

ORIGINAL

Decision No. 63896

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Commission investigation into the safety of the crossings at grade of the Southern Pacific Company's tracks in the City of Beaumont.

Case
No. 7060
(Filed
February 7, 1961)

In the Matter of the amended application of the City of Beaumont, California, for an order authorizing the widening of an existing crossing of Beaumont Avenue over the mainline of Southern Pacific Company at said company's existing Crossing No. B-562.4, and for an order authorizing the construction of a grade separation at said Crossing No. B-562.4, Beaumont Avenue, and the mainline tracks of Southern Pacific Company and to apportion the cost thereof among applicant, Southern Pacific Company, Division of Highways of the State of California, the County of Riverside, the cities of San Bernardino, Colton, Redlands, Banning, Cabazon, Palm Springs, Indio, Coachella, Blythe, Hemet and San Jacinto and such other cities that may be affected thereby.

Application
No. 42321
(Filed June 2, 1960)

(Amended by
Amendment filed
December 6, 1960)

David N. M. Berk, for applicant.
Ralph H. Prince and Ned Fisher, for City of San Bernardino; W. F. Peterson and Kenneth B. Husby, for City of Banning; Edward F. Taylor, for City of Redlands; C. F. Woolpert, for City of Indio; Harry B. Cannon, for City of Coachella; and Jerome J. Bunker, for City of Palm Springs, protestants.
E. D. Yeomans, by James W. O'Brien, for Southern Pacific Company; Lawrence A. Hutton, for City of Colton; Thomas M. Cox, for Cities of Hemet and San Jacinto; and George D. Moe, for Department of Public Works, State of California, interested parties.
Sheldon Rosenthal, for the Commission's staff.

OPINION

Application No. 42321 was filed by the City of Beaumont on June 2, 1960, and amended on December 6, 1960. As amended, the

application seeks authority to construct a crossing at separated grades across the Southern Pacific Company (Railroad) tracks at Beaumont Avenue (Crossing No. B-562.4) in the City of Beaumont, Riverside County, California. The City requests that the Commission allocate the costs of the said crossing between it and the Railroad, the Department of Public Works of the State of California (Department) joined as the Division of Highways of the State of California, the County of Riverside, and the Cities of San Bernardino, Colton, Redlands, Banning, Cabazon, Palm Springs, Indio, Coachella, Hemet, and San Jacinto.

On February 7, 1961, the Commission issued its order instituting investigation into the safety of the crossings at grade of the Railroad's tracks in the City of Beaumont (Case No. 7060), and ordered that the hearing thereon be consolidated with the hearing in Application No. 42321.

Hearings were held in Beaumont before Examiner Kent C. Rogers on June 13 and 14, 1961. On the latter date, the hearings were suspended to permit the filing of motions to dismiss. Such motions were made by the Cities of San Bernardino, Colton, Redlands, Banning, Cabazon, Palm Springs, Indio, Coachella, Hemet, San Jacinto, and the Department. By Decision No. 62602, dated September 25, 1961, the Commission held it had jurisdiction to determine whether said cities and the Department should be required to contribute to the costs of a grade separation, if authorized, and denied the motions.

The City of Blythe, by an order issued June 27, 1961, was dismissed as a party to this proceeding. ✓

Additional days of hearing were held in Beaumont on December 11 and 12, 1961, and February 14, 1962, before Examiner Kent C. Rogers. During these hearings, the cities and the Department renewed their motions, and at the close thereof the matters were submitted subject to the receipt of briefs which have been filed and considered. The matters are ready for decision.

At the time these hearings commenced, the Beaumont Avenue crossing of the Railroad's tracks was No. 11 on the priority list of grade separation projects for the year 1961 (Decision No. 61272, dated December 28, 1960, in Case No. 6898), and at present is No. 16 on said priority list for the year 1962 (Decision No. 62990, dated December 27, 1961, in Case No. 7173).

Beaumont is an incorporated city in Riverside County. It has a population of approximately 4,300 persons. It is located astride U. S. Highways Nos. 60, 70, and 99 (one consolidated highway through Beaumont), and approximately 94 per cent of the population resides north thereof. Its approximate distance from the appearing cities is as follows: San Bernardino, 24 miles; Colton, 23 miles; Redlands, 15 miles; Banning, 5 miles; Cabazon, 12 miles; Palm Springs, 28 miles; Indio, 49 miles; Coachella, 52 miles; Hemet, 26 miles; and San Jacinto, 23 miles. With the exception of San Bernardino, Hemet, and San Jacinto, all said cities are along U. S. Highways Nos. 60, 70, or 99, the principal highways from Los Angeles to Blythe and the Imperial Valley. San Bernardino is

on U. S. Highway No. 66, the road to Needles. Hemet and San Jacinto are south of Beaumont and are now joined to said City by the Lamb Canyon Road (Exhibit No. 12).

There has been a full and complete hearing on the matters. The record herein convinces us, and we find and conclude, that each of the cities referred to above is too remote from the proposed crossing of Beaumont Avenue by the Railroad's tracks to be affected by any change therein within the meaning of the law. In addition, the only traffic surveys relevant to the allocation of costs to these cities were those in which drivers of vehicles were questioned concerning their immediate origins and destinations. There appears to be no basis for making said cities parties to this proceeding and there is nothing in the record to show that any driver questioned is a citizen or taxpayer of his named origin or destination city. The motions of each of the named cities to dismiss it as a party to this proceeding will be granted. This ruling makes it unnecessary to determine the jurisdictional points raised by the various parties. All other motions made by the said cities are no longer material and, accordingly, no rulings will be made thereon.

The renewed motion of the Department again will be denied for the reason set forth in the Interim Opinion (Decision No. 62602).

Appendix "A" attached hereto is a scale diagram of the City of Beaumont showing the existing freeway, the Railroad's tracks, and the streets in Beaumont, including those involved in Case No. 7060, and Lamb Canyon Road, the road from Beaumont to Hemet and San Jacinto.

Application No. 42321

By this application, the City of Beaumont seeks authority to construct a crossing at separated grades of the Railroad's tracks and Beaumont Avenue. Beaumont Avenue is an extension of Lamb Canyon Road and continues north from Beaumont about 10 miles to Cherry Valley. The road also extends from Beaumont to State Highway No. 79, approximately five miles south of Beaumont. U. S. Highways Nos. 60, 70, and 99 (one highway) cross Beaumont Avenue approximately 600 feet north of the railroad, and vehicles thereon have full access to and from Beaumont Avenue in either direction. State Highway No. 79, east of Riverside, goes through Hemet and San Jacinto. During a one-week period in November, 1961, a total of 11,169 vehicles of all types used the Beaumont Avenue crossing. This was an average of approximately 1,595 vehicles per day in both directions or about 800 vehicles per day in each direction. Applicant's witness stated this traffic is approximately evenly distributed during the 24 hours each day.

At Beaumont Avenue the Railroad has one main line and one passing track. Three passenger trains in each direction pass through Beaumont daily. None of these makes regular stops therein, and the maximum speed is 50 miles per hour. In addition to the passenger trains, there are approximately 15 freight trains in each direction each day, plus approximately the same number of movements of helper engines, across Beaumont Avenue. None of these trains or engines regularly stop on the crossing at Beaumont Avenue, although they do proceed slowly. The maximum speed permitted by the Railroad for such freight trains is 35 miles per hour in Beaumont, but actually the trains proceed much

slower (Exhibit No. 21). At least one train per day westbound is an ore train which consists of as many as 110 cars and passes through Beaumont between 2:00 a.m. and 5:00 a.m. This train is westbound and stops at the western limits of the City to drop helper engines. Consequently it crosses Beaumont Avenue very slowly and may take over five minutes to clear the crossing.

The applicant checked delay periods for traffic at the Beaumont Avenue crossing between 7:00 a.m. and 5:00 p.m. on November 12 to 15, 1961, inclusive. During these periods there were a total of 40 train movements. Of these, 11 took less than one minute to clear the crossing, 13 took two minutes, six took three minutes, four took four minutes, one took five minutes, two took six minutes, and one each took 10, 11 and 14 minutes, respectively. The latter three were at 3:50 p.m., 2:15 p.m. and 4:00 p.m. on different days. Checks on October 12 through 16, 1961, show approximately the same results.

A staff engineer checked the Beaumont Avenue crossing on December 6, 1961, between the hours of 12:30 p.m. and 6:30 p.m. During this period, 660 vehicles crossed the tracks. There were 18 train operations, including eight helper engines or groups, two passenger trains and eight freight trains. The passenger trains each required less than one-half minute to clear the crossing and the speed was estimated by the engineer to be 40 to 42 miles per hour. The helper engines required eight seconds, or less, to clear the crossing and the speed was estimated at not to exceed 26 miles per hour. The eight freight trains moved at estimated speeds of not to exceed 16 miles per hour eastbound and 14 to 23 miles per

hour westbound; required from one minute and three seconds to five minutes and 10 seconds to clear the crossing; and delayed, from momentarily to the full time it took the trains to clear the crossing, from three to seven vehicles each.

The Commission's records show that since 1958, there have been three accidents at the crossing with a total of two injuries. The only crossing protection consists of a boulevard stop-type sign on each side of the right of way and an advance warning sign.

The applicant estimates that it will cost approximately \$285,410 to construct an overcrossing of the track at Beaumont Avenue. It is our opinion, and we find and conclude, that neither public safety, convenience, nor necessity require that a separation of grades be constructed at the crossing of Beaumont Avenue by the Railroad's track in the City of Beaumont, California, and the application for authority to construct such a grade separation structure will be denied.

Inasmuch as no separation of grades is authorized, no reason appears why the County of Riverside or the Department should be continued as parties and the application will be dismissed as to them.

Case No. 7060

Railroad's main line between El Paso, Texas, and Los Angeles, classified by it as a single track in Beaumont, although there is therein a passing track long enough for trains to pass at full speed, traverses Beaumont on the south side of and approximately

parallel to combined U. S. Highways Nos. 60, 70, and 99, which, through the City, is a full freeway. It is approximately 80 miles from Los Angeles to Beaumont and approximately 171 miles from Beaumont to Yuma, Arizona. In Beaumont the railroad tracks are crossed by Veile Avenue, Egan Avenue, California Avenue, Beaumont Avenue, and Pennsylvania Avenue. The Railroad is now operating six passenger trains, approximately 30 freight trains, and from 15 to 20 groups of helper locomotives per day through Beaumont. Maximum permitted train speeds are 50 miles per hour for passenger trains and 35 miles per hour for freight trains. Case No. 7060 is the Commission's investigation into the safety of these crossings at grade of Railroad's tracks.

Veile Avenue, Crossing No. D-561.8

Veile Avenue extends from "B" Street (the first street south of the right of way) on the south across Railroad's tracks at grade at a 90° angle, and under the freeway to Eighth Street on the north, a distance of approximately 1,650 feet. It goes under the freeway approximately 650 feet north of the tracks. Access to the freeway is provided by the use of connecting streets. The crossing is 38 feet wide. North of the tracks the pavement is 24 feet wide, and south of the tracks it is 34 feet wide. The paving at the crossing is in poor condition, being broken from the rails, particularly at the main line track. There are four tracks at the crossing, consisting of one main line track and three sidings. Protection now in place consists of two Standard No. 1 crossing signs and one advance warning sign.

Visibility is good in the two western quadrants. Visibility in the southeast quadrant from a point 100 feet south of the tracks is approximately 1,000 feet. A feed mill in the northeast quadrant restricts visibility to 250 feet. There have been no train-vehicle accidents reported at this crossing.

A staff engineer checked this crossing on March 8, 1961, and at that time, the crossing was closed due to freeway construction. In 1958, average daily traffic over the crossing was 150 vehicles.

Egan Avenue, Crossing No. B-562.0

Egan Avenue is 1,090 feet east of Veile Avenue and extends from Fourth Street, the first street south of "B" Street on the south, across Railroad's tracks at grade at a 90° angle to a frontage road on the south side of the freeway, a distance of approximately 850 feet. The frontage road is approximately 150 feet north of the tracks. At the tracks the paving is 24 feet wide with 24-foot wide approaches. The paving is good. The right of way is approximately straight. There are five tracks consisting of one main line and four sidings, one of which is used as a passing track. Protection at the present consists of two Standard No. 1 crossing signs and one advance warning sign. North of the tracks, Railroad's Beaumont station (not in use) is on the east side of the road with the section foreman's house and trees on the west side of the road. South of the tracks, there are three houses and one grocery store. At points 100 feet from the tracks visibility is 70 feet in the northeast quadrant, 270 feet in the southeast quadrant, 150 feet in the northwest quadrant, and 1,500 feet

in the southwest quadrant. The staff engineer stated that except in the southwest quadrant, this is a blind crossing.

A vehicle check was made over the crossing for six hours on March 10, 1961. During that period, there were 38 vehicles and 12 trains, including helper engines, over the crossing. The staff estimates that average daily traffic will be 100 vehicles. Between May 13, 1939, and the hearing, there have been four train-vehicle accidents at this crossing in which no persons were killed, but three persons were injured.

If this crossing is closed, occupants of the three houses on Egan Avenue desiring to cross the tracks to Beaumont Avenue will be required to use either Veile Avenue or California Avenue. These routes will require traveling approximately 800 feet in addition to the presently traveled distance.

California Avenue, Crossing No. B-562.2

California Avenue is one of the principal north-south streets in Beaumont. It is 992 feet east of Egan Avenue and extends from Eleventh Street on the north under the freeway, with no access thereto, over Railroad's tracks at grade to a connection with Lamb Canyon Road on the south. The crossing is 28 feet wide with 24-foot approaches. The paving is in fair condition, but in some spots the rails protrude one inch to one and one-half inches above the top of the paving. The tracks cross the street at a 60° angle and on the east commence a curve within 300 feet. On the west, the right of way is straight for 4,800 feet. The freeway is 250 feet north of the tracks. At points 100 feet from the tracks, visibility is estimated at 200 feet in the northeast quadrant, ✓

1,000 feet in the southeast quadrant, 800 feet in the northwest quadrant, and 1,000 feet in the southwest quadrant. There are two tracks at this crossing on both of which trains are operated eastbound and westbound and the protection consists of two Standard No. 1 crossing signs, two Standard No. 3 wigwags, and one advance warning sign.

Between August 25, 1941, and the date of the hearing, there had been three accidents in which no persons were killed, but three had been injured. The staff engineer states that with restricted visibility, multiple track operation, and switching operations in the vicinity, there is a hazard of accident at this crossing due to one train being seen by a motorist who may drive onto the track and may be struck by another train which he may not have noticed.

Traffic was checked for five hours on March 9, and one hour on March 10, 1961. During these periods, 806 vehicles and seven trains passed over the crossing. A machine count made by Riverside County on February 21, 1961, showed a total of 3,620 vehicles used the crossing. This check was made during the time when the Beaumont Avenue crossing was closed during the construction of the freeway, and it is estimated that much of this traffic will be diverted to Beaumont Avenue.

Beaumont Avenue, Crossing No. D-562.4

Beaumont Avenue is the principal north-south street in the City. It is 1,384 feet east of California Avenue and extends from Cherry Valley on the north (a distance of 10 miles) over the freeway and across Railroad's tracks, where it connects with Lamb Canyon Road, which provides access to Hemet and San Jacinto. The

average daily traffic is approximately 1,595 vehicles, or 800 in each direction. The crossing is paved. There is a main line track and a passing track at the crossing. The tracks are super-elevated, with the south rail of each track being one inch to three inches higher than the corresponding north rail. Beaumont Avenue is approximately 36 feet wide at the tracks which it crosses at an angle of approximately 90°. The tracks are on a 3° curve, which extends approximately 800 feet on either side of Beaumont Avenue. Beaumont Avenue has on- and off-ramps to and from the freeway for traffic in each direction.

At points 100 feet from the tracks, visibility along the tracks is estimated to be 500 feet in the northeast quadrant, 2,000 feet in the southeast quadrant, 800 feet in the northwest quadrant, and 1,100 feet in the southwest quadrant. Visibility in the northern quadrants is restricted by the curve in the tracks as well as by a bank on the north side of the tracks east of the road. Protection consists of two Standard No. 1 crossing signs, with one boulevard stop sign. Between April 16, 1959, and the date of the hearing, there had been three accidents at this crossing in which no persons were killed and two were injured. The crossing is similar to California Avenue in that the siding is used as a main line.

Pennsylvania Avenue, Crossing No. 3-563.1

Pennsylvania Avenue is one block from the eastern limits of the City and extends from the northern city limits under the freeway to First Street on the south. It is 3,444 feet east of Beaumont Avenue. At the freeway, there is an off-ramp for westbound

traffic and an on-ramp for eastbound traffic. The crossing is 24 feet wide. Pennsylvania Avenue crosses the tracks at a 90° angle, and the tracks are approximately straight for a distance of 1,200 feet to the west and two miles east. At the crossing, there is one main line and one siding, which is the siding heretofore referred to, used for a passing track. Visibility is between 1,200 feet and 1,300 feet in all directions. A machine count made by Riverside County on February 21, 1961, showed 178 vehicles in 24 hours. There have been no train-vehicle accidents at this crossing. Protection at the crossing consists of one Standard No. 1 crossing sign and one advance warning sign.

The Commission staff considered the volume of train traffic through the city, the effect of the freeway with on- and off-ramps as indicated, that all of the railroad crossings in Beaumont are over multiple tracks, thereby increasing the danger of multiple train type accidents, and that high winds in the area decrease the effectiveness of locomotive warning whistles. It recommended that the Commission order the following steps to be taken:

Veile Avenue

- (a) Resurface the approaches to the crossing.
- (b) Repair the paving in track area.
- (c) Equalize the elevation of tracks in the crossing as far as practicable.
- (d) Install two Standard No. 8 flashing light signals equipped with time-out circuits.

Egan Avenue

- (a) Officially vacate the crossing.
- (b) Close and barricade the crossing.

California Avenue

- (a) Widen the approaches to 40 feet.
- (b) Repair the paving in track area, bringing the paving up to the top of rails.
- (c) Widen the crossing to 40 feet.
- (d) Install two Standard No. 8 flashing light signals, augmented with automatic crossing gates and equipped with time-out circuits.

Beaumont Avenue

- (a) Pave the approaches to tracks to a width of 40 feet to conform with paving width north of the tracks.
- (b) Remove the boulevard stop signs.
- (c) Widen the crossing to 40 feet.
- (d) Install two Standard No. 8 flashing light signals, augmented with automatic crossing gates and equipped with time-out circuits.

Pennsylvania Avenue

- (a) Resurface the approaches and widen to 24 feet.
- (b) Equalize the elevation of tracks as far as practicable.
- (c) Repair the paving in track area.
- (d) Install two Standard No. 3 flashing light signals.

The staff also recommended that at each crossing the City install reflectorized advance warning signs and paint clearance bars and RXR's on the pavement.

The costs of the automatic protection devices at the grade crossings to be left open, as estimated by the Railroad, are as follows:

	<u>Estimated Cost</u>
<u>Veile Avenue</u>	
Two Standard No. 8 flashing light signals with time-out circuits.	\$16,200
<u>California Avenue</u>	
Two Standard No. 8 flashing light signals, augmented with automatic crossing gates and equipped with time-out circuits.	20,700
<u>Beaumont Avenue</u>	
Two Standard No. 8 flashing light signals, augmented with automatic crossing gates and equipped with time-out circuits.	25,100
<u>Pennsylvania Avenue</u>	
Two Standard No. 8 flashing light signals.	8,600
Total	<u>\$70,600</u>

The staff recommended that the Beaumont Avenue work be done in the fiscal year 1961-1962, the California Avenue work in the fiscal year 1962-1963, the Veile Avenue work in the fiscal year 1963-1964, and the Pennsylvania Avenue work in the fiscal year 1964-1965.

In addition, the staff recommended that the Railroad be directed to discontinue as far as practicable the stopping of trains over any Beaumont grade crossing to remove helper units and that trains not be stopped to make meets while standing over Beaumont Avenue or California Avenue.

The staff engineer stated that eastbound freights of 83 to 110 cars standing at the fouling point of the east switch of the Beaumont passing track 1,040 feet east of Pennsylvania Avenue would block both Pennsylvania and Beaumont Avenues and if 111 or more cars in length, it would also block California Avenue. He stated that if the Railroad were to extend its siding to Highland Springs Road 1.1 miles east of Pennsylvania Avenue, it is probable that all blocking of Beaumont grade crossings by eastbound freights would be overcome. The Railroad estimated that the cost of extending the siding to Highland Springs would be \$90,000.

Railroad's Evidence

The evidence on behalf of the Railroad is that except for trains over 6,000 tons (approximately 110 cars in length), no eastbound train stops in Beaumont, but rather proceeds to Pershing Siding, which is two miles east, before making a stop to disconnect helper engines. Trains of 6,000 tons, eastbound, of which there are very few, only stop in Beaumont to check the brakes, which check takes only a few minutes, before proceeding on to Pershing Siding. Westbound freight trains, on the other hand, allegedly pull past Beaumont Avenue. Trains of over 6,000 tons, usually ore trains which come through Beaumont between 2:00 a.m. and 5:00 a.m., stop west of Beaumont Avenue to remove helper engines. These movements require backing of portions of the trains across California Avenue and the train may block Veile Avenue. The switching movements of these trains take from 15 to 20 minutes. The remaining westbound freight trains pull past the City of Beaumont before stopping, but proceed very slowly through the City. Occasionally the trains make running meets in Beaumont, but the dispatchers have been instructed not to make meets in Beaumont unless absolutely necessary.

If Egan Avenue is closed, the Railroad agrees to bear 50 percent of the cost of the protection required at each remaining crossing, plus 50 percent of the annual maintenance cost of the protection.

Findings and Conclusions re Case No. 7060

The Commission, having considered the evidence, finds and concludes:

1. That public convenience, necessity, and safety require that the crossings of the Southern Pacific Company tracks at Veile Avenue, California Avenue, Beaumont Avenue, and Pennsylvania Avenue in the City of Beaumont, California, be improved and protected as set forth in the ensuing order.
2. That the crossing at Egan Avenue be physically closed and barricaded.
3. That although the Commission has the authority, upon proper evidence, to allocate costs of crossing protection against the County of Riverside and the State of California, Department of Public Works, there is a lack of justification in this proceeding. Accordingly the County and the State will be dismissed as parties to Case No. 7060.
4. That the costs of such modification and the costs of maintenance of facility be distributed as set forth in the ensuing order.

O R D E R

Public hearings having been held, the matters having been submitted, and the Commission having been fully advised,

IT IS HEREBY ORDERED that:

A. The motion of the State of California, Department of Public Works, to dismiss it as a party to this proceeding because of lack of jurisdiction is denied; however, as no justification was shown herein for allocation of costs of crossing protection to them, said Department as well as the County of Riverside are dismissed as parties to this consolidated proceeding.

B. The motions of the Cities of San Bernardino, Colton, Redlands, Banning, Cabazon, Palm Springs, Indio, Coachella, Hemet

and San Jacinto to dismiss this proceeding as to them because they are too remote from the proposed Beaumont Avenue crossing to be benefited within the meaning of the law, are granted.

1. Application No. 42321 is denied and Case No. 7060, except as ordered hereinafter, is discontinued.

2. The City of Beaumont and the Southern Pacific Company shall reconstruct Veile Avenue, California Avenue, Beaumont Avenue, and Pennsylvania Avenue crossings of the Southern Pacific Company tracks in Beaumont as follows:

a. Veile Avenue, Crossing No. B-561.8

The width of this crossing shall be not less than 38 feet and grades of approach shall be not greater than one percent. Construction shall be equal or superior to Standard No. 3 of General Order No. 72. Protection shall be by two Standard No. 8 flashing light signals as specified in General Order No. 75-B, equipped with time-out circuits. This work shall be completed prior to July 1, 1964.

b. California Avenue, Crossing No. B-562.2

The width of this crossing shall be not less than 40 feet and grades of approach shall be not greater than three percent. Construction shall be equal or superior to Standard No. 3 of General Order No. 72. Protection shall be by two Standard No. 8 flashing light signals as specified in General Order No. 75-B, supplemented by automatic crossing gates, and equipped with time-out circuits. This work shall be completed by July 1, 1963.

c. Beaumont Avenue, Crossing No. B-562.4

The width of this crossing shall be not less than 40 feet and the grades of approach shall be not greater than five percent. Construction shall be equal or superior to Standard No. 3 of General Order No. 72. Protection shall be by two Standard No. 8 flashing light signals as specified in General Order No. 75-B, supplemented by automatic crossing gates and equipped with time-out circuits. This work shall be completed by October 1, 1962.

d. Pennsylvania Avenue, Crossing No. B-563.1

The width of this crossing shall be not less than 24 feet and the grades of approach shall be not greater than four percent. Construction shall be equal or superior to Standard No. 2 of General Order No. 72. Protection shall be by two Standard No. 8 flashing light signals as specified in General Order No. 75-B. This work shall be completed by July 1, 1965.

3. Within sixty days after the effective date hereof, the City of Beaumont shall physically close Egan Avenue, Crossing No. B-562.0, and remove any pavement within the right of way limits. Costs of such removal and closure shall be borne by the City of Beaumont.

4. Construction expense of each of the four crossings outside of lines two feet outside the rails, exclusive of the cost of flashing light signals, time-out circuits, and crossing gates, shall be borne by the City of Beaumont, and inside of said lines by the Southern Pacific Company. The cost of and cost of installation of flashing light signals, automatic crossing gates, and time-out circuits shall be divided equally between the City of Beaumont and the Southern Pacific Company.

5. Maintenance costs of each of the crossings outside of lines two feet outside of the rails shall be borne by the City of Beaumont, and inside said lines by the Southern Pacific Company. Maintenance costs of signals, time-out circuits, and gates shall be borne by the Southern Pacific Company. The costs for replacing the broken gate arms shall be held open until such time as this Commission issues a decision in Application No. 39208 and Case No. 6144.

6. Within thirty days after completion of work at each crossing, pursuant to this order, the City of Beaumont and the Southern Pacific Company shall each advise this Commission in writing.

The effective date of this order shall be twenty days after service thereof on the City of Beaumont and the Southern Pacific Company.

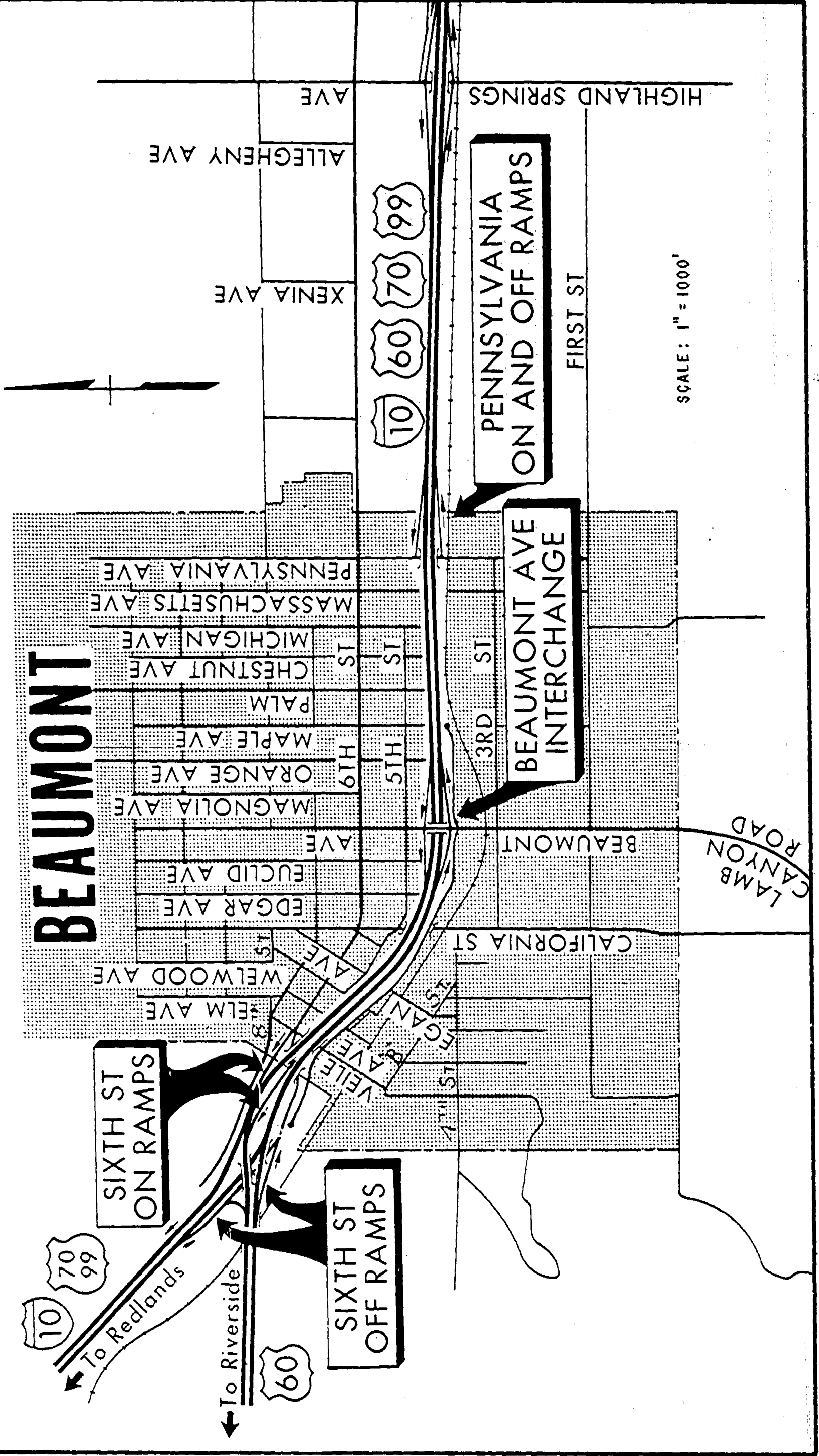
Dated at San Francisco, California, this 2nd day of July, 1962.

George B. Crocker
President
John E. Marshall
Walter A. DeLoe
Frederick B. Hildehoff

Commissioners

Commissioner C. Lyn Fox, being necessarily absent, did not participate in the disposition of this proceeding.

APPENDIX "A"



BEAUMONT

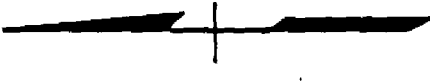
SIXTH ST
ON RAMPs

SIXTH ST
OFF RAMPs

BEAUMONT AVE
INTERCHANGE

PENNSYLVANIA
ON AND OFF RAMPs

SCALE: 1" = 1000'



LAMB
CANYON
ROAD