

Decision No. _____.

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

CITY OF RIVERSIDE, a municipal
corporation,)

Complainant,)

-vs-

SOUTHERN PACIFIC RAILROAD COMPANY,
a corporation,)

Defendant.)

Case No. 1055.

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A. H. Winder and L. C. Kelley for complainant.
Frank Karr for Pacific Electric Company.
Frank B. Austin for the Southern Pacific R.R.Co.

GORDON, Commissioner.

O P I N I O N.

In this complaint the City of Riverside alleges that a wooden bridge of the Southern Pacific Railroad Company (Southern Pacific Company) over North Main Street in Riverside is dangerous to users of the highway because of impaired clearances, and asks the Commission to require the Railroad Company to remove or reconstruct it so it will conform in appearance to the improved highway with concrete retaining walls which it spans, and a railroad bridge of the Riverside, Rialto and Pacific Railroad which is located about 290 feet distant from it and is built of re-inforced concrete with a clear span over the roadway of 30 ft.

This case was heard and submitted on May 23, 1917, and has remained undecided because of advices received from the complainant that an agreement would probably be reached with the Railroad Company which would amicably settle the questions raised. It now appears that no such agreement is possible.

The bridge in question is a framed trestle with two concrete abutments and three timber bents resting on concrete

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pedestals. From face to face of abutments the distance is 43'8" which is divided by the bents into four spans, two on the outside for sidewalks of 6'10" each, and two in the center for driveways measuring 15' each, these distances being from the face of abutments and the centers of the timber bents. In the roadway the concrete pedestals, which are long enough to provide for a double track bridge, narrow the horizontal clearance to 10'10". The bridge is very rarely used by the Southern Pacific Company, but the Pacific Electric can use it conveniently and negotiations were under way to transfer to that Company when they were interrupted by the filing of this complaint.

North Main Street is one of the main thoroughfares of Riverside and is heavily traveled. The City has recently spent \$35,000 in improving it, and I am entirely in sympathy with the wish of the people to have the present unsightly Southern Pacific bridge either removed or re-constructed to fit its surroundings. At the same time I do not believe the Commission, during the present emergency, should require public utilities to spend more on improvements than is absolutely necessary and the issue here should be narrowed strictly to making this bridge safe, postponing other considerations during the duration of the war.

There is no doubt that the present clearances of 10'10" on the roadway - 1'2" less than the minimum prescribed by the Commission in its General Order No. 26 on the subject of Clearances - are unsafe for the operation of automobiles and motor trucks in a subway of this sort, and the Railroad Company should be required to widen them. It can readily be done without constructing a new bridge at an estimated expenditure of \$10,000. If the concrete pedestals under the roadway bents were cut down flush with the sides of the bents, and the braces on the sides of the

bent were replaced by braces between the posts the roadway could be made about 14 ft. wide at a small expense. This increase of 3'2" in the width of the roadway will remove the danger to a large extent, but as an additional safeguard the portion of the roadway pedestals built for the second track should be removed to shorten the length of the subway as much as possible.

I recommend the following form of order:-

O R D E R

The City of Riverside having complained to the Commission regarding a bridge of the Southern Pacific Railroad Company (Southern Pacific Company) over North Main Street in Riverside and a public hearing having been held and the Commission believing that the horizontal clearances should be increased and other changes made,

IT IS HEREBY ORDERED that ninety (90) days from the date of this order the Southern Pacific Company shall make the changes in this bridge set forth in the last paragraph of the foregoing opinion.

The foregoing opinion and order are hereby approved and ordered filed as the opinion and order of the Railroad Commission of the State of California.

Dated at San Francisco, California, this 21st day of February, 1918.

Max J. Shellen
H. D. Loveland
W. H. Gordon
Edwin O. Edgerton
Frank R. Brown
Commissioners.