

Decision No. 8598.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

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ORIGINAL

In the Matter of the In-)
 stallation of Safety Sig-)
 nals at Grade Crossings)
 within the City Limits of)
 Lindsay, County of Tulare,)
 State of California.)

Case No. 1472.

C. W. Braswell, for the City of Lindsay.
 A. J. Howe, for the Lindsay Chamber of
 Commerce.
 Frank B. Austin, for the Southern Pacific
 Company.

MARTIN, Commissioner:

O P I N I O N

This proceeding is the outgrowth of several informal complaints registered by the Board of Trustees of Lindsay, the Lindsay Chamber of Commerce and by several citizens with the Commission in regard to the dangerous conditions at the grade crossings of the several streets in that town with the tracks of the Southern Pacific Company.

The Commission, on its own motion, ordered an investigation into the matter of establishing safety signals or other protection on these crossings, and in connection with this investigation held a hearing at Lindsay on September 14, 1920.

There are four crossings within the city limits of Lindsay. Commencing at the north end of the town they are in order, - at

Eucalyptus Avenue, Hermosa Street, Honolulu Street and Lewis Street.

The Eucalyptus Avenue Crossing is over five tracks and a switch. The view of the railroad track to the north from both sides of the crossing is obscured by trees up to the edge of the right of way which is fifty feet from the center of the main line.

The view to the south is open from both sides of the track. This road was formerly the main country road to the west of the town but traffic has been diverted to Hermosa Street. On account of the narrow right of way and obstructed view to the north, an automatic flagman should be installed. Eucalyptus Street is not paved.

Hermosa Street is the most important street crossing the tracks. It is paved and crosses four tracks including the main line on the east side of the right of way and five packing-house-yard tracks on the west side of the railroad property. This crossing is traveled extensively by school children and through automobile traffic. It should be given additional protection as the view is blocked on the east side by warehouses and on the west side by standing cars during the shipping season. This crossing was formerly protected by a human flagman during the shipping season but he was removed during the period of Federal control and not replaced. This crossing should be protected by an automatic flagman and the human flagman replaced from November 15th to January 15th and from March 15th to July 15th of each year.

Honolulu Street is a paved street crossing the railroad south of the depot. The view is obstructed on all four corners by warehouses. There are four tracks on the east side of the right of way and five tracks on the west side. This is not a very important street as it is paved only a short distance west of the railroad. All trains stop at the station and cross Honolulu Street at slow speed with the exception perhaps of an occasional through fast freight. It should have further protection in the

shape of an automatic flagman.

Lewis Street, the most southerly crossing, was opened at the request of the City under Decision 2320 rendered April 21, 1915. Since that time conditions have materially changed at the crossing which has become very dangerous. It has been the scene of one very bad accident and one other accident. Under the circumstances it would seem that the necessary protection should be paid by the City as the crossing was made public on its application. It is a hard crossing to protect, as all the yard tracks bunch together at this point. It should be protected by an automatic flagman.

The engineering department of the Commission considered the crossings in Lindsay extremely hard to protect on account of the number of storage tracks which could not be connected up with automatic flagmen but the testimony shows that practically no switching is done on these tracks during the day time when most of the travel occurs. The City Trustees were of the opinion that automatic flagmen would be satisfactory under such conditions so they will be ordered installed. On account of the great growth in income derived by the railroad company from the fruit business at Lindsay, it can very well afford to protect the hazardous crossings.

O R D E R

The Commission having on its own motion instituted an investigation of crossing conditions on the Southern Pacific Line through the City of Lindsay, Tulare County, California, a public hearing having been held and the Commission being of the opinion that additional protection is necessary,

IT IS HEREBY ORDERED that the Southern Pacific Company shall install an automatic flagman (not a remodeled locomotive bell) to protect as many tracks as can be reasonably worked out

at each of the following streets; Eucalyptus Avenue, Hermosa Street, Honolulu Street and Lewis Street. Automatic flagmen shall be installed at the expense of the Southern Pacific Company with the exception of the one at Lewis Street, which shall be installed at the expense of the City of Lindsay. All of the automatic flagmen shall be maintained by and at the expense of the Southern Pacific Company.

The installation of said flagmen shall be made within sixty (60) days from the date of this order, and the Commission shall be notified in writing of the completion of the installation of said flagmen within thirty (30) days thereafter.

It is further ordered that Hermosa Street be further protected by a human flagmen from November 15th to January 15th and from March 15th to July 15th of each year, to be paid for by the Southern Pacific Company.

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 26th day of January, 1921.

H. S. Loveland
Frank DeWine

Oring Martin
Commissioners.