

**ORIGINAL**

Decision No. 49053

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of  
 PACIFIC GREYHOUND LINES for installa-  
 tion of "Exemption Signs" at Railroad  
 Crossings where motor vehicles  
 carrying passengers for hire need not  
 stop, in accordance with Section  
 No. 576 (d) of the California Vehicle  
 Code and G. O. No. 98 of the Public  
 Utilities Commission of the State of  
 California in the vicinity of Santa  
 Monica.

Application No. 33983

Douglas Brockman and R. E. Thomas, for Pacific  
 Greyhound Lines; C. W. Cornell, E. D. Yeomans and  
Walt A. Steiger, for Pacific Electric Railway  
 Company, protestant.

O P I N I O N

Applicant herein is a California corporation engaged  
 in operations as a passenger stage corporation under authority  
 issued by this Commission. In the conduct of its operations  
 its buses traverse Lincoln Boulevard between Olympic Boule-  
 vard and Colorado Street in the City of Santa Monica and in so  
 doing cross a grade crossing of the Pacific Electric Railway  
 Company. The crossing concerned is designated as No. 6A-17.24  
 and consists of two tracks crossing Lincoln Boulevard, the  
 tracks being approximately 200 feet apart. Lincoln Boulevard  
 runs in a northerly and southerly direction and these tracks  
 in an easterly-westerly direction. The southernmost track is

a main line track of the Pacific Electric Railway Company and the track to the north is a spur track.

It is requested herein that this Commission issue an order authorizing installation of exemption signs as permitted in General Order No. 98, Rule 16.05, so as to permit applicant's vehicles to cross the spur track hereinabove referred to without coming to a stop as required by General Order No. 98, Rule 16.03.

A public hearing was held on August 18, 1953, in Los Angeles before Examiner Syphers, at which time evidence was adduced and the matter submitted.

The regional manager of Pacific Greyhound Lines Southern California area testified that the records of that company show no accidents at the crossings concerned but that the drivers have reported a number of instances where passenger cars have bumped into the rear ends of the buses which had stopped before crossing the spur track here in question. This witness contended that safety did not require vehicles to stop at this spur track but that standard crossing signs should be maintained for the main line and exempt signs for the spur track.

The superintendent of freight service of the Pacific Electric Railway Company testified as to the physical conditions of these crossings and pointed out that the main line on either side of Lincoln Boulevard goes through cuts which obscure the vision and tend to make that crossing a "blind crossing." This witness also testified that the spur

track was not used very much at the present time but, in his opinion, its use would increase in the future.

Exhibit 1 is a map which sets out the physical characteristics of the crossings herein concerned.

An analysis of the record herein leads us to the conclusion and we now find that the application should be denied. The main line track and the spur track are both included in the crossing now designated as 6A-17.24. While the record did disclose the average number of trips across these crossings made by the buses of applicant, there was no testimony as to the use of these crossings by other vehicles which might be required to stop under the provisions of General Order No. 98, Rule 16.03, and General Order No. 99, Rule 10.03. It would not be in the interest of safety to provide an exemption for all of these vehicles on this record. The record also indicates the desirability of a No. 1 crossing sign located south of the main line, and also a similar sign located north of the spur.

O R D E R

Application as above entitled having been filed, a public hearing having been held thereon, the Commission being fully advised in the premises and hereby finding it to be in the public interest,

IT IS ORDERED that the application of Pacific Greyhound Lines for the installation of exemption signs at the

crossing of the spur track of the Pacific Electric Railway Company with Lincoln Boulevard be and it hereby is denied.

The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, this 4<sup>th</sup> day of September, 1953.

[Signature]  
President

[Signature]  
[Signature]

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Commissioners

Herald P. Hulls  
Commissioner J. Kenneth Rottor, being necessarily absent, did not participate in the disposition of this proceeding.