

ORIGINAL

Decision No. 5367

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BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application of)	
PACIFIC ELECTRIC RAILWAY COMPANY for)	
permission to construct a spur track)	
at grade across Brand Boulevard, Hollis-)	Application No. 3678
ter and Carlisle Streets, in the City)	
of San Fernando, Los Angeles County,)	
California.)	
.....)	

By the Commission.

ORDER

PACIFIC ELECTRIC RAILWAY COMPANY, a corporation, having on April 17, 1918, filed with the Commission an application for permission to construct a spur track at grade across Brand Boulevard, Hollister and Carlisle Streets in the City of San Fernando, Los Angeles County, California, as hereinafter indicated; and it appearing to the Commission that this is not a case in which a public hearing is necessary; that the Board of Trustees of the City of San Fernando has granted its permission for the crossings to be made; and it further appearing that it is not reasonable nor practicable to avoid grade crossings with said streets, 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 a spur track at grade across Brand Boulevard, Hollister and Carlisle Streets in the City of San Fernando, Los Angeles County, California, described as follows:

Beginning at a point in the center line of the present northwesterly track of the Pacific Electric

Railway Company's San Fernando line, and distant one hundred twenty-eight (128) feet southwesterly from its intersection with the center line of Hollister Street in the City of San Fernando; thence from said point of beginning northeasterly along the arc of a curve concave to the northwest and having a radius of one hundred fifty (150) feet, forty-two and one-half ($42\frac{1}{2}$) feet to the beginning of a curve concave to the west, having a radius of one hundred seventy-five (175) feet; thence northerly along the arc of said curve to an intersection with the northeasterly line of Hollister Street; thence northwesterly parallel to the northeasterly line of Hollister Street, crossing Carlisle Street and ending at a point in Lot eleven, Block Thirty-seven.

All of the above as shown by the map attached to the application; 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 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) 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 29th day
of April, 1918.

Max Thelen

H. Howard

W. Gordon

Frank R. Denton

Commissioners.