

Decision No. 15548

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of THE
ATCHISON, TOPEKA & SANTA FE RAILWAY
COMPANY, a corporation, for authority to
construct a spur track across Center
Street in the City of Azusa, County of
Los Angeles, State of California.

ORIGINAL

Application No. 11165.

L. W. Butterfield, for Applicant.
Henry P. Goodwin, City Attorney,
and A. L. Meier, Trustee, for
City of Azusa.
S. V. Cortelyou and Lyle M. Ranson,
for State Highway Commission and
Los Angeles County Grade Crossing
Committee, Protestants.

BY THE COMMISSION:

O P I N I O N

In this proceeding, authority is sought to construct a spur track at grade across Center Street in the westerly portion of the City of Azusa.

Public hearings were held in this matter before Examiner Williams at Azusa August 14th, and at Los Angeles on September 5th 1925.

Center Street of Azusa is a link in what is known as Foothill Boulevard, which is one of the most important highway arteries in Southern California. It extends along the foothills of the Sierra Madre Mountains, from Pasadena to San Bernardino, a distance of about fifty miles.

The following is a record of a traffic count taken on Center Street (Foothill Boulevard) near the proposed crossing, by the California Highway Commission, during the week beginning July 12th, 1925,

between the hours of 6:00 A.M. and 10:00 P.M.

<u>Date</u>	<u>Day</u>	<u>Total Number of Vehicles</u>
July 12th	Sunday	8387
July 13th	Monday	3675
July 14th	Tuesday	3562
July 15th	Wednesday	3682
July 16th	Thursday	3573
July 17th	Friday	3707
July 18th	Saturday	4253

The spur track involved in this proceeding is to serve a tract of land of about 100 acres lying between the north line of Center Street and the Pacific Electric Railway Company's right-of-way and which it is proposed to develop as industrial property. At the present time there is but one industry located on this property (Bartlett Products Company).

The main line of The Atchison, Topeka and Santa Fe Railway Company crosses Center Street at grade at a point about 2000 feet east of the crossing proposed herein at an angle of approximately 22 degrees. The Union Rock Company has a spur track connecting to the Santa Fe line and serving its sand and gravel pit located north of Center Street and immediately west of the area proposed to be served by the spur line involved in this proceeding. This spur track crosses Center Street at a point about 1600 feet west of the proposed crossing.

The land to the north of Center Street, which the proposed spur is intended to serve, is owned by the Azusa Foothill Citrus Company. The evidence shows that this Company, as well as the representative bodies of the City of Azusa, are desirous of developing the property on both sides of Center Street in the vicinity of the proposed crossing for industrial purposes and in order to make this property attractive for industrial purposes, it is deemed essential that railroad transportation facilities be provided. The Commission is heartily in sympathy with such a movement but the constructing of a

grade crossing over such an important highway artery as Center Street should not be allowed if there are other methods by which the area in question may reasonably be served. From the evidence and maps filed in the proceeding, it appears that such a connection may be made to the property to be served by the proposed spur track either by the Santa Fe Railway Company building track across private property to the north of Center Street or by way of Ninth Street. Either of these routes would not involve an additional grade crossing over Center Street. Mention was also made of the possibility of serving this property with rail facilities by operating over the existing spur, which, as hereinbefore stated, crosses Center Street at a point about 1600 feet west of the proposed crossing but the testimony shows that the officials of the Union Rock Company, which owns the spur, are unwilling to permit its use for any purpose other than their own business.

At the present time there is a transfer track connecting the Santa Fe to the Pacific Electric Railway by means of a wye track which leaves the Santa Fe line a short distance to the northeast of the latter's main line crossing with Center Street and which connects to the Pacific Electric Company's tracks at Ninth Street opposite Enid Avenue. By shifting this connecting track a short distance to the east, it appears practical to construct a drill track on Ninth Street to serve the potential industrial property involved herein by connecting to the transfer track in its new location.

It appears that the City of Azusa is anxious to have industries located within the district to the north of Center Street in the vicinity of the proposed crossing and in order to serve this property, the City authorities may be expected to grant the necessary permit for a track to be laid along Ninth Street, which appears to be an unimportant highway.

The Los Angeles County Grade Crossing Committee recommended that this crossing should not be allowed if there appeared to be any

other reasonable means of serving the property involved without requiring a grade crossing over this important highway artery.

After careful consideration of all the evidence in this matter, it does not appear that public convenience and necessity justify the granting of a grade crossing over such an important highway artery as Center Street, in view of the fact that there appears to be other means of serving this potential industrial property with railroad facilities, which will not require this undesirable grade crossing.

Therefore, this application should be denied without prejudice.

O R D E R

The Atchison, Topeka & Santa Fe Railway Company, having made application to this Commission for permission to construct a spur track at grade across Center Street (Foothill Boulevard) in the City of Azusa, Los Angeles County, a public hearing having been held, the matter having been duly submitted and now being ready for decision, for the reasons stated in the foregoing Opinion

IT IS HEREBY ORDERED that the above application be and the same hereby is denied without prejudice.

Dated at San Francisco, California, this 21st day of October, 1925.

H. B. Rendice
Clarence
George D. Squires

Leon A. Wilson

Commissioners.