly from the center line of Broadway.
- (26) That certain public highway known as Cedar Avenue in said "Town of Hawthorne", at a point approximately two hundred twenty-four (224) feet southerly from the center line of Broadway.
- (27) That certain public highway known as Birch Avenue in said "Town of Hawthorne", at a point approximately two hundred twenty-four (224) feet southerly from the center line of Broadway.
- (28) That certain unused public alley in the block between Birch and Acacia Avenues, in said "Town of Hawthorne", at a point approximately ninety-one (91) feet southwesterly from the westerly line of Birch Avenue.
- (29) and (30) That certain public highway known as Acacia Avenue, in said "Town of Hawthorne", at points approximately four hundred fifty-two (452) feet and four hundred twenty-two (422) feet respectively northerly from the center line of Lennox Avenue.

(31) and (32) That certain unused public alley in block between Acacia and Hawthorne Avenues, in said "Town of Hawthorne", at points approximately four hundred forty-two (442) feet and three hundred sixty-two (362) feet respectively northerly from the center line of Lennox Avenue.

(33) and (34) That certain public highway known as Hawthorne Avenue, lying on the east side of Pacific Electric Railway right-of-way in said "Town of Hawthorne", at points approximately two hundred and forty-eight (248) feet and four hundred sixty-two (462) feet southerly from the center line of Broadway.

(35) That certain public highway known as Hawthorne Avenue, lying on the west side of the Pacific Electric Railway right-of-way, in said "Town of Hawthorne", at a point approximately two hundred forty-eight (248) feet southerly from the center line of Broadway.

IT IS HEREBY FURTHER ORDERED, That permission be hereby granted Pacific Electric Railway Company to construct its track beneath that certain public highway known as Western Avenue, shown on the map and referred to in the application as Crossing No. (13), lying along the section line between Sections 11 and 12, in Township 3 South, Range 14 West, S.B.B. and M. at a point approximately five hundred forty (540) feet northerly from the southeast corner of the Northeast Quarter of said Section 11.

All of the above as shown by the maps and profiles attached to the application and to be constructed subject to the following conditions, viz.:-

(1) The entire expense of constructing the crossings at grade, together with the cost of their maintenance thereafter in good and first-class condition for the safe and convenient use of the public shall be borne by applicant.

(2) All crossings at grade shall conform in width and type of construction to those portions of the streets to be crossed now graded, with grades of approach not exceeding four (4) per cent; shall in every way be made safe for the passage thereover of vehicles and other road traffic and, except for those crossings which

are to be protected by automatic flagmen, shall be protected by suitable crossing signs.

(3) For the protection of the crossings of Cypress Avenue and Arlington Street, applicant shall, at its own expense, install automatic flagmen of a type to be approved by the Commission. The cost of maintaining these flagmen in good and first-class condition shall thereafter be borne by the applicant.

(4) The cost of the crossing with separated grades at Western Avenue shall be in accordance with such agreements as have been or may be made between the applicant and the County of Los Angeles, provided, however, that if applicant and County of Los Angeles are unable to agree as to the division of the cost of this grade separation the division of this cost shall be in accordance with such terms as may hereafter be prescribed by the Commission.

(5) The overhead crossing at Western Avenue shall in all clearances conform to the Commission's General Order 26.

(6) The Commission reserves the right to make such further orders relative to the location, construction, operation, maintenance and protection of said crossings 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 30th day of September, 1915.

Max J. Healey

Edwin C. Edgerton

Frank R. Dyer

Commissioners.