

Decision No. 28714.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

THE PENINSULA GRADE CROSSING
CONFERENCE,
Complainant,
vs.
SOUTHERN PACIFIC COMPANY,
Defendant.

ORIGINAL

Case No. 3838.

W. F. Durand, for Complainant.
H. W. Hobbs, for Southern Pacific Company.
J. C. Nowell, for California State Chamber of Commerce.
Albert Mansfield, for cities of Redwood City and
San Carlos.
Ernest Wilson, for City of San Mateo.
Asa Hull, Mayor of the City of San Carlos,
E. P. Wilsey, City Manager of San Mateo.

WHITSELL, COMMISSIONER:

O P I N I O N

This is a complaint filed by the Peninsula Grade Crossing Conference, a civic organization, against the Southern Pacific Company requesting that the Commission undertake an investigation of grade crossing conditions along the main line of Southern Pacific Company in the cities of San Mateo, Belmont, San Carlos and Redwood City in San Mateo County, and make an order closing all unnecessary crossings and improving the protection at those remaining.

A number of hearings were held on the matter and on October 7, 1935, the Commission made its Decision No. 28264 recommending that no final order be made at that time but that the members of the local legislative bodies having jurisdiction of the public streets involved be ordered to show cause why they should not be

required to close five of the crossings covered in the proceeding.

A new proceeding on the Commission's own motion was then instituted (Case No. 4092) and in this latter proceeding an order was issued directing the cities to proceed in the manner provided by law to vacate those portions of the public streets lying within these five railroad crossings, and ordering Southern Pacific Company to close the crossings physically. In view of this action in Case No. 4092, it now appears desirable to enter an order in the instant case directing Southern Pacific Company to improve the crossing protection at several of the remaining crossings.

In Case No. 4092 the closing of two crossings in the City of San Carlos is ordered, thereby concentrating all traffic in the city to the two remaining crossings, those of Holly Street (Crossing No. E-23.2) and Brittan Road (Crossing No. E-23.8). The Holly Street crossing is the main crossing in the community and is now protected by a single wigwag. It appears desirable to install an additional wigwag and equip both with two-train indicators. The Brittan Road crossing, while not so important from the traffic viewpoint, has a bad accident record there having been four accidents resulting in four deaths in an eight-year period. The crossing should have special protection.

In the City of San Mateo there are at present a number of crossings protected by manually controlled crossing gates which at the time of the hearings in this matter were equipped with inadequate audible and visible warning devices. The record shows that while the gates have been effective in preventing actual collision between trains and vehicles, there have been quite a number of so-called gate accidents in which vehicles have collided with lowered or lowering gate arms but have not come in contact with the train. It is probable that the inadequate warning devices are responsible for this type of accident and more modern warning equipment, such as electrically

operated lights and bells, should be installed.

The crossings ordered closed by the Commission's Order in Case No. 4092 will not materially affect traffic conditions at any of the crossings in the cities of Belmont and Redwood City and no order in connection with crossing protection in these cities will be made at this time.

O R D E R

Hearings having been held in the above entitled matter and the matter having been submitted and being now ready for decision,

IT IS HEREBY ORDERED that Southern Pacific Company is hereby directed, within ninety (90) days from the date of the effective closing to public use and travel of Crossing No. E-22.9 (Kull Crossing, San Carlos) and Crossing No. E-24.5 (Eaton Crossing, San Carlos), to protect crossing No. E-23.2, Holly Street, San Carlos, and Crossing No. E-25.8, Brittan Road, San Carlos, by two (2) automatic crossing signals of a type approved by the Commission. Said signals shall be equipped in such a manner as to give warning of the approach of a second train.

IT IS HEREBY FURTHER ORDERED and Southern Pacific Company is hereby directed, within ninety (90) days from the effective date of this order, to provide electrically operated lights and bells of a type approved by the Commission on its crossing gates now protecting the following crossings in the City of San Mateo:

E-17.7	First Avenue
E-17.8	Second Avenue
E-17.9	Third Avenue
E-18.0	Fourth Avenue
E-18.1	Fifth Avenue

The above Opinion and Order are hereby approved and ordered filed as the Opinion and Order of the Railroad Commission of the State of California.

The effective date of this order shall be twenty (20) days from the date hereof.

Dated at San Francisco, California, this 13th day of April, 1936.

M B Lewis
Leon Arthur
W J Con
Walter
Frank

Commissioners.