

D. 21  
9/8

**ORIGINAL**

Decision No. 69796

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Investigation into the status, safety, maintenance, use and protection or closing of crossings at grade of the lines of SOUTHERN PACIFIC COMPANY and THE ATCHISON, TOPEKA & SANTA FE RAILWAY COMPANY in the City of Redlands, County of San Bernardino, California, with Tennessee Street, Church Street, University Street, and Judson Street; Crossing Nos. BP-546.8, BP-548.4, BP-548.8, BP-549.4, 2U-7.8, 2U-9.3, 2U-9.3, 2U-10.4.

Case No. 8127  
(Filed February 9, 1965)

Randolph Karr and W. E. Still, for Southern Pacific Company; Jayne C. Billey, for The Atchison, Topeka & Santa Fe Railway Company; and Edward F. Taylor, for the City of Redlands; respondents.  
G. R. Mitchell, for Brotherhood of Locomotive Engineers, interested party.  
Elinore C. Morgan and Lloyd C. Young, for the Commission staff.

O P I N I O N

A hearing on the above-entitled case was held before Examiner Rogers in Redlands, California, on May 19, 1965. Evidence was presented and the matter was submitted. It is ready for decision.

The investigation is to determine whether or not public health, safety and welfare require the relocation, widening, closing or other alteration of 8 crossings referred to below on the Redlands Branches of the Southern Pacific Company (Southern Pacific) and The Atchison, Topeka and Santa Fe Railway Company (Santa Fe). All crossings but the Tennessee Street crossing of Southern Pacific are entirely in the City of Redlands (City). The center of Tennessee Street is the western limit of the City at the Southern Pacific crossing thereof; west thereof it is in unincorporated territory of the County of San Bernardino.

The following information is contained in a report (Exhibit 1) prepared by a staff Associate Transportation Engineer (Engineer).

The branch lines are through moderately populated, industrial, business and residential areas. The Southern Pacific track is south of the Santa Fe track. The characteristics, traffic protection and accident records for each of the crossings are as follows:

TENNESSEE STREET

The Atchison, Topeka and Santa Fe Railway Company crossing consists of one branch track, as does the Southern Pacific Company crossing. The two crossings are separated by a distance of approximately 2,000 feet.

	<u>A.T. &amp; S.F.</u> <u>2U-7.8</u>	<u>S. P.</u> <u>BP-546.8</u>
Angle of crossing	70 degrees	90 degrees
Grades of approach	0%	1%
Widths	30 ft. at crossing- Paved 38 ft. at South approach-Paved 28 ft. at North approach-Paved	44 ft. at crossing- Paved 44 ft. at South approach-Paved 20 ft. at North approach-Paved
Visibility	Restricted	Restricted
Protection	1 Std. No. 1 sign	1 Std.No. 1 sign (Note: 2 Blvd.Stop signs installed)
Accident Record Since 1/1/60	2 Accidents 1 Killed 2 Injured	1 Accident 0 Killed 0 Injured
Vehicular Traffic 8/64	1,760	360
Train Traffic	2 Movements daily except Sunday in dark hours	2 Movements 6 days per week in dark hours
Train Timetable speed	20 mph	20 mph

CHURCH STREET

The Atchison, Topeka and Santa Fe Railway Company crossing consists of one branch track. The Southern Pacific crossing consists of one branch track and one drill track. It is 38 feet from The Atchison, Topeka and Santa Fe track to the Southern Pacific drill track and 100 feet to the Southern Pacific branch track from the drill track.

	A.T. & S.F. 2U-9.3	S. P. BP-548.4
Angle of crossing	90 degrees	90 degrees
Grades of approach	0%	0%
Widths	30 ft. at crossing- Paved 30 ft. at approaches- Paved	30 ft. at crossing- Paved 30 ft. at approaches- Paved
Visibility	Restricted	Restricted
Protection	2 Std. No. 1 signs 2 Bells on one post	1 Std. No. 1 sign 1 Std. No. 3 wigwag
	Note: No interconnection between automatic protection at crossings.	
Accident Record Since 1/1/60	2 Accidents 0 Killed 0 Injured	None
Vehicular Traffic 8/64	2,750	2,750
Train Traffic	2 Movements daily except Sunday plus infrequent switching moves	2 Movements 6 days per week in dark hours plus switch- ing moves during Dec. through March
Train Timetable speed	20 mph	20 mph

UNIVERSITY STREET

The Atchison, Topeka and Santa Fe Railway Company crossing consists of one branch track, as does the Southern Pacific crossing. The two crossings are separated by a distance of approximately 20 feet.

	A.T. & S.F. 2U-9.8	S. P. BP-548.8
Angle of crossing	90 degrees	90 degrees
Grades of approach	0%	0%
Widths	30 ft. at crossing- Paved 64 ft. at North approach-Paved Diagonal parking at each curb North of track	30 ft. at crossing- Paved 50 ft. at South approach
Visibility	Restricted	Restricted
Protection	1 Std. No. 1 sign 1 Bell	1 Std. No. 1 sign 1 Std. No. 3 wigwag
Note: No interconnection between automatic protection at crossings.		
Accident Record Since 1/1/60	None	None
Vehicular Traffic 8/64	4,400	4,400
Train Traffic	2 Movements daily except Sunday in dark hours	2 Movements 6 days per week in dark hours
Train Timetable speed	20 mph	20 mph

JUDSON STREET

The Atchison, Topeka and Santa Fe Railway Company crossing consists of one branch track, as does the Southern Pacific crossing. The two crossings are separated by a distance of approximately 60 feet.

	A. T. & S. F. 2U-10.4	S. P. BP-549.4
Angle of crossing	90 degrees	90 degrees
Grades of approach	0%	1%
Widths	20 ft. at crossing- Paved 40 ft. at North approach-Paved	20 ft. at crossing- Paved 44 ft. at South approach-Paved
Visibility	Restricted	Restricted
Protection	1 Std. No. 1 sign 1 Bell	1 Std. No. 1 sign 1 Std. No. 3 wigwag
Note: No interconnection between automatic protection at crossings.		
Accident Record Since 1/1/60	1 Accident 1 Killed 0 Injured	None
Vehicular Traffic 8/64	830	830
Train Traffic	2 Movements daily except Sunday in dark hours	2 Movements 6 days per week in dark hours
Train Timetable speed	20 mph	20 mph

The Engineer agreed that the Southern Pacific speed limit at each of the crossings is 10 miles per hour rather than 20 miles per hour as stated in his report, and that normally train movements on both lines are made between 8:00 p.m. and 1:00 a.m. the following morning.

The Engineer recommended protection at each crossing as follows:

RECOMMENDATIONS

In consideration of the volumes of vehicular traffic and the obscured visibility of train moves, the following recommendations are made for the respective crossings:

TENNESSEE STREET

Install two Standard No. 8 flashing light signals as minimum protection at the Southern Pacific track. Install two Standard No. 8 flashing light signals as minimum protection at the Santa Fe track.

CHURCH STREET

Install two Standard No. 8 flashing light signals as minimum protection at the Southern Pacific branch track. These signals to be actuated only by Southern Pacific trains.

Install one Standard No. 8 flashing light signal on the south side of the Southern Pacific drill track to be interconnected with one Standard No. 8 flashing light signal on the north side of the Santa Fe branch track so that both will be actuated by a train on either track.

UNIVERSITY STREET

Install one Standard No. 8 flashing light signal as minimum protection south of the Southern Pacific track to be interconnected with one Standard No. 8 flashing light signal north of the Santa Fe track so that both will be actuated by a train on either track.

JUDSON STREET

Install one Standard No. 8 flashing light signal as minimum protection south of the Southern Pacific track to be interconnected with one Standard No. 8 flashing light signal north of the Santa Fe track so that both will be actuated by a train on either track.

The Engineer further testified that it is his understanding that the City plans to widen Judson Street and the northern approach to the Southern Pacific crossing of Tennessee Street but not the Santa Fe crossing of Tennessee Street. It was his opinion that any new crossing protection on the Southern Pacific right of way at Tennessee Street and any new crossing protection on Judson Street should be installed when these streets are widened.

The Director of Public Works for the City stated that the City plans to widen Tennessee Street; that it also plans to widen Judson Street if signals are installed at that crossing; that Tennessee Street is to be 40 feet in width north of the Southern Pacific track; that Judson Street is to be 64 feet in width across the right of way; and that existing stop signs now on Tennessee Street on each side of the Southern Pacific right of way are to be placed on each side of Citrus Avenue to make Tennessee Street a through street.

The Public Projects engineer for the Southern Pacific presented four exhibits showing the proposed installation of signal protection at each of the four crossings involved (Exhibits 2, 3, 4 and 5). He stated that at all crossings the Southern Pacific train speed is 10 miles per hour; that with the exception of Tennessee Street and the Church Street branch line all Southern Pacific signal protection should be coordinated with the Santa Fe signal protection; and that the costs of all signal protection installation should be apportioned 50 per cent to the City and 50 per cent to the railroads and that the railroads would apportion their share between themselves by agreement.

The Southern Pacific engineer recommended that the flashing light signal in the northwest quadrant of the Tennessee Street crossing of the Southern Pacific be equipped with an extra set of No. 8 flashing light signals showing east and west to warn traffic on Citrus Avenue intending to turn north across the track. Citrus Avenue, also known as State Street, is immediately south of the Southern Pacific right of way at Tennessee Street.

The Southern Pacific engineer agreed with the staff engineer concerning protection at the Church Street crossing of the railroads.

The University Street crossing is complicated. It is 50 feet wide south of the tracks. At the tracks the street is approximately 30 feet wide. Park Avenue is parallel to the tracks and the south curb thereof is 9 feet from the center of the Santa Fe track. North of Park Avenue University Street is 60 feet in width. The existing Santa Fe protection for traffic crossing the tracks at University Street consists of a crossing sign and bell south of the



Santa Fe track, but north of the Southern Pacific track. The Southern Pacific engineer agreed that if the streets are left as they exist the protection recommended by the staff engineer at the site of the existing protection is proper. He urged, however, that the crossing be widened and that the protection then be placed at the intersection of Park Avenue and University Street at the northwest corner thereof. He stated that the City has no plans for the widening of University Street across the track.

Concerning Judson Street, which the City plans to widen to 64 feet, the Southern Pacific engineer recommended that No. 8 flashing light signals supplemented with automatic crossing gates be installed. He said that there should also be a median strip to shorten the length of the gate arms. At the crossing, he said that the tracks of the two railroads are 62.2 feet apart.

The Office Engineer from the Signal Engineer's office of the Santa Fe testified that all expenses of each crossing should be divided 50 per cent to the railroads and 50 per cent to the City, and that at the intersection of Park Avenue and University Street the signals should be placed in the northwest quadrant of the right of way, 12 feet from the center of the Santa Fe track by re-aligning Park Avenue.

#### Findings

Upon the record herein the Commission finds that:

1. The Santa Fe and the Southern Pacific each has a branch line extending east and west through the City and crossing all City streets including those named at grade. At Tennessee Street in said City the lines cross approximately 2,000 feet apart; at Church Street, which is approximately 10 blocks east of Tennessee Street, the lines cross approximately 138 feet apart; at University

Street, which is approximately 3 blocks east of Church Street, the lines cross approximately 20 feet apart; and at Judson Street, which is approximately 3 blocks east of University Street, the lines cross approximately 60 feet apart. East of Church Street the lines are in a private right of way.

2. At each crossing, except Church Street, the railroads have single lines of track. At Church Street the Southern Pacific has a spur track which crosses the street 100 feet north of the Southern Pacific line. The City intends, in the near future, to widen Tennessee Street north of the Southern Pacific line to 40 feet, the width across the line, and the Judson Street crossing of both lines to 64 feet. The remaining crossings are not to be widened at this time.

3. Normally, train movements on each line are made between 8:00 p.m. and 1:00 a.m. the following morning. The authorized speed at each crossing is 10 mph for Southern Pacific trains and 20 mph for Santa Fe trains.

4. Visibility is restricted for each rail line at all crossings considered herein. At the Tennessee Street crossing of the Southern Pacific there has been one accident with no injuries or deaths since 1960. At the Tennessee Street crossing of the Santa Fe there have been two accidents since 1960, in which accidents one person was killed and two were injured; at the Church Street crossing of the Santa Fe there have been two accidents since 1960, resulting in no injuries or deaths; and at the Judson Street crossing, since 1960 there was one accident which resulted in one death.

5. The present protection at the Tennessee Street crossing of the Southern Pacific consists of one Standard No. 1 sign, and at the Tennessee Street crossing of the Santa Fe one Standard No. 1 sign. Citrus Avenue, also known as State Street, is immediately adjacent to and parallel to the Southern Pacific line on the south side thereof. Boulevard stop signs are in place at the southeast corner of Tennessee Street and Citrus Avenue and at the northwest intersection of the Southern Pacific line and Tennessee Street.

6. At Church Street the Santa Fe crossing is protected by two Standard No. 1 signs and two bells, and the Southern Pacific crossing is protected by one Standard No. 1 sign and one Standard No. 3 wigwag.

7. At University Street the Santa Fe crossing is protected by one Standard No. 1 sign and one bell, and the Southern Pacific crossing is protected by one Standard No. 1 sign and one Standard No. 3 wigwag.

8. At Judson Street the Santa Fe crossing is protected by one Standard No. 1 sign and one bell, and the Southern Pacific crossing is protected by one Standard No. 1 sign and one Standard No. 3 wigwag.

9. There is no interconnection between the separate protective devices of the two rail lines at any crossing. The City plans in the near future to widen Judson Street to 64 feet across the lines of the Southern Pacific and the Santa Fe.

10. Each of the crossings is hazardous to the public using the crossing and to trainmen.

11. Public health, safety and welfare require that each crossing be widened and/or protected as set out in the order herein, and that at the Church Street, University Street and Judson Street crossings the protection on each line be interconnected with the protection for the other line as specified in the order herein.

12. The costs of widening the crossings and/or installation of automatic protection should be divided as specified in the order herein. Except as otherwise specified in said order, the railroads should apportion their costs by agreement between themselves. ✓

13. The allocation of the costs of maintaining protective devices at each crossing herein considered should be deferred until further order of the Commission.

#### Conclusion

The Commission concludes that the crossings herein considered should be widened and/or protected, and that the costs of widening and/or protection should be apportioned as set out in the ensuing order, and that the allocation of maintenance costs of such protection should be deferred.

#### O R D E R

IT IS ORDERED that:

1. The Southern Pacific Company shall replace the existing crossing protection with two Standard No. 8 flashing light signals (General Order No. 75-B) with extra signal heads for left and right turn movements from Citrus Avenue (also known as State Street) at Tennessee Street (Crossing No. BP-546.8).

2. The Atchison, Topeka & Santa Fe Railway Company shall replace the existing protection at the Tennessee Street crossing (Crossing No. 2U-7.8) with two Standard No. 8 flashing light signals (General Order No. 75-B).

3. Southern Pacific Company and The Atchison, Topeka & Santa Fe Railway Company shall install two No. 8 flashing light signals (General Order No. 75-B), supplemented with automatic crossing gates, at the Church Street crossings. One of said signals shall be located north of the Santa Fe crossing (Crossing No. 2U-9.3) and west of Church Street; the other shall be located south of the Southern Pacific crossing (Crossing No. BP-548.4) and east of Church Street. The signals shall be interconnected so that they will be actuated by a train approaching on any of the three tracks located between the signals. Each railway shall remove its existing protection at these Church Street crossings.

4. The City of Redlands shall realign Park Avenue to permit installation of a Standard No. 8 flashing light signal on the southwest corner of Park Avenue and University Street. The City of Redlands is also authorized to make any changes in the width of University Street considered by it necessary to effect such improvement. The Southern Pacific Company and The Atchison, Topeka & Santa Fe Railway Company, respectively, shall replace the existing protection with two Standard No. 8 flashing light signals (General Order No. 75-B) at the University Street crossing (Santa Fe Crossing No. 2U-9.8 and Southern Pacific Crossing No. BP-548.8, respectively)

interconnected so they will be actuated by a train on either line. The northern signal shall be on the southwest corner of Park Avenue and University Street.

5. The Southern Pacific Company and The Atchison, Topeka and Santa Fe Railway Company, respectively, shall widen the crossing of Judson Street (Santa Fe Crossing No. 2U-10.4 and Southern Pacific Crossing No. BP-549.4, respectively) between lines 2 feet outside the outside rail on each line to 64 feet at the existing grade. Construction shall be equal to or superior to Standard No. 2 of General Order No. 72. Protection shall be two Standard No. 8 flashing light signals (General Order No. 75-3) supplemented with automatic crossing gates and interconnected so that they will be actuated by a train on either line. A median strip shall be constructed from north of the Santa Fe line across the Southern Pacific line. Existing protection shall be removed.

6. All costs of protection and installation thereof at each crossing specified in this order, except the Santa Fe crossing of Tennessee Street (Crossing No. 2U-7.8), the Southern Pacific crossing of Tennessee Street (Crossing No. BP-546.8) and the crossings of Church Street (Crossings Nos. 2U-9.3 and BP-548.4) shall be apportioned 50 per cent to the City of Redlands and 50 per cent to the Southern Pacific Company and The Atchison, Topeka and Santa Fe Railway Company. The cost of protection and installation thereof at the Santa Fe crossing of Tennessee Street (Crossing No. 2U-7.8) shall be borne 50 per cent by the City of Redlands and 50 per cent by The Atchison, Topeka and Santa Fe Railway Company. The Tennessee Street crossing of the Southern Pacific (Crossing No. BP-546.8) shall be borne 25 per cent by the City of Redlands, 25 per cent by

the County of San Bernardino and 50 per cent by the Southern Pacific Company. The cost of installation of protection at the crossings of Church Street (Crossings Nos. 2U-9.3 and BP-548.4) shall be apportioned 50 per cent to the City of Redlands, 30 per cent to the Southern Pacific Company and 20 per cent to The Atchison, Topeka & Santa Fe Railway Company.

The cost of realigning Park Avenue shall be borne by the City of Redlands. The costs of widening University Street and Judson Street beyond the present paved widths across the rail lines to points 2 feet outside the northern rail of the Santa Fe track and 2 feet outside the southern rail of the Southern Pacific track, and the cost of the median strip at Judson Street shall be borne by the City.

7. Allocation of maintenance costs of the automatic protection at each crossing shall be deferred until further order of this Commission. The particular railway involved shall bear the maintenance cost of each crossing between lines two feet outside its rails. The City of Redlands (and San Bernardino County as to the westerly side of the Tennessee Street Southern Pacific crossing) shall bear maintenance cost of each crossing outside such lines.

8. Within thirty days after completion of the work hereinabove authorized the Southern Pacific Company and The Atchison, Topeka and Santa Fe Railway Company shall notify the Commission in writing of the compliance with the conditions hereof.

9. The improvements herein provided for are to be completed within one year from the effective date of this order.

The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, this 13<sup>th</sup> day of OCTOBER, 1955.

Fredrick B. Hilduff  
 President

George G. Trower

Augusta

\_\_\_\_\_  
Commissioners

Commissioner Peter E. Mitchell, being necessarily absent, did not participate in the disposition of this proceeding.

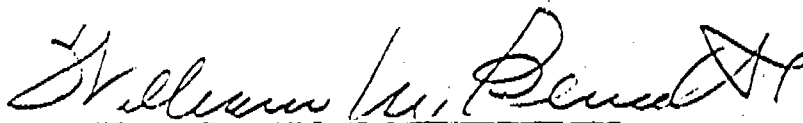


C. 8127

DISSENT

BENNETT, William M., Commissioner, Dissenting Opinion:

While the protection ordered at Church Street may be a good idea the fact of the matter is it was not covered at all in the record and accordingly was not originally recommended by the Examiner herein. The directive as to the protection at Church Street is really an afterthought and is done without giving any of the parties hereto an opportunity to agree with such or to examine it in any way. Accordingly on this point I dissent and I point out that if gates are the best solution here then the matter should have been reopened for further hearing so that such a recommendation, proposal and testimony thereon be placed on the record.

  
WILLIAM M. BENNETT  
Commissioner

San Francisco, California  
October 15, 1965