

Decision No. 24042.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

ORIGINAL

In the matter of the application of the City of San Fernando for the construction of crossing of public street over Southern Pacific Company's tracks.

Application No. 17411.

- Mr. C. V. MacCament, City Attorney, for Applicant.
- Mr. Clyde R. Moody, for interested citizens of San Fernando.
- Mr. John R. Berryman, Jr., for Los Angeles County Grade Crossing Committee, Protestant.
- Mr. H. W. Hobbs, Attorney, for Southern Pacific Company, Protestant.

BY THE COMMISSION:

O P I N I O N

In this proceeding the City of San Fernando requests permission to construct Workman Street at grade across the tracks of Southern Pacific Company in said city.

A public hearing was held in this matter on November 19, 1931, before Examiner Handford in San Fernando, at which time the matter was duly submitted.

The main line track of Southern Pacific Company (San Joaquin Valley Line) runs in a northwesterly and southeasterly direction through San Fernando. For the purpose of this discussion, it will be assumed that the tracks run north toward San Francisco and south toward Los Angeles.

The streets of San Fernando are laid out parallel to and at right angles to the railroad. The main north and south street is San Fernando Road (Porter Avenue), running parallel to and two

blocks west of the railroad. The main east and west street is Maclay Avenue, which crosses the railroad at grade near the Southern Pacific Station at San Fernando. The business establishments of the city are largely located along San Fernando Road, both north and south of Maclay Avenue. The area of the city east of the railroad is almost entirely residential, while that to the west is both residential and business.

At present there are four crossings all at grade across the railroad in San Fernando, from north to south, as follows:

<u>Street</u>	<u>Crossing No.</u>	<u>Distance between Crossings</u>
Hubbard Avenue	B-461.0	0.8 miles
Maclay Avenue	B-461.8	0.1 miles
Brand Boulevard	B-461.9	0.2 miles
Jessie Street	B-462.1	

The proposed crossing of Workman Street is located midway between the Maclay Avenue and Hubbard Avenue crossings. Workman Street is an east and west street extending for a distance of about .6 of a mile to the west of the track and for a distance of about .4 of a mile through the east portion of the city. These used sections are not now connected as the street is not opened between the railroad right-of-way and Second Street to the east of the railroad, a distance of about 700 feet.

It is the proposal of applicant to extend Workman Street east across the railroad to First Street, a distance of approximately 200 feet, and improve First Street south of Workman Street, all of which is shown on a map of the City of San Fernando and filed in this proceeding as Exhibit No.2.

In support of the application, applicant produced testimony to show that the additional crossing was necessary to relieve

the congestion at the Maclay Avenue crossing and also offer a by-pass when other crossings in the city were blocked by trains; furthermore, due to the fact that the Fire Department and Police Department are both located east of the railroad and the important business district is located along San Fernando Road west of the railroad, the additional crossing at Workman Street is necessary to facilitate the operations of these two departments.

In applicant's Exhibit No. 1 are shown the results of a traffic check taken at the Maclay Avenue crossing as follows:

	<u>Autos</u>	<u>Trucks</u>	<u>Pedestrians</u>
Nov. 14 (Saturday)	3,534	508	1,172
Nov. 17 (Tuesday)	3,693	495	1,109

The testimony also shows that an average of from 22 to 24 trains pass through San Fernando daily, of which 12 are regular passenger trains. Applicant contended that due to the fact trains stopping at San Fernando, both passenger and freight, block the Maclay Avenue crossing, the Workman Street crossing would provide a by-pass at such times as the Maclay crossing is blocked.

The granting of the application to construct Workman Street over the main line and passing track of Southern Pacific Company was opposed by both the Los Angeles County Grade Crossing Committee and the railroad on the ground that sufficient crossings are now in use in San Fernando to reasonably meet the convenience and necessity of the travelling public. The Company pointed out that the existing passing track will accommodate a train of 76 cars between Maclay Avenue and the north switch. In the event that the Workman Street crossing is constructed, most of the freight trains taking siding here would have to be cut for that crossing and for train lengths approaching 76 cars, the train would have to be cut

at both the Maclay Avenue and Workman Street crossings, which would result in the blocking of both crossings for considerable time while the train was again being coupled and moving to the main line.

After carefully considering the record in this proceeding, it is apparent that the opening of Workman Street, as proposed herein, would be accompanied by both advantages and disadvantages to the public and the railroad to the effect that in some cases freight trains which now clear the Maclay Avenue crossing, which is the most important crossing in the city, would block this highway, if trains were cut at Workman Street. On the other hand, the opening of the crossing would afford some convenience to accommodate cross-town traffic between the north portion of the city east and west of the track. The railroad operations naturally would be somewhat adversely affected by the opening of the proposed crossing over its main line and frequently used passing track. It is concluded, after weighing the various elements presented, that applicant has failed to show that public convenience and necessity justify the granting of the application for a new crossing over this important high speed railroad with its attendant hazards. It is therefore concluded that the application should be denied.

O R D E R

A public hearing having been held on this proceeding and the matter having been submitted,

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

Dated at San Francisco, California, this 28th day of December, 1931.

C. J. Jones
Leon Whittell
W. J. Carr
W. B. Harris
James E. Stewart
 Commissioners.