

ORIGINAL

Decision No. _____

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

Decision No. 5098

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 construct 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.

SUPPLEMENTAL ORDER

PACIFIC ELECTRIC RAILWAY COMPANY, a corporation, having on January 31, 1918, applied for a modification of the original order made herein, and there appearing to be no reason why this modification should not be granted:

IT IS HEREBY ORDERED, That Pacific Electric Railway Company be and the same hereby is granted permission to construct its track at grade across East and West Hawthorne Avenue and the alley between Hawthorne Avenue and Acacia Street, in the following location:

Beginning at a point in the center line of track of the Pacific Electric Railway Company's line from Ionia Avenue to Hawthorne, said point being in a 120° 30' curve northwesterly of and opposite Engineer Station 785 plus 83.15; thence south tangent to said curve a distance of 78.40 feet to the beginning of a 10° curve concave to the north; thence westerly along said curve a distance of 480.65 feet to a point; thence northwesterly along a line tangent to said 10° curve a distance of 37.7 feet to the beginning of a 11° 30' curve concave to the southwest; thence along said curve a distance of 207.09 feet to a point; thence westerly along a line tangent to said 11° 30' curve a distance of 128.98 feet to a point in the center line

of track of the Pacific Electric Railway Company's line from Hawthorne to El Segundo, said point being southerly of and opposite Engineer Station 10 plus 19.75."

Said crossings to be constructed subject to the following conditions, viz.:

(1) The entire expense of constructing the crossings, 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) Said crossings shall be constructed of a width and type to conform to that portion of the streets and alley to be crossed now graded, with grades of approach not exceeding four (4) per cent; shall be protected by suitable crossing signs, and shall in every way be made safe for the passage thereover of vehicles and other road traffic.

(3) If and when the track across these streets and alley is constructed as authorized by the original decision (Decision No. 2800) in this matter, the crossings herein authorized shall be abandoned.

(4) The Commission reserves the right to make such further orders relative to the location, construction, operation, maintenance and protection of these 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 14th day of February, 1918.

Max Thelen
W. D. Howard
W. J. Gordon

Commissioners.