

Decision No. 22122.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of the
COUNTY OF LOS ANGELES for construction of
crossing on Avenue "J" - Del Sur Road -
over right of way of Southern Pacific
Railroad Company.

Application No. 21383

ORIGINAL

W. B. McKesson, Deputy County Counsel, for applicant.

H. W. Hobbs, for Southern Pacific Company.

BY THE COMMISSION:

O P I N I O N

In this proceeding the County of Los Angeles asks for authority to construct a crossing at grade on Avenue "J" (Del Sur Road) over the tracks of Southern Pacific Company in the unincorporated town of Lancaster, County of Los Angeles.

A public hearing was held in this matter before Examiner Hall in Lancaster on November 16, 1937, at which time the matter was submitted for determination.

The San Joaquin Valley main line of the Southern Pacific Company passes through the town of Lancaster in a general northerly and southerly direction. The streets in Lancaster are generally parallel to and at right angles with the railroad. At the present time three east and west streets in Lancaster cross the railroad at grade as follows:

<u>Street Name</u>	<u>Crossing Number</u>	<u>Location</u>
Avenue "I"	B-405.1	North limits of town
9th Street	B-405.3	Two blocks south of Avenue "I" (Esperanza Road)
10th Street	B-405.5	One block south of 9th Street.

The proposed crossing is located approximately .6 of a mile south of 10th Street and at the southerly limits of the town. The main north and south road is the State highway running between Saugus and Mojave and is parallel to and west of the right of way of the Southern Pacific Company in passing through Lancaster. This road is generally known in that territory as Antelope Highway. The main business district of Lancaster centers around the intersection of Antelope Highway and 10th Street. The area surrounding Lancaster is almost entirely agricultural and a very large volume of alfalfa hay is raised in that district. This hay moves largely to the Los Angeles market by truck. The entire valley surrounding Lancaster produces around 100,000 tons of hay, of which approximately 60 per cent is grown east of the railroad and must be hauled across the tracks in order to reach Antelope Highway. At the present time the hay from the east moves generally either along Esperanza Road or Avenue "K" (Terra Bonita Road), located approximately one and one-half miles south of the center of Lancaster. A considerable amount of this hay moves into the town of Lancaster for milling before it is sent on to the market, and moves along an east and west road midway between Esperanza Road and Del Sur Road, passing in front of the High School, which is located approximately five blocks east of the railroad at the end of 10th Street.

The school was quite desirous of having the Del Sur Road crossing opened, contending that this would move traffic away from in front of the school. It was developed that this traffic would still pass in front of the school unless a through north and south street was constructed to a connection with Del Sur Road, as at the present time the only through north and south street is in front of the school. The representative of the County stated that it would look favorably upon the construction of such a north and south road at any time the citizens of Lancaster would request

such an improvement.

Of the crossings now existing at Lancaster, Esperanza Road and 10th Street are important and carry a considerable volume of traffic. The 10th Street crossing connects the High School and the industrial area east of the railroad directly with the business district of the town located west of the railroad. Esperanza Avenue carries a considerable amount of local traffic as well as through agricultural traffic from the area to the east. The 9th Street crossing is little used and due to its crossing of several tracks, constitutes a considerable hazard. The various witnesses for applicant stated that the 9th Street crossing should be closed, and that the proposed crossing, if constructed, should be provided with signal protection.

Southern Pacific Company protested the granting of this application on the grounds that:

1. There were sufficient crossings to care for the traffic.
2. That Del Sur Road was not permanently improved east of the railroad.

Southern Pacific Company showed that an average of nine passenger trains, eight freight trains, and three helper movements passed through Lancaster each day and that the train movements over the proposed crossings would vary from ten to sixty miles an hour.

A review of the evidence indicates that the crossing proposed should be granted, provided a road connection is built east of and approximately parallel to the railroad between Del Sur Road and the town; that the proposed crossing is provided with two No. 3 Wigwag signals (G. O. No. 75-A); and that the Ninth Street crossing is closed. The following Order will so provide.

O R D E R

IT IS HEREBY ORDERED that the County of Los Angeles, State of California, is hereby authorized to construct Avenue "J" (Del Sur Road) at grade across the track 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 and not otherwise:

- (1) The above crossing shall be identified as Crossing No. S-406.1.
- (2) The entire expense of constructing the crossing shall be borne by applicant. The cost of maintenance of that portion of said crossing outside of lines two (2) feet outside of the outside rails shall be borne by applicant. The maintenance of that portion of the crossing between lines two (2) feet outside of the outside rails shall be borne by Southern Pacific Company.
- (3) The crossing shall be constructed of a width of not less than twenty-four (24) feet and at an angle of approximately ninety (90) degrees to the railroad and with grades of approach not greater than three (3) per cent; shall be constructed equal or superior to type shown as Standard No. 2 in our General Order No. 72; and shall in every way be made suitable for the passage thereon of vehicles and other road traffic.
- (4) Two Standard No. 3 wigwags, as specified in General Order No. 75-A, shall be installed at the sole expense of applicant. Their maintenance thereafter shall be borne by Southern Pacific Company.
- (5) The authority herein granted is subject to the express condition that applicant shall construct and open to public use and travel a connecting road between Del Sur Road and 10th Street, east of the railroad right of way, prior to or concurrently with the construction and opening of said crossing No. B-406.1.
- (6) Upon completion of the crossing herein authorized, Crossing No. B-405.3 (Ninth Street), about .8 of a mile north, shall be abandoned and closed.
- (7) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of said crossing and of its compliance with the conditions hereof.
- (8) The authorization herein granted shall lapse and become void if not exercised within one (1) year from the date hereof, unless further time is granted by subsequent order.
- (9) The Commission reserves the right to make such further orders relative to the location, construction, operation, maintenance and protection of said crossing as to it may seem right and proper, and to revoke its permission if, in its judgment, public convenience and necessity demand such action.

The effective date of this Order shall be twenty (20) days from the date hereof.

Dated at San Francisco, California, this 3rd day of January, 1938.

Walter H. Hays
Leon A. Howell
Frank R. Hinton
Raymond H. Jones
Clifford K. Kelly
Commissioners