

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

ORIGINAL

In the matter of the application of PACIFIC ELECTRIC RAILWAY COMPANY for permission to construct its main line track at grade across nine (9) streets or public highways intersecting Lemon Street in the City of Orange, Orange County, California, and also at grade across a public highway near the City of Orange, Orange County, California.  
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Application No. 598.

O R D E R

By the Commission.

PACIFIC ELECTRIC RAILWAY COMPANY, a corporation, having on June 13, 1913, filed with the Commission an application for permission to construct its main line track at grade across nine (9) streets or public highways intersecting Lemon Street in the City of Orange, Orange County, California, and also across a public highway near the City of Orange, Orange 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 applicant has secured the necessary franchises or permits from the Board of Trustees of said city and from the Board of Supervisors of said county to construct said main line 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 main line track at grade across the following streets or public highways in Orange County, California:

- Crossing No. 1 - A public highway in the County of Orange, said highway being a continuation northerly of "C" Street of the City of Santa Ana at a point approximately eight hundred and fifty (850) feet

northerly of the north boundary line of the City of Santa Ana at Pacific Electric Railway Company's engineer's station 119+70;

Crossing No. 2 - A public highway known as La Veta Avenue in the City of Orange at intersection of said La Veta Avenue with Lemon Street at engineer's station 145+44;

Crossing No. 3 - A public highway known as Culver Avenue in the City of Orange at intersection of said Culver Avenue with Lemon Street at engineer's station 151+98;

Crossing No. 4 - A public highway known as Palmyra Avenue in the City of Orange at intersection of said Palmyra Avenue with Lemon Street at engineer's station 158+35;

Crossing No. 5 - A public highway known as Almond Avenue in the City of Orange at intersection of said Almond Avenue with Lemon Street at engineer's station 165+18;

Crossing No. 6 - A public highway known as Chapman Avenue in the City of Orange at intersection of said Chapman Avenue with Lemon Street at engineer's station 171+81;

Crossing No. 7 - A public highway known as Maple Avenue in the City of Orange at intersection of said Maple Avenue with Lemon Street at engineer's station 178+41;

Crossing No. 8 - A public highway known as Palm Avenue in the City of Orange at intersection of said Palm

Avenue with Lemon Street at engineer's station  
185+00

Crossing No. 9 - A public highway known as Sycamore Avenue in the  
City of Orange at intersection of said Sycamore  
Avenue with Lemon Street at engineer's station  
191+57;

Crossing No. 10 - A public highway known as Walnut Avenue in the  
City of Orange at intersection of said Walnut  
Avenue with Lemon Street at engineer's station  
198+15;

All of the above as prayed for in the application and as  
shown by the maps and profiles attached thereto, subject to the  
following conditions, to-wit:

(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) Unless constructed as provided for in No. 3, 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 to meet the demands of the road traffic and in no case  
less than twenty-four (24) feet with grades of approach not exceeding  
six (6) percent.

(3) Applicant shall at its own expense pave, oil, gravel  
or macadamize said streets or public highways between the rails and  
for two (2) feet on each side thereof where said track is constructed  
along and across said streets with the same material used by the city  
or county and under the same specifications and in the same manner  
as upon the streets over and across which said track runs, respective-  
ly, and shall keep the same constantly paved, oiled, graveled or

macadamized and in repair, and as near as possible on the grade with the streets crossed.

(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 25<sup>th</sup> day of June, 1913.

John W. Eschlerian  
W. J. ...  
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Commissioners.