

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

Decision No. 813

ORIGINAL

In the matter of the application of)
PACIFIC ELECTRIC RAILWAY COMPANY)
for permission to construct certain)
public highway crossings at grade)
across its railway and right of way)
extending from its Los Angeles-)
Van Nuys- Owensmouth line to a junc-)
tion with the Southern Pacific Rail-)
road in the City of San Fernando,)
County of Los Angeles, California.)
.....)

Application 646.

ORDER

By the Commission.

PACIFIC ELECTRIC RAILWAY COMPANY, a corporation,
having on July 18, 1913, filed with the Commission an application for
permission to construct certain public highway crossings at grade across
its railway and right of way in the County of Los Angeles, California,
on its said railway extending from its Los Angeles- Van Nuys- Owensmouth
line to a junction with the Southern Pacific Railroad 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 applicant has secured the necessary
franchises or permits from the Board of Supervisors of Los Angeles County,
California, and also from the Board of Trustees of the City of San Fer-
nando, Los Angeles County, California, to construct crossings at grade;
and it further appearing that it is not reasonable nor practicable to
avoid grade crossings with said tracks of applicant, and that the appli-
cation should be granted subject to the conditions hereinafter specified,

IT IS HEREBY ORDERED that permission be hereby granted
Pacific Electric Railway Company to construct certain public highway
crossings at grade across its track which extends from its Los Angeles-
Van Nuys- Owensmouth line to a junction with the Southern Pacific Rail-
road in the city of San Fernando, Los Angeles County, California, as
follows:-

- Crossing No. 1- At engineer's station 129 plus 35.
- Crossing No. 2- At engineer's station 155 plus 74.
- Crossing No. 3- At engineer's station 182 plus 14.
- Crossing No. 4- At engineer's station 208 plus 54.
- Crossing No. 5- At engineer's station 234 plus 94.

The above five crossings without the city limits of San Fernando, Los Angeles County, California.

- Crossing No. 6- O'Molveny Street, at engineer's station 322 plus 53.
- Crossing No. 7- Mott Street, at engineer's station 327 plus 73.
- Crossing No. 8- Kowen Street, at engineer's station 332 plus 93.
- Crossing No. 9- Hollister Street, at engineer's station 338 plus 13.
- Crossing No. 10- Pico Street, at engineer's station 343 plus 33.
- Crossing No. 11- Colis Street, at engineer's station 345 plus 93.
- Crossing No. 12- Porter Avenue, at engineer's station 348 plus 53.

The above crossings, numbers six to twelve inclusive, within the corporate limits of the city of San Fernando, Los Angeles County, California.

All of the above twelve (12) crossings as shown by the maps and profiles 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 (parallel with the track) sufficient to meet the demands of road traffic, in no case less than twenty-four (24) feet, with grades of approach not exceeding six (6) per cent.

(3) Applicant shall at its own expense pave, oil, gravel or macadamize said streets or public highways between rails and for two (2) feet

on each side thereof, where said track is constructed along or across said streets, with the same material used by the City or County, and under the same specifications and in the same manner as the streets over and across which said track runs respectively, and shall keep the same oiled, paved, graveled or macadamized and in repair, and as near as possible in the same manner as the streets or public highways crossed.

(4) For crossings numbers one (1) to five (5) inclusive said Pacific Electric Railway Company shall construct and maintain at its own expense for the protection of each of said crossings a first-class, standard, automatic flagman, which, upon the approach of a train, shall display a red light, said light to have the motion of an inverted pendulum, and which shall at the same time automatically sound a warning bell. Attached to the support of this device shall be a first-class, standard, highway crossing sign, marked with appropriate black letters, not less than six (6) inches in height, upon a white background.

(5) 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 July, 1913.

John W. Chapman

Max Thelen

Edwin C. Edgerton

Commissioners.