

Decision No. 32472.

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the application of The Atchison, }
Topeka and Santa Fe Railway Company, a corpora- }
tion, for authority to remove and relocate wigwag }
signals now located at the intersection of appli- }
cant's right of way and Walnut, Holly and Cali- }
fornia Streets in the City of Pasadena, County of }
Los Angeles, State of California. } Application
No. 23013.

BY THE COMMISSION:

O R D E R

The above numbered application, filed by The Atchison, Topeka and Santa Fe Railway Company on September 28th, 1939, seeks the Commission's authority to make certain changes in the protection at the grade crossings of Walnut Street (Crossing No. 2-131.1), Holly Street (Crossing No. 2-131.2), and California Street (Crossing No. 2-132.1), all in the City of Pasadena.

The signals at these locations were installed pursuant to the authority granted by the Commission's Decision No. 22108, dated February 11th, 1950, on Application No. 16225, and it now appears that, due to changed traffic conditions, more adequate protection will be provided to the public by the elimination of the existing center-of-the-street type of signals and the installation of new signals at the sides of the streets. The proposal is satisfactory to the City of Pasadena, as is evidenced by the fact that it has agreed to assume 50 per cent of the cost of making the change.

Applicant proposes to install wigwag signals of a type as shown by its Drawing C.E.S. No. 5477, which provides for a banner with a minimum height of 7 feet 4 inches, said banner to be set back 3 feet from the curb line. Although this particular type of signal does not strictly conform to any of the standards prescribed by the Commission's General Order No. 75-B, it is our opinion that, due to trees located in the parking strip, better visibility would

be provided if these signals were installed.

It appears that this is not a matter in which a public hearing is necessary and that the application is reasonable and should be granted; therefore,

IT IS HEREBY ORDERED that each of the following crossings at grade shall be protected by two wigwag signals of the type as shown by The Atchison, Topeka and Santa Fe Railway Company's Drawing No. C.E.S. 5477, in lieu of the existing protection installed in compliance with Decision No. 22108, dated February 11th, 1930, on Application No. 16225:

Walnut Street	Crossing No. 2-131.1
Holly Street	Crossing No. 2-131.2
California Street	Crossing No. 2-132.1

subject to the following conditions:

- (1) The entire expense of providing the revised protection, including the cost of installation of the new signals, as well as the removal of the existing signals, shall be borne on a basis of 50 per cent by applicant, The Atchison, Topeka and Santa Fe Railway Company, and 50 per cent by the City of Pasadena.
- (2) Applicant shall, within thirty (30) days thereafter, notify this Commission in writing of the completion of the installation of said revised protection.
- (3) The authorization herein granted shall lapse and become void if not exercised within one year from the date hereof, unless further time is granted by subsequent order.
- (4) The Commission reserves the right to make such further orders, relative to the protection of said crossings, as to it may seem right and proper and to revoke its permission if, in its judgment, public convenience, necessity and safety demand such action.

The authority herein granted shall become effective on the date hereof.

Dated at San Francisco, October 17, 1939.

Ray B. W. Bishop
Frank R. Devere
Ray C. Riley
H. H. Kelly
Justus D. Casner
Commissioners.