

Decision No. 26968

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of
PACIFIC ELECTRIC RAILWAY COMPANY, a
corporation, for exemption from Gen-
eral Order No. 75-A.

Application No. 19390.

BY THE COMMISSION:

O R D E R

In this proceeding Pacific Electric Railway Company seeks exemption from the requirements of Section VI(e) of the Commission's General Order No. 75-A in operating over the grade crossing of Eastham Street with applicant's Venice Short Line near Culver Junction. This is a newly constructed grade crossing brought about by the City of Los Angeles constructing Eastham Street across the railroad. Similar authority is sought in a request under date of March 31, 1934, involving operation over the grade crossing of Van Nuys Boulevard with the Company's San Fernando Line, in the City of Los Angeles.

Section VI(e) of General Order No. 75-A provides: that:

"Circuits for automatic crossing signals shall be arranged so that signals will operate until rear of train reaches or clears crossing, provided, however, this requirement shall not be retroactive with respect to electric railroads. Such warning aspect shall not be displayed after the movement of the train over the crossing has been completed."

Section XI of General Order No. 75-A provides that the Commission will grant exceptions to the requirements of the General Order if in any particular case conditions justify such action.

Practically all the wigwags on Pacific Electric Railway Company's system are controlled by trolley contact circuits and therefore discontinue operation as soon as the trolley car has passed through the circuit. To comply with Section VI(c) of this General Order would require the construction of track circuits which would cost a substantial sum in each case. In lieu of the construction of the necessary track circuits the Commission is agreeable to the plan of trolley contact controlled wigwags, provided train movements are adequately illuminated at night so that they will be visible to the driver of a vehicle on the highway for a reasonable distance on either side of the track. In the event freight operation is conducted over the crossing, such train movements shall be illuminated by appropriate street lights or flood lights.

It appears that a public hearing is not necessary and that applicant's requests as set forth above should be granted, therefore,

IT IS HEREBY ORDERED that Pacific Electric Railway Company is hereby authorized to deviate from the provisions of Section VI(e) of the Commission's General Order No. 75-A and to operate over the following grade crossings protected by trolley contact controlled automatic wigwags:

Eastham Street with applicant's Venice Short Line tracks, near the intersection of Venice Boulevard and Exposition Boulevard, in the vicinity of Culver Junction, City of Los Angeles.

Van Nuys Boulevard with applicant's San Fernando Line, near the intersection of Van Nuys Boulevard and Chandler Boulevard, in the City of Los Angeles.

The authority herein granted is subject to the following conditions:

- (1) All trains, engines, motors, and cars passing over or occupying either of these crossings shall be illuminated at night so as to be visible to the driver of a vehicle on the highway for a reasonable distance on each side of the track. The plan for such illumination shall be filed with the Commission within twenty (20) days from the date of this order.
- (2) Applicant shall, within thirty (30) days thereafter, notify the Commission, in writing, of the completion of the installation of said trolley contact controlled automatic wigwag signals.
- (3) 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.

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

Dated at San Francisco, California, this 16th day of April, 1934.

C. Leary
Leon Whittell
M. A. Cum
M. A. Harris
W. H. ...
Commissioners.