

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

ORIGINAL

In the matter of the installation of interlocking or other protective devices at the crossing of the tracks of San Pedro, Los Angeles and Salt Lake Railroad Company and Pacific Electric Railway Company on Aliso Street, in Los Angeles.

Case No. 938.

In the matter of the application of Pacific Electric Railway Company, a corporation, and The Atchison, Topeka and Santa Fe Railway Company, a corporation, for authority to install certain safety devices at the intersection of Aliso Street and the main line of The Atchison, Topeka and Santa Fe Railway Company's railroad in the City of Los Angeles, County of Los Angeles, California.

Application No. 2043.

A. S. Halsted for San Pedro, Los Angeles and Salt Lake Railroad Company.

Frank Karr for Pacific Electric Railway Company

E. W. Camp for The Atchison, Topeka and Santa Fe Railway Company.

Albert Lee Stephens for City of Los Angeles.

GORDON, Commissioner,

O P I N I O N

This matter is an outgrowth of a collision between a freight train of The Atchison, Topeka and Santa Fe Railway Company and an interurban car of the Pacific Electric Railway Company at the crossing of the tracks of the two companies on Aliso Street, Los Angeles, which took place on May 7, 1915, and resulted in the death of five and the injury of forty passengers. The Commission investigated this accident and ordered the two companies to install a standard interlocking plant for the protection of the crossing.

On January 10, 1916, the Santa Fe and Pacific Electric Companies filed with the Commission the above entitled application and asked therein for the Commission's approval of an interlocking device in fulfillment of the requirements of the Commission. The plan which accompanied this application showed a device which pro-

vided for no protection for the freight track of the Santa Fe, on which the accident of May, 1915, occurred and as the plan had not provided for derails and was in many other respects not/a ^{that of} standard interlocking plant the applicants were advised that the plans as submitted could not be accepted as fulfilling the Commission's requirements and the application was set for a hearing. At this hearing it was made plain that an interlocking plant to protect the Pacific Electric tracks with those of the Santa Fe would not be complete unless the crossing of the Pacific Electric tracks with those of the San Pedro, Los Angeles and Salt Lake Railroad were also interlocked, and shortly after the hearing the Commission instituted Case 938 of its own motion.

The hearing on both the case and the application was held on April 19, 1916. Previous to the hearing, however, the three companies at interest signed an agreement to install a standard electro-pneumatic interlocking plant for the protection of these crossings and the terms of installation, maintenance and operation are set forth in a copy of this agreement signed by all three parties and filed with the Commission on April 8, 1916. These terms are as follows:-

"The location of said interlocking plant to be upon the property or right-of-way of The Atchison, Topeka and Santa Fe Railway Company at some convenient place adjacent to Aliso Street. The Atchison, Topeka and Santa Fe Railway Company to furnish the site for the tower and equipment of the plant free of charge.

"The initial cost of construction of said interlocking plant to be borne by the Pacific Electric Railway Company and the San Pedro, Los Angeles and Salt Lake Railroad Company, share and share alike.

"The Pacific Electric Railway Company to furnish electric energy for the operation of the air compressor or compressors necessary for the operation of such plant, during the operation of the same, at one cent (1¢) per K. W. H. D. C.

"The cost of the maintenance and operation of said plant shall be borne by The Atchison, Topeka and Santa Fe Railway Company, the San Pedro, Los Angeles and Salt Lake Railroad Company, and the Pacific Electric Railway Company in equal shares; that is to say, one-third each.

"The operation and maintenance of said plant shall be by the Pacific Electric Railway Company, under the usual conditions as to satisfactory operation and the employment of satisfactory operators, and with the under-

standing that Pacific Electric Railway Company's passenger cars and trains are to have first right of track over the switching trains and freight trains of The Atchison, Topeka and Santa Fe Railway Company and the San Pedro, Los Angeles and Salt Lake Railroad Company, but that the passenger trains of The Atchison, Topeka and Santa Fe Railway Company and the San Pedro, Los Angeles and Salt Lake Railroad Company shall have first right of track over all trains."

There is no doubt whatever but that these crossings should be protected by an interlocking plant, and I see no reasons to change the terms upon which the companies have agreed to divide the cost of the installation and operation or to change the terms upon which the plant should be maintained. Three months from the date of this order appears to me to be a reasonable time to allow the parties to draw plans and nine months therefrom for the plant to be installed and placed in operation.

I recommend the following form of order:-

O R D E R.

The matter of installing an interlocking plant for the protection of the crossing of the tracks of the Pacific Electric Railway Company with those of The Atchison, Topeka and Santa Fe Railway Company and San Pedro, Los Angeles and Salt Lake Railroad Company having been considered by the Commission and it appearing that an interlocking plant should be constructed to protect these crossings, and the companies at interest having agreed to the terms upon which said plant should be constructed, maintained and operated,

IT IS HEREBY ORDERED, That Pacific Electric Railway Company, The Atchison, Topeka and Santa Fe Railway Company and the San Pedro, Los Angeles and Salt Lake Railroad Company shall construct a standard interlocking plant at the crossing of their respective lines on Aliso Street, in the City of Los Angeles, California; this plant to be installed in accordance with the agreement hereinbefore mentioned and which has been signed by the companies.

IT IS HEREBY FURTHER ORDERED, That plans for this interlocking device shall be submitted to the Commission for its approval three (3) months from the date of this order and the plant shall be placed in operation nine (9) months thereafter.

The Commission reserves the right to make such further orders in regard to this matter 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.

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 27th day of April, 1916.

Max Shelton

W. Gordon

Frank Perkins

Commissioners.