

Decision No. 3210

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

ORIGINAL

In the matter of the application of the CITY OF SAN DIEGO for permission to construct Littlefield Street at grade across the tracks of THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY, a corporation, and the LOS ANGELES AND SAN DIEGO BEACH RAILWAY COMPANY, a corporation.

Application No. 1629.

S. J. Higgins for applicant  
M. W. Reed, for The Atchison, Topeka and Santa Fe Railway Company.

BY THE COMMISSION.

O P I N I O N

This application filed with the Commission on April 16, 1915, is an outgrowth of Application 1112, which was decided by the Commission on January 13, 1915 (Vol. 6, Opinions and Orders of the Railroad Commission of California, p. 42). In that application the City of San Diego asked for an order authorizing the construction of Asher Street at grade over the tracks of The Atchison, Topeka and Santa Fe Railway Company, and although the Commission denied that application on the ground that the proposed crossing would be dangerous it held that public convenience and necessity required a crossing in this vicinity and suggested Littlefield Street, for which application is now made, as being the proper location for a crossing.

The opinion in that order described the location of Littlefield and adjacent streets in their relation to the tracks of the two railroads involved in this application and it will not be necessary to repeat that description in this opinion; neither will it be necessary to consider the public necessity of this crossing since it was stipulated that the record made in Application 1112 should apply in this proceeding. There remains for discussion the necessity for protecting these crossings.

The crossing of the Los Angeles and San Diego Beach Railway is open in both directions along the track for a considerable distance and no protection will be needed for it other than the usual crossing sign, as the traffic over this crossing will be lighter than that over the Santa Fe and that will not be considerable. It will consist principally of pedestrian traffic to and from the station of the Los Angeles and San Diego Beach Railway with probably little vehicular traffic for some time to come. The curve and cut on the Santa Fe track to the south of Littlefield Street, mentioned in the order in Application 1112, will obscure the view of trains approaching from that direction and it is possible that when a train is on the passing track, which is east of the Santa Fe main line and is also to be crossed, the view of those approaching the crossing from the East will also be obstructed to the north.

The Santa Fe Company desires to have the crossing protected by a flagman and we should be inclined to order such protection installed if vehicular traffic over this crossing were to be extensive, but it seems unnecessary to require it at this time when traffic will be principally pedestrian. The Commission should, however, reserve the right to order protection at any time and apportion the expense between the interested parties as it deems fair.

O R D E R.

CITY OF SAN DIEGO having applied to the Commission for permission to construct Littlefield Street at grade across the tracks of The Atchison, Topeka and Santa Fe Railway Company and the Los Angeles and San Diego Beach Railway Company, and a public hearing having been held and it appearing that this application should be granted subject to certain conditions,

IT IS HEREBY ORDERED, That the City of San Diego, San Diego County, California, be and the same is hereby granted permission to construct Littlefield Street at grade across the tracks of The Atchison, Topeka and Santa Fe Railway Company and the Los Angeles and San Diego Beach Railway Company, at the place shown on the map attached

to the application, subject to the following conditions, viz.:-

(1) The crossings shall be constructed of a width of not less than twenty (20) feet, with grades of approach not exceeding four (4) per cent; shall be protected by suitable crossing signs and shall in every way be made safe for the passage thereover of vehicles and other road traffic.

(2) The entire expense of constructing these crossings shall be borne by applicant.

(3) The railroad companies shall each maintain the crossing of its tracks between the rails and to a distance of two feet outside thereof. Applicant shall maintain the crossings to a line two feet outside of the rails of the tracks thereof.

(4) The Commission reserves the right to order further protection for these crossings at any time and to apportion the expense thereof between the interested parties in any manner that appears to it to be fair and equitable.

(5) The Commission reserves the right to make such further orders relative to the location, construction, operation, maintenance and protection of said crossings as to it may seem right and proper, and to revoke its permission if, in its judgment, the public convenience and necessity demand such action.

Dated at San Francisco, California, this 29th day of March, 1916.

Max Shelton  
J. S. ...  
W. J. ...  
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A TRUE COPY  
 COMMISSIONERS OF THE PUBLIC UTILITIES COMMISSION  
 SAN FRANCISCO, CALIFORNIA

Commissioners.