

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 commencing at the center)
line of Main Street ninety-four (94))
feet northerly of the north city limits)
of the City of Santa Ana and thence on)
a ten-degree curve to the right onto)
private right-of-way near Santa Ana,)
Orange County, California.)
.....)

Application No. 641.

ORDER

By the Commission,

PACIFIC ELECTRIC RAILWAY COMPANY, a corporation,
having on July 14, 1913, filed with the Commission an application
for permission to construct its main line track at grade across the
east half of Main Street near the City of Santa Ana, Orange County,
California, as hereinafter indicated, and it appearing to the Commis-
ion that this is not a case in which a public hearing is necessary,
that applicant has secured the necessary franchise or permit for the
construction of said crossing at grade from the County Supervisors of
the County in which same is located; and it further appearing that it
is not reasonable nor practicable to avoid said grade crossing with
said street, 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 east half of Main Street, more particularly described as
follows: beginning at a point in the center line of Main Street
94.52 feet north of the northerly boundary of the City of Santa Ana,
Orange County, California, thence in a northeasterly direction on a
ten-degree curve to the right along said curve, a distance of 260.76
feet to a point in the east line of said Main Street, said last mentioned

point being northerly along the said east line of said Main Street 341.66 feet from the north boundary line of the said City of Santa Ana, as shown by the map attached to the application, subject to the following conditions, viz.:

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

(2) Said crossing shall be constructed of a sufficient length to accommodate safely the passage thereover of vehicles and other road traffic, with grades of approach not exceeding four (4) per cent, and shall be ballasted with first-class stone or gravel ballast to a depth of not less than six (6) inches.

(3) All engines, motors, trains or cars of applicant shall approach the crossing under full control and shall pass over the crossing at a speed not exceeding twelve (12) miles per hour.

(4) The Commission reserves the right to make such further orders relative to the location, construction, operation, maintenance and protection of said crossing 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 12th day of September, 1913.

John W. Ashleman
W. J. Loveland
Carroll O. Edgerton