

ORIGINAL

Decision No. 46296

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
PACIFIC ELECTRIC RAILWAY COMPANY,)
UNION PACIFIC RAILROAD COMPANY and)
LOS ANGELES AND SALT LAKE RAILROAD)
COMPANY, and BETHLEHEM PACIFIC COAST)
STEEL CORPORATION for authority to)
construct, operate, and maintain a)
spur track across Fruitland drill)
track.)

Application No. 32767

O R D E R

Pacific Electric Railway Company, Union Pacific Railroad Company and Los Angeles and Salt Lake Railroad Company, corporations, on September 24, 1951 applied for authority for Bethlehem Pacific Coast Steel Corporation to construct a spur track at grade across Fruitland drill track, owned by the Pacific Electric Railway Company and operated jointly with Union Pacific Railroad Company, in the vicinity of the City of Vernon, County of Los Angeles, State of California. The carriers are agreeable and consent to the proposed type of construction at grade by the industry and as to the method of operation at the said crossing.

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 ORDERED that Pacific Electric Railway Company, Union Pacific Railroad Company and Los Angeles and Salt Lake Railroad Company are hereby authorized to construct a spur track at grade across the Pacific Electric Railway Company Fruitland drill track in the City of Vernon, County of Los Angeles, State of California, at the location more particularly described in the Application and as shown by the map, CE 10658-a, attached thereto, subject to the following conditions:

1. The entire expense of constructing and thereafter maintaining the crossing, including protective devices therefor, in good and first class condition for safe and convenient railway use shall be borne by Bethlehem Pacific Coast Steel Corporation, in accordance with agreement heretofore entered into.

2. Safety stop signs shall be installed fifty (50) feet from the center line of the crossing at the side of all tracks approaching the said crossing and pipe connected derails shall be installed on Bethlehem Pacific Coast Steel Corporation track on both sides of the crossing, said derails to be operated by a single switch stand with target and light.

3. All trains, motors, engines and cars on Pacific Electric Railway Company drill track shall stop before proceeding onto the crossing and shall not proceed thereover unless the track of Bethlehem Pacific Coast Steel Corporation is clear and the derails are in place. All trains, motors, engines and cars on Bethlehem Pacific Coast Steel Corporation track shall stop in either direction, the trainmen shall walk to the switch stand, observe that the drill track is clear and then throw the derails and flag the movement across the crossing, restoring derails after the train is clear.

4. Operating bulletins of applicants governing the use of the railroad crossing herein authorized under the conditions herein outlined shall be filed with the Commission on or before the date when the operation over the crossing is commenced.

5. Applicants shall within thirty (30) days thereafter notify the Commission in writing of the completion of the installation of said crossing and compliance with the conditions hereof.

The authorization herein granted shall lapse and become void if not renewed within one (1) year from the date hereof unless further time is granted by the Commission in subsequent order.

The Commission reserves the right to make such further orders and regulations as may be necessary for the safe operation, construction, operation, maintenance and protection of the crossing.

CORRECTION

CORRECTION

THIS DOCUMENT
HAS BEEN REPHOTOGRAPHED
TO ASSURE LEGIBILITY

JZC

1. The entire expense of constructing and thereafter maintaining the crossing, including protective devices therefor, in good and first class condition for safe and convenient railway use shall be borne by Bethlehem Pacific Coast Steel Corporation, in accordance with agreement heretofore entered into.

2. Safety stop signs shall be installed fifty (50) feet from the center line of the crossing at the side of all tracks approaching the said crossing and pipe connected derails shall be installed on Bethlehem Pacific Coast Steel Corporation track on both sides of the crossing, said derails to be operated by a single switch stand with target and light.

3. All trains, motors, engines and cars on Pacific Electric Railway Company drill track shall stop before proceeding onto the crossing and shall not proceed thereover unless the track of Bethlehem Pacific Coast Steel Corporation is clear and the derails are in place. All trains, motors, engines and cars on Bethlehem Pacific Coast Steel Corporation track shall stop in either direction, the trainmen shall walk to the switch stand, observe that the drill track is clear and then throw the derails and flag the movement across the crossing, restoring derails after the train is clear.

4. Operating bulletins of applicants governing the use of the rail crossing herein authorized under the conditions herein outlined shall be filed with the Commission on or before the date when the operation over the crossing is commenced.

5. Applicants shall within thirty (30) days thereafter notify the 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 it may deem 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 twenty (20) days from the date hereof.

Dated at San Francisco, California, this 9th day of October, 1951.

R. T. [Signature]
President

Justin F. [Signature]
Harold [Signature]

[Signature]
[Signature]
Commissioners