

Decision No. 849.

ORIGINAL

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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 its second)
main track at grade across eighteen)
(18) public highways between Stanton)
and Buaro, all of said crossings being)
in Orange County, California.)
.....)

Application 580.

ORDER

By the Commission.

PACIFIC ELECTRIC RAILWAY COMPANY, a corporation,
having on May 29, 1913, and July 29, 1913, filed with the Commission
its applications for permission to construct a second main track at grade
across eighteen (18) streets or public highways between Stanton and
Buaro, all of said crossings being in 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 for the construction of said
crossings at grade from the Board of Supervisors of Orange County,
California, and from the Board of Trustees of the City of Stanton in
said County; and it further appearing that it is not reasonable nor
practicable for applicant to avoid constructing its track at grade across said
eighteen (18) 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, and it is hereby authorized, to construct its
second main line track of railway between Stanton and Buaro at grade
across the following named streets or public highways:-

- Crossing No. 1- Public highway between engineer's stations 1355 plus 90 and 1356 plus 28.
- Crossing No. 2- Public highway between engineer's stations 1371 plus 29 and 1371 plus 67.
- Crossing No. 3- Public highway between engineer's stations 1399 plus 95 and 1400 plus 45.

- Crossing No. 4- Public highway between engineer's stations 1404 plus 73 and 1405 plus 39.
- Crossing No. 5- Public highway between engineer's stations 1435 plus 31 and 1435 plus 67.
- Crossing No. 6- Public highway between engineer's stations 1443 plus 89 and 1444 plus 59.
- Crossing No. 7- Public highway between engineer's stations 1458 plus 62 and 1469 plus 21.
- Crossing No. 8- Public highway between engineer's stations 1482 plus 20 and 1482 plus 87.
- Crossing No. 9- Public highway between engineer's stations 1502 plus 11 and 1502 plus 47.
- Crossing No. 10- Public highway between engineer's stations 1510 plus 37 and 1510 plus 85. X
- Crossing No. 11- Public highway between engineer's stations 1518 plus 71 and 1519 plus 12.
- Crossing No. 12- Public highway between engineer's stations 1532 plus 57 and 1533 plus 34, and known as Ocean Avenue.
- Crossing No. 13- Public highway between engineer's stations 1535 plus 23 and 1535 plus 03, and known as The Euclid.
- Crossing No. 14- Public highway between engineer's stations 1537 plus 55 and 1538 plus 66, and known as Penn Avenue.
- Crossing No. 15- Public highway between engineer's stations 1546 plus 92 and 1547 plus 65.
- Crossing No. 16- Public highway between engineer's stations 1554 plus 66 and 1554 plus 99.
- Crossing No. 17- Public highway between engineer's stations 1576 plus 49 and 1577 plus 04.
- Crossing No. 18- Public highway between engineer's stations 1580 plus 20 and 1580 plus 62. ^

All of the above crossings to be located and constructed as shown by the maps and profiles attached to the application, 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 the construction of all of said grade crossings, and shall construct same of a length sufficient to afford the safe and easy passage

thereover of vehicles and other road traffic. The grades of approach to all of said grade crossings shall not exceed six (6) per cent. Said crossings shall be ballasted with first-class stone or gravel ballast to a depth of not less than six (6) inches.

(3) The minimum side clearance of the center trolley pole line shall be seven and one-half (7-1/2) feet from the center line of the railroad track. The minimum overhead clearance of trolley wires or trolley feeders shall be twenty-two (22) feet.

(4) Said 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 6th day of August, 1913.

H. L. Loveland

Max Thelen

Edwin O. Edgerston

Commissioners.