

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 the tracks of same Company at the intersection of Magnolia Avenue and Eliza Street in the city of Riverside, Riverside County, California.)

Application No. 685.

ORDER

By the Commission,

PACIFIC ELECTRIC RAILWAY COMPANY, a corporation, having on August 8, 1913, filed with the Commission an application for permission to construct its main line track at grade across the tracks of Pacific Electric Railway Company at the intersection of Magnolia Avenue and Eliza Street in the City of Riverside, Riverside 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 tracks on Eliza Street which are to be crossed and the track on Magnolia Avenue which is to cross the tracks on Eliza Street are both owned and operated by the same Company, ie: Pacific Electric Railway Company, and therefore it is not necessary that an agreement be entered into and filed with this Commission relative to the manner and method of construction and apportioning of costs for said crossings; and it further appearing that it is not reasonable nor practicable to avoid grade crossings at said points of proposed crossings 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 its main line track and side track at the intersection of Eliza Street and Magnolia Avenue, City of Riverside, Riverside County, California, 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 maintenance hereafter in good and first-class condition shall be borne by applicant.

(2) All overhead wires constructed at the crossings shall have a clearance above rails of all tracks of twenty-two (22) feet. All pole lines and other side obstructions shall have a clearance from the center line of all tracks of eight (8) feet.

(3) All engines, motors, trains and cars of applicant shall come to a full stop before passing over the crossings and within fifty (50) feet thereof, and shall not pass over the crossings until the conductor or other employee of applicant has first gone thereon and ascertained that no engine, motor, train or car is approaching the crossing from either direction on the track crossed. Should no engine, motor, train or car be approaching the crossing on the track crossed then said conductor or other employee may signal and permit his engine, motor, train or car to proceed over the crossing.

(4) The Commission reserves the right to make such further orders relative to the location, construction, maintenance, operation 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 August, 1913.

H. S. Loveland  
Arthur Gordon  
Max Thelen

Commissioners.