

ORIGINAL  
Decision No. 703

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 main line track at grade across  
fourteen (14) streets or public highways in  
the County of Orange, California, for the  
purpose of double tracking a portion of its  
Santa Ana line.  
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Application 580.

O R D E R

By the Commission.

PACIFIC ELECTRIC RAILWAY COMPANY, a corporation, having on  
May 29, 1913, filed with the Commission an application for permission to construct  
its main line track at grade across fourteen (14) streets or public highways in the  
County of Orange, California, for the purpose of double tracking a portion of its  
Santa Ana line, as hereinafter indicated, and it appearing to the Commission that  
this is not a case in which a public hearing is necessary, that applicant has secured  
the necessary franchise or permit from the Board of Supervisors of said County to  
construct said track at grade, and it further appearing that it is not reasonable nor  
practicable to avoid grade crossings with said streets or public highways, and that  
the 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 second main track at grade across the following streets or  
public highways in Orange County, California, said track beginning at Engineer Station  
1435 + 49 and extending southeasterly to Engineer Station 1611 + 32, which is the end  
of the present double track at Buaro Station:-

- Crossing No. 1- At Engineer Station 1435 + 49.
- Crossing No. 2- At Engineer Station 1444 + 24.
- Crossing No. 3- At Engineer Station 1469 + 22.
- Crossing No. 4- At Engineer Station 1488 + 52.
- Crossing No. 5- At Engineer Station 1502 + 28.
- Crossing No. 6- At Engineer Station 1510 + 61.
- Crossing No. 7- At Engineer Station 1518 + 91.
- Crossing No. 8- At Ocean Avenue, Engineer Station 1532 + 94.

Crossing No. 9- At The Euclid, Engineer Station 1535 + 63.

Crossing No. 10- At Penn Avenue, Engineer Station 1538 + 16.

Crossing No. 11- At Engineer Station 1547 + 28.

Crossing No. 12- At Engineer Station 1554 + 82.

Crossing No. 13- At Engineer Station 1576 + 76.

Crossing No. 14- At Engineer Station 1580 + 41.

All of the above as shown by the map and profile attached to the application and subject to the following conditions, viz.:

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

(2) Applicant shall provide the necessary plank or guard rails for said crossings, and shall ballast same to a depth of not less than six (6) inches with first-class stone or gravel ballast. Said crossings shall be of a length sufficient to meet the demands of the road traffic; in no case less than twenty-four (24) feet (parallel with the track), with grades of approach not exceeding six (6) per cent.

(3) The double track with center pole construction shall have a <sup>minimum</sup> clearance of 7-1/2 feet, and shall in all other manners conform to the Commission's General Order No. 26.

(4) 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 5<sup>th</sup> day of June, 1913.

John M. Eschlerman

H. B. Loveland

Mar. Thelen

Edwin O. Edgerton

COMMISSIONER