

ORIGINAL

Decision No. 13211

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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In the matter of the investigation)
on the Commission's own motion to)
determine whether there is adequate)
protection for the public at the)
grade crossings of East Center and)
East Broadway Streets, over the) Case No. 1965.
track of The Atchison, Topeka and)
Santa Fe Railway Company in the City)
of Anaheim, County of Orange, State)
of California.)

E. T. Lucy, for The Atchison, Topeka and
Santa Fe Railway Company.

BY THE COMMISSION:

O P I N I O N

This is a matter which was instituted by the Commission on its own motion on December 12, 1923 to determine whether there is adequate protection for the public at the grade crossings of East Center Street and East Broadway over the track of The Atchison, Topeka and Santa Fe Railway Company's tracks in the City of Anaheim, Orange County.

A public hearing in this matter was held before Examiner Williams in Los Angeles on January 9, 1924.

East Center Street and East Broadway are the two most important east and west streets in the City of Anaheim. East

Center Street crosses the tracks immediately north of the depot and the East Broadway crossing is one block south. Both streets are approximately sixty-four feet wide and paved with hard surface. The East Broadway crossing is protected by an automatic flagman located on the north side of the street but its view is somewhat obstructed by buildings. A traffic check taken on June 6, 1923 for fourteen hours between 6:00 a.m. and 8:00 p.m. shows that 1067 vehicles and nine trains passed over the crossing. This substantial traffic justifies a more adequate protection than that now afforded and this would be accomplished if the present automatic flagman were replaced by an automatic flagman located in the center of the street.

The East Center Street crossing is now protected by an automatic flagman located on the south side of the street where its view to vehicular traffic is obstructed by trees growing along the curb on both sides of the tracks. The crossing is also protected by a human flagman for part of the day. A traffic check taken on Tuesday, June 5, 1923, for fourteen hours between 6:00 a.m. and 8:00 p.m. shows that 3822 vehicles and nine trains passed over the crossing. The evidence indicates that the period of heaviest traffic is between the hours of 10:00 a.m. and 8:00 p.m. In view of these facts it appears that the hours of the human flagman should be from 10:00 a.m. to 8:00 p.m. daily and that the protection afforded by the automatic flagman for the other hours should be improved by replacing the present wigwag signal with an automatic flagman located in the center of the street.

O R D E R

The Commission having on its own motion instituted an investigation into the adequacy of the protection at the grade crossings of East Center Street and East Broadway over the tracks of The Atchison, Topeka and Santa Fe Railway Company in the City of Anaheim, County of Orange, California, a public hearing having been held, 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 directed to replace the existing automatic flagmen located on the north side of East Broadway and on the south side of East Center Street, respectively, in the City of Anaheim, by automatic flagmen located in the center of East Broadway and the center of East Center Street, respectively, said automatic flagmen to be installed in accordance with plans or data approved by the Commission.

IT IS HEREBY FURTHER ORDERED, that The Atchison, Topeka and Santa Fe Railway Company be and it is hereby directed to maintain a human flagman between the hours of 10:00 a.m. and 8:00 p.m. daily for the further protection of the crossing of East Center Street in the City of Anaheim over its tracks.

The effective date of this order shall be ten (10) days after the making thereof.

Dated at San Francisco, California, this 28th day of February, 1924.

C. Seavey
H. K. Brundage
J. W. Martin
E. C. Shore
J. W. Lathrop
Commissioners.