

Decision No. 27216

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application)
of the COUNTY OF LOS ANGELES for)
construction of crossing on)
Foothill Boulevard over right of) Supplemental Application
way of Pacific Electric Railway) No. 19325
Company.)

BY THE COMMISSION.

ORIGINAL

SUPPLEMENTAL ORDER

In this supplemental application, 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 Foothill Boulevard with applicant's Sierra Madre line, in the City of Pasadena (Crossing No. 6BC-13.25). Construction of this crossing was authorized by the Commission's Decision No. 26963, dated April 16, 1934, in Application No. 19325.

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 of 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. Compliance with Section VI(e) of General Order No. 75-A would require the construction of track circuits and thereby add a substantial sum to the cost of installation of these wigwags.

The railroad involved at this location is a single-track line and applicant alleges that no long freight trains are operated over it, the maximum being four cars and motor, and that such service is infrequent. Applicant further alleges that trolley controlled wigwags can be safely operated at this location and provide the traveling public with due and proper protection.

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, by appropriate street lights or flood lights, 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.

It appears that a public hearing is not necessary herein and that applicant's request, 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 grade crossing of Foothill Boulevard with its Sierra Madre line, in the City of Pasadena (Crossing No. 6BC-13.25), said crossing being protected by trolley contact controlled automatic wigwags.

The authority herein granted is subject to the following conditions:

1. All trains, engines, motors and cars passing over or occupying this crossing shall be illuminated at night so as to be visible to the driver of a vehicle on the highway for a reasonable distance on either 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.

5. 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.

In all other respects Decision No. 26963 shall remain in full force and effect.

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

Dated at San Francisco, California, this 13th day of July, 1934.

Leon O. Whitell

M. B. Harris

Arthur W. Harris

Commissioners.