

Decision No. 28504.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
PACIFIC ELECTRIC RAILWAY COMPANY
for authority to construct and
operate a temporary double track
shoofly across Firestone Boulevard
on the Long Beach Line for use dur-
ing the construction of separated
grade crossing.

Application No. 20347.

BY THE COMMISSION:

O R D E R

ORIGINAL

Pacific Electric Railway Company, a corporation, on January 15th, 1936, applied for authority to construct two temporary shoofly tracks at grade across Firestone Boulevard, in the County of Los Angeles, State of California. The construction of these tracks is necessary to provide for rail traffic during the period of construction of the grade separation authorized by this Commission's Decision No. 28374, dated November 18th, 1935, in Application No. 20218. It appearing that a public hearing is not necessary herein; that it is neither reasonable nor practicable at this time to provide a grade separation or to avoid a grade crossing at the point mentioned and that the application should be granted, subject to certain conditions,

IT IS HEREBY ORDERED that Pacific Electric Railway Company is hereby authorized to construct two temporary shoofly tracks at grade across Firestone Boulevard, in the County of Los

Angeles, State of California, at the location more particularly described in the application and as shown by the map (C.E. 9876-f), attached thereto, subject to the following conditions:

- (1) The above crossing of Firestone Boulevard shall be identified as a portion of Crossing No. 6L-6.24.
- (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 in accordance with the terms of the agreement to be filed with the Commission under Condition (5) of Decision No. 28374.
- (3) Said crossing shall be constructed equal or superior to the type shown as Standard No. 1, in our General Order No. 72, and shall be constructed of a width to conform to that portion of said boulevard now graded, with the tops of rails flush with the pavement and with grades of approach not exceeding six (6) per cent, and shall be protected by a Standard No. 3 wigwag and a Standard No. 1 crossing sign, as specified in our General Order No. 75-A.
- (4) In addition to the protection described above, said crossing shall be continuously protected by human flagmen. Such protection is now maintained by applicant between the hours of 6:00 A.M. and 10:00 P.M. and an additional human flagman shall be provided between the hours of 10:00 P.M. and 6:00 A.M. The cost of said additional human flagman shall be borne in accordance with the terms of an agreement to be filed with the Commission under Condition (5) of Decision No. 28374.
- (5) No train, motor, engine or car shall enter upon or cross said crossing at a speed greater than fifteen (15) miles per hour.
- (6) Upon completion of the grade separation authorized by Commission's Decision No. 28374 and upon its being opened to public use and travel, applicant shall remove the temporary tracks authorized herein, in so far as they lie in Firestone Boulevard, and shall repair the roadway to conform to the remainder thereof.

- (7) 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.
- (8) 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.
- (9) 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 16th day of January, 1936.

M. B. Harris

Wallace H. Ware

Frank R. Martin

Commissioners.