

ORIGINAL

Decision No. 20843

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of  
 San Diego County, California, for  
 permission to construct a railroad  
 crossing over the Escondido Branch  
 of the Atchison, Topeka and Santa Fe  
 Railway Company's tracks in Rancho  
 Vista, California.

Application No. 14801

Thomas Hurley, Supervisor of San Diego County, for Applicant,  
 M.T. Lucy, for The Atchison, Topeka and Santa Fe Railway Company,  
 Protestant.

BY THE COMMISSION:

SUPPLEMENTAL OPINION

The Board of Supervisors of the County of San Diego, State of California, filed the above entitled application with this Commission on June 16, 1928, asking for authority to construct Guajome Street at grade across the tracks of The Atchison, Topeka and Santa Fe Railway Company, in the vicinity of the town of Vista.

The Commission issued its ex parte Decision No. 20107, dated August 14, 1928, granting applicant permission and authority to construct Guajome Street at grade across said tracks subject to certain conditions, one of which was the installation of an automatic wigwag for the protection of said crossing.

The Board of Supervisors of San Diego County, by letter dated December 13, 1928, requested that the matter be re-

opened for hearing so that evidence could be presented regarding the necessity of the installation of the said wigwag.

A public hearing was held before Examiner Williams at Oceanside, the matter was submitted and is now ready for decision.

Witnesses for the applicant testified that, in their opinion, an automatic wigwag was not necessary for the protection of the proposed crossing as they did not believe the crossing will be hazardous; furthermore, that other crossings constructed across the Escondido branch of The Atchison, Topeka and Santa Fe Railway Company were not protected by automatic flagmen.

The record shows that Guajome Street, extending in a general north and south direction, will be improved with a gravel surface to a width of forty (40) feet north of said tracks and to a width of sixty (60) feet south of said tracks; that in the northeast and northwest corners of the proposed crossing adjacent to the roadway are located a lumber yard and packing house, respectively, which obscure the view of motorists desiring to use said proposed crossing; that the approach grade of said street from the north is eight (8) per cent descending toward the track; that the approach grade from the south is six (6) per cent ascending toward the track; that the grade between the spur track and branch line track is fifteen (15) per cent; that the estimated highway traffic over the proposed crossing will consist of approximately one hundred vehicles and ten pedestrians daily and that the railroad traffic consists of two slow train movements daily, which movements do not always conform to the time schedule.

The record further shows that Guajome Street at the present time is not a county road; that said street has not been offered to San Diego County for acceptance as a county road but that

if the proposed crossing were established said street would be offered and would undoubtedly be accepted by San Diego County as such.

After due consideration of all the evidence presented herein, we conclude that the traveling public desiring to use the proposed crossing is entitled to every reasonable form of protection and that the automatic wigwag, heretofore ordered as protection at this crossing, is reasonable and necessary for their protection and should be installed and maintained at this location, since the views from two directions are seriously impaired and the approach grades comparatively heavy.

SUPPLEMENTAL ORDER

The Board of Supervisors of the County of San Diego having requested a hearing on Decision No.20107, dated August 14, 1928, in this proceeding, the matter having been reopened, a hearing having been held and the matter having been submitted,

IT IS HEREBY ORDERED that said Decision No.20107, dated August 14, 1928, be and the same is hereby affirmed.

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

Dated at San Francisco, California, this 7<sup>th</sup> day of

March, 1929.

Thos D. Lewis

C. Seamy

Leon Whitely

M. J. [unclear]  
Commissioners.