

Decision No. 11645-

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

ORIGINAL

City of Pasadena, a municipal corporation,
Complainant,

vs.

The Atchison, Topeka & Santa Fe Railway
Company,
Defendant.

Case No. 1729.

City of Pasadena, a municipal corporation,
Complainant,

vs.

The Atchison, Topeka and Santa Fe Railway
Company
Defendant.

Case No. 1777.

City of Pasadena, a municipal corporation,
Complainant,

vs.

Union Pacific System,
Defendant.

Case No. 1778.

Jas. H. Howard, City Attorney, for the City of Pasadena,
Complainant;

M.W.Reed, for The Atchison, Topeka & Santa Fe Ry. Co.
Defendant;

F. E. Pettit, Jr., for Los Angeles & Salt Lake Railroad Co.
Defendant.

BY THE COMMISSION:

O P I N I O N

In Case No. 1729 the City of Pasadena alleges certain
hazardous grade crossing conditions existing at the crossings of

Holly Street, Walnut Street and Glenarm Street over the tracks of The Atchison, Topeka and Santa Fe Railway in the City of Pasadena, and asks that adequate crossing gates be installed for the protection of these crossings at the expense of the defendant railroad company.

A public hearing in this matter was held in the City of Pasadena on June 7, 1922 before Examiner Williams, but the matter was not submitted at that time, as further hearing was desired in connection with certain other matters which it was thought might have some relation to this proceeding. Accordingly, two other complaints were subsequently filed by the City of Pasadena. In one of these, Case No. 1777, the City asked that The Atchison, Topeka and Santa Fe Railway Company be required to install automatic wigwag signals at the crossings of Oak Avenue, Craig Avenue and Union Street, respectively, over the tracks of the defendant railway company. In the other, Case No. 1778, the City asked that the Union Pacific (Los Angeles and Salt Lake Railroad Company) be required to install crossing gates at the crossing of Raymond Avenue and Glenarm Street over the tracks of said railroad, or be required to place in force such operating regulations as will obviate the necessity for such gates...

All of these matters were consolidated for hearing on September 13, 1922 in Los Angeles before Examiner Williams.

The main line of the Santa Fe extends for nearly five miles through the City of Pasadena, entering the city from the south and running in a northerly direction until the main business section of the city is passed; thence turning in an easterly direction, running through a highly developed residential district to the easterly limits of the city. This track is on a heavy grade,

ascending northerly and easterly. There are nine regular passenger trains and approximately three freight trains operated over this track daily. There was evidence introduced to show that in the easterly part of the city trains were operated at speeds from nineteen miles per hour to thirty seven miles per hour, and in the southerly part of the city from twenty one miles per hour to thirty one miles per hour. The main passenger station of the Santa Fe is located near the business district and inasmuch as all trains stop at this station, speeds in this vicinity are necessarily much restricted, although actual observations made in this vicinity indicated speeds of from fourteen miles per hour to twenty five miles per hour.

The Pasadena branch of the Los Angeles and Salt Lake Railroad traverse the City of Pasadena for a distance of nearly four miles, entering the southern portion of the city adjacent to the above described track of the Santa Fe, thence running in a northerly and northwesterly direction past the business district through the northwesterly portion of the city. That portion of this track north of the business district, however, is virtually an industrial spur. There are four passenger and two mixed trains operated daily over this track across Raymond Avenue and Glenarm Street. The only place that the track of the Salt Lake is adjacent to the track of the Santa Fe is from these crossings to the southerly limits of the city. Although it appears that, as a matter of usual practice, the Salt Lake trains^{are} operated at speeds of approximately fifteen miles per hour in Pasadena, the evidence indicates that trains have been observed to have actually approached the Glenarm Street crossing at a considerably greater speed.

The traffic over each of the streets in each of the crossings concerned in these complaints are best indicated by reference to the following table:

Tabulation showing average traffic per hour over certain grade crossings in the City of Pasadena.
Time of count from 2:00 p.m. to 6:00 p.m. on dates shown.

<u>Description and Location.</u>	<u>Date and Time</u>	<u>All Vehicles</u>	<u>Pedes- trians</u>
Traffic crossing Salt Lake Track:			
(1) Raymond Avenue only	June 27, 1922	153	3
(2) Glenarm Street only	June 27, 1922	158	11
(3) Both Raymond Ave. and Glenarm St.	June 27, 1922	34	4
Traffic crossing Santa Fe Track:			
(1) Glenarm St.	May 11, 1922	231	23
(2) Union St.	June 27, 1922	310	150
(3) Holly St.	May 8, 1922	312	115
(4) Walnut St.	May 11, 1922	230	127
(5) Oak Ave.	May 11, 1922	27	8
(6) Craig Ave.	May 11, 1922	23	9

A brief discussion of the conditions surrounding each of the crossings in these proceedings will now be made, beginning at southerly portion of the city:

Glenarm Street is an east and west street which passes over the main line of the Santa Fe and the Pasadena branch and a siding of the Salt Lake. On approaching this crossing from the east, the view of southbound trains on both Santa Fe and the Salt Lake is very seriously obstructed, while there is a clear view of approaching northbound trains for several hundred feet. Approaching this crossing from the west, there is a reasonably clear view of southbound Salt Lake trains, but the view of northbound Salt Lake trains and of Santa Fe trains in both directions is very seriously obstructed. Each railroad has installed an automatic flagman for

the protection of the crossing of this street with their respective tracks which are at this point approximately 150 feet apart. The traffic count indicates that this is a heavily traveled street. The question to be determined at this crossing, in view of the seriously obstructed view, is whether the protection afforded by the automatic flagman is adequate for the heavy traffic of this street. On account of the distance between the railroads, the operation of and protection afforded by a single set of crossing gates for both crossings would be unsatisfactory. The crossings are, however, sufficiently near together to make it possible for one human flagman to give, under proper arrangement, a fairly satisfactory protection to both railroads. To accomplish this, proper indicators should be installed on each of the railroads for the purpose of indicating to the flagman the approach of a train on either track. To avoid the possibility of leaving one track unprotected while a train was approaching on the other track, it should be arranged for all trains on the track of lesser importance to approach the crossing prepared to stop and not proceed thereover until the human flagman has given the signal to such trains to proceed. Under this arrangement the trains of the Salt Lake being less frequent, usually shorter and operated at slower speeds, should be required to pass over the crossing only on proper signal from the human flagman. The protection of this human flagman should be provided at these crossings at least during the hours of from 6 a.m. to 10 p.m. The wigwags should remain, of course.

Raymond Avenue is a north and south street which crosses the branch line and a siding of the Salt Lake only. The southern termination of this street is at Glenarm Street, and the railroad

crosses Raymond Avenue diagonally immediately north of its intersection with Glenarm. The traffic, therefore, going over this crossing approaches from three directions. That traffic moving southerly on Raymond has a clear view of southbound trains, but the view of northbound trains is seriously obstructed. That traffic coming from the west on Glenarm, turning north on Raymond, has a clear view of southbound trains, but the view of northbound trains is obstructed. That traffic coming from the east on Glenarm, turning into Raymond, has an opportunity of a reasonably clear view of trains from both directions. Under these circumstances it would seem that the protection of an automatic flagman at Raymond Avenue as now provided would be reasonably adequate at the present time if provision were made for the limitation of speed of trains of the Salt Lake over this crossing not to exceed ten miles per hour.

Union Street, next north of Colorado Street, is the principal east and west street in the business section of Pasadena which crosses the main line of the Santa Fe. This crossing is at present protected by crossing gates operated between the hours of 6 a.m. and 10 p.m. The view is completely shut off on three corners of this intersection, buildings being constructed to within about 15 feet of the railroad. The traffic over this crossing is quite heavy, and such portion of it as moves between the hours of 10 p.m. and 6 a.m. is without protection of any kind. This street appears to be of sufficient importance to justify some form of protection for fully twenty four hours of the day, and the complainant's request that an automatic flagman be installed to supplement the present crossing gates seems just and reasonable. The Santa Fe may, however, prefer to add another shift of gatemen from 10 p.m. to 6 a.m. This,

of course, would obviate the installation of a wig wag.

Holly Street is an east and west street across the main line and a spur track of the Santa Fe one block northerly of the Union Street crossing. The view at Holly Street is completely obstructed on two corners of the intersection and partially obstructed on the other two corners. This crossing is at present protected by an automatic flagman. Street traffic is moderately heavy. This street has been made by city ordinance the route of auto bus lines operating to the easterly portion of the city in order to relieve part of the traffic on Union and Colorado Streets. Holly Street is 80 feet wide, but a portion of the benefit of this width is lost, due to the fact that automobiles are ordinarily thickly parked along each side of the street. Some relief would be afforded and confusion would be avoided at this crossing if no parking were allowed on the southerly side of Holly Street for a distance of 100 feet westerly from the railroad. With such a modification in parking regulations, we are of the opinion that the existing automatic flagman will provide a reasonably adequate protection for the present.

Walnut Street is an east and west street one block northerly from the Holly Street crossing. This is essentially a residential street, but the traffic is only moderate in amount. The view is rather seriously obstructed in all directions. The crossing is at present protected by an automatic flagman so located as to be prominently in view, and we are convinced that this device affords reasonable protection to a prudent driver and that additional protection at this time is not justified.

Oak Avenue. This is a north and south residential street in the easterly portion of the city. The view is moderately

clear on two corners of the intersection and rather seriously obstructed on the other two corners. The intersecting streets are so spaced that vehicular speeds are relatively high and, being in the outskirts of the city, train speeds are also high. The amount of traffic on this street is so little, however, we are convinced that the time for requiring special protection at this crossing has not yet arrived.

Craig Avenue. This is the next north and south street east of Oak Avenue. This street has similar characteristics to those of Oak, and the hazard at this intersection appears to be about equal to that at Oak Street Crossing and our conclusions are necessarily the same.

These cases call to mind the grade crossing situation on the Santa Fe between and in Los Angeles, Pasadena and South Pasadena, as was involved in Case 970 et seq. At that time our Engineering Department recommended the commencement of total grade crossing elimination on these railroads in this district. Since that time there have been complaints, both formal and informal, asking more protection at about thirty crossings in this district and we feel that at this time, considering also the large increase in population and motor vehicles, it is appropriate to remark that, in our opinion, no permanent solution of the difficulties will be found, except in complete grade crossing separation.

O R D E R

A public hearing having been held on the above entitled proceedings, the Commission being apprised of the facts, the matter being under submission and ready for decision,

IT IS HEREBY ORDERED that The Atchison, Topeka and Santa Fe

Railway Company be, and it is, hereby ordered to install and maintain at its sole expense an automatic flagman for the protection of the crossing of its track with Union Street in the City of Pasadena, in addition to the protection of crossing gates heretofore provided, said flagman to be of a type and installed in accordance with plans which have been approved by the Commission.

The installation of said automatic flagman shall be made within ninety (90) days from the date of this order, and the Commission shall be notified, in writing, within thirty (30) days thereafter of the completion of this installation of said signal.

IT IS HEREBY FURTHER ORDERED that Los Angeles and Salt Lake Railroad Company shall not operate any train at a speed in excess of ten (10) miles per hour over the crossing of its track with Raymond Avenue in the City of Pasadena.

IT IS HEREBY FURTHER ORDERED that The Atchison, Topeka and Santa Fe Railway Company and Los Angeles and Salt Lake Railroad Company be and they are hereby ordered to jointly maintain a human flagman for the protection of crossing of their tracks with Glenarm Street in the City of Pasadena between the hours of 6 a.m. and 10 p.m. daily. Trains of Los Angeles and Salt Lake Railroad Company shall not, between said hours, proceed over said Glenarm Street unless and until said human flagman shall have given signal to such trains to proceed. The cost of maintaining said human flagman shall be borne one-third by Los Angeles and Salt Lake Railroad Company and two-thirds by The Atchison, Topeka and Santa Fe Railway Company.

Dated at San Francisco, California, this 9th day of February, 1923

Chas. E. ...
H. B. ...
Dwight ...

Commissioners.