

Decision No. 13204.

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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In the matter of the application)
of Southern Pacific Company for an)
order authorizing the construction)
at grade of two side tracks across) Application No. 9385.
public roadway at Durfee Street, in)
the vicinity of Florence, County of)
Los Angeles, State of California.)

F. W. Mielke, and Frank Karr, for Applicant.

Roy W. Dowds, for Board of Supervisors of
Los Angeles County.

E. R. Pomerooy, for Los Angeles County Regional
Planning Commission, Protestant.

David R. Faries, for Automobile Club of
Southern California

BY THE COMMISSION:

O P I N I O N

In this application Southern Pacific Company asks permission to construct two side tracks at grade across Durfee Street near the station of Florence on the San Pedro branch of applicant in unincorporated territory of the County of Los Angeles.

A public hearing was held on this application before Examiner Williams in Los Angeles, October 25, 1923.

The crossings herein applied for are incident to the construction of two storage tracks which applicant proposes to construct on the westerly side of its San Pedro branch extending from its station Florence approximately one-half mile northerly

to a point immediately south of Florence Avenue. Florence Station is the junction of the applicant's Santa Ana branch with its San Pedro branch, the junction switch of which is located approximately three hundred and fifty feet south of Durfee Street. The San Pedro branch is double track between Los Angeles and Florence and the end of the double track is approximately two hundred and fifty feet south of Durfee Street. There are two main tracks and a turnout now constructed across this street.

Applicant's freight traffic on both its San Pedro branch and its Santa Ana branch has increased to such an extent that the existing storage and yard facilities in this vicinity are inadequate and it is sometimes necessary to use one of the existing main tracks north of Durfee Street for storage purposes. Witness for applicant stated that the construction of the two sidings proposed would afford material relief and would so facilitate operations on the railroad that the time of switching would be reduced from four hours to one hour per day.

These sidings, as planned, would each have a capacity of forty-five cars. The map attached to the application indicates that the location of the southerly end of these sidings is approximately one hundred feet and two hundred and fifty feet, respectively, south of the crossing of Durfee Street with the result that after allowing for the distance between the main line switch and the clearance point, that portion of the sidings south of Durfee Street would have a storage capacity of not more than two cars.

The Regional Planning Commission of the County of Los Angeles opposed the granting of this application for the reason that Durfee Street, which is the easterly extension of Nadeau Street, is planned as one of the secondary easterly and

westerly traffic arteries for this section of the country and that important improvements to this highway are now contemplated which if carried out would probably very materially increase the traffic importance of the road. No check of the present travel on this street was presented at the hearing.

It would appear that the purpose of constructing these crossings is to make it possible to store freight cars immediately north of and adjacent to Durfee Street. If cars are allowed to stand in this position the view of southbound trains would be completely obstructed for vehicles approaching from the west. Inasmuch as this crossing is near a junction point, there is a substantial amount of switching over the crossing on all of the tracks and every reasonable provision should be provided to keep the view of train movements as unobstructed as possible. If the southerly switch of the storage tracks were located immediately north of Durfee Street it would be impossible for cars to be stored closer than approximately one hundred and fifty feet from the crossing thus assuring a very material improvement to the view. This would shorten the proposed tracks approximately three hundred feet and would reduce the effective capacity of each siding approximately five cars. This disadvantage to the railroad does not appear to be commensurable with the hazard that would be created at this location if the two additional tracks were extended across Durfee Street as contemplated by applicant. In view of these facts it appears that this application should be denied.

O R D E R

Southern Pacific Company having made application to

this Commission for permission to construct two side tracks at grade across Durfee Street in the vicinity of Florence, County of Los Angeles, a public hearing having been held, the Commission being apprised of the facts, the matter being under submission and ready for decision,

IT IS HEREBY ORDERED, that the above entitled application be and it is hereby denied.

Dated at San Francisco, California, this 28th day of February 1924.

C. H. Seaver
H. B. Brundage
Erving Martin
Egerton Shore
J. H. Hitt
Commissioners.