

ORIGINAL

Decision No. 42175

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of the BOARD OF)
SUPERVISORS OF THE COUNTY OF KERN, STATE OF CALI-)
FORNIA, for an order authorizing the construction) Application
of a crossing by the County of Kern over the tracks) No. 29374
of the Southern Pacific Railroad Company in the)
vicinity of Mile Post No. 325 Arvin Branch.)

NORBERT BAUMGARTEN, County Counsel, for Applicant
R. J. LATERO, for Southern Pacific Company,
Interested Party
O. R. WEST, for The Atchison, Topeka & Santa Fe
Railway Company, Interested Party

O P I N I O N

In this application the Board of Supervisors of the County of Kern requests permission to construct Arvin Boulevard at grade over the tracks of the Arvin Branch of Southern Pacific Company at mile post 325, in the vicinity of the community of Lamont.

A public hearing was held in this matter in Bakersfield on October 7, 1948, at which time the matter was submitted.

At the location of the proposed crossing Southern Pacific Company's tracks run in an east and west direction parallel to and immediately north of Greenfield Road. Arvin Boulevard runs north from Greenfield Road across the tracks for approximately a quarter of a mile. An important county road, known as Weedpatch-Wheeler Ridge Road, is located about one quarter of a mile west of Arvin Boulevard. This road extends from Magunden on the north across the railroad at grade to Wheeler Ridge. About one block north of the railroad is an east and west road connecting Weedpatch-Wheeler Ridge Road with Arvin Boulevard. On both the northwest and northeast corners of the proposed crossing large fruit and vegetable packing sheds are located, each being served by a spur track.

At the present time an unimproved private crossing is in use at the proposed location, which appears to have been in use for many years. Applicant desires that this crossing be made a public one in order that it might be improved for the safe use of the traveling public.

Applicant produced testimony to show that much of the produce traffic to the packing sheds originates along the Greenfield Road east of this crossing, and the use thereof by such vehicles would facilitate their movement to the packing sheds. Furthermore, applicant contends that there is heavy traffic on the Weedpatch-Wheeler Ridge Road and by diverting these trucks to the proposed crossing the traffic situation on this road would be relieved during the packing seasons.

Southern Pacific Company did not oppose the granting of this application; however, it suggested that one automatic signal be installed on the east side of the railroad tracks as freight cars are spotted on spur tracks near the crossing and the view of approaching trains would be obscured.

The record shows that during two months in the spring of the year and two months in the fall about four main line train movements per day operate over this crossing. For the remainder of the year the rail traffic is light.

From the record it appears clear that this private crossing will continue to be used by the public, therefore we are convinced that the application should be granted in order that the crossing may be put into a reasonably safe condition. As to the protection of this crossing, it is our conclusion that the amount of both rail and vehicular traffic does not warrant the installation of automatic signals; however, we believe that a stop sign should be installed on the north side of the tracks in order that southbound traffic will stop before crossing the railroad, and it will be so ordered.

O R D E R

A public hearing having been held and the matter being under submission,

IT IS HEREBY ORDERED that the Board of Supervisors of the County of Kern be and it is hereby authorized to construct Arvin Boulevard at grade across the tracks of the Arvin Branch of Southern Pacific Company at the location more particularly described in the application and as shown by the map, Exhibit "A," attached thereto, subject to the following conditions:

- (1) The above crossing shall be identified as Crossing No. BQ-325.0.
- (2) The entire expense of constructing the crossing shall be borne by applicant. The cost of maintaining that portion of said crossing outside of lines two feet outside of the outside rails shall be borne by applicant. The maintenance of that portion of the crossing between lines two feet outside of the outside rails shall be borne by Southern Pacific Company.
- (3) Said crossing shall be constructed equal or superior to Standard No. 2 of G.O. No. 72, without super-elevation and of a width not less than 30 feet, at approximate right angles to the railroad and with grades of approach substantially as shown on Exhibit "A" attached to the application.
- (4) Applicant shall widen the south approach between the tracks and Greenfield Road in order to give better access to the crossing and reduce the grade to a minimum.
- (5) The crossing shall be protected by two Standard No. 1 crossing signs (G.O. No. 75-B), and one Stop Sign located on the north side of the crossing facing southbound traffic.

Within thirty days after completion pursuant to this order applicant shall so advise the Commission in writing. The authorization herein granted shall lapse and become void if not exercised within one year unless time be extended or if above conditions are not complied with.

Authorization may be revoked or modified if public convenience, necessity, or safety so require. This order shall be effective twenty days from the date hereof.

Dated at San Francisco, California, this 26th day of October, 1948.

Justus P. Craccese
Harold P. Kuli
Commissioners