

Decision No. 26199.

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application of Pacific Electric Railway Company for authority to reconstruct and relocate a spur track across Venice Boulevard and Culver Boulevard in the City of Culver City, California, across Del Rey - Redondo Line.

Application No. 18998.

BY THE COMMISSION:

O R D E R

Pacific Electric Railway Company, in this proceeding, seeks an order authorizing it to relocate a spur track across portions of Venice Boulevard and Culver Boulevard in the Cities of Los Angeles and Culver City. In the application it is set forth that it becomes necessary to relocate this spur track due to the fact that the City of Los Angeles is now extending the south portion of Venice Boulevard, which includes the property upon which the track is located. It appears that this proposed change is necessary to accommodate a major highway improvement; that the expense necessary to effect a separation of grades at the point of crossing is not economically justified; that in view of the fact the spur track will accommodate only light switching movements at slow rates of speed and at infrequent intervals no special protection is necessary; and that the application should be granted by Ex parte Order, therefore

IT IS HEREBY ORDERED that Pacific Electric Railway Company is authorized to relocate and construct a spur track at grade across Venice Boulevard and Culver Boulevard in the Cities of Los Angeles and Culver City, more particularly as described in the application and as shown on the map attached

thereto (designated as C.E.H. 13912-B) subject, however, to the following conditions:

- (1) The above crossing, Venice Boulevard and Culver Boulevard, shall be identified as No. 6F-9.24-C..
- (2) The entire expense of constructing and thereafter maintaining the crossing in good and first-class condition for safe and convenient use of the public shall be borne by applicant.
- (3) Said crossing shall be constructed equal or superior to the type shown as Standard No. 3, in our General Order No. 72, and shall be constructed without superelevation and of a width to conform to those portions of said boulevards now graded, with the tops of rails flush with the pavement, and shall be protected by a Standard No. 1 Crossing Sign as specified in our General Order No. 75-A.
- (4) No train, engine, motor or car shall be operated over said crossing unless said train, engine, motor or car shall be first brought to a stop and traffic on the highway protected by a member of the train crew or other competent employee acting as flagman.
- (5) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of said crossing and of its compliance with the conditions hereof.
- (6) The authorization herein granted shall lapse and become void if not exercised within one (1) year from the date hereof unless further time is granted by subsequent order.
- (7) 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, public convenience and necessity demand such action.

The authority herein granted shall become effective on the date hereof.

Dated at San Francisco, California, this 21st day of

July, 1933.

W. H. Lawrence  
Leon Whelan  
M. H. Law  
M. B. Harris

Commissioners.