

ORIGINAL

Decision No. 34975

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of )  
SOUTHERN PACIFIC COMPANY for an Order )  
of the Commission abolishing, by )  
physical closure thereof, two (2) )  
crossings at grade of yard tracks )  
known as Farley and Barry Road )  
crossings at Watsonville Junction, )  
County of Monterey, State of Cali- )  
fornia. )

Application No. 24456

A. J. GAUDIO, for Applicant

M. S. HUTCHINGS, Supervisor for Monterey County

SANS, HUDSON & PERRY, by Gilbert B. Perry, Watsonville, for  
Mrs. Minnie Horrigan, Mrs. Jessie P. Miller,  
Mrs. Marie Eoon, property owners adjacent to  
crossings.

C. R. TAYLOR, Watsonville, for Annie O. Akers, property owner

WYCKOFF, GARDNER & PARKER, by J. A. Wyckoff, Watsonville,  
for Mrs. Annie Barry Quinn, property owner.

BY THE COMMISSION:

O P I N I O N

In this proceeding Southern Pacific Company requests that the Commission issue its order abolishing by physical closing two crossings at grade of the yard tracks, known as Farley Road and Barry Road crossings, at Watsonville Junction, Monterey County.

A public hearing was held in this matter before Examiner Hall, in Salinas, on November 14, 1941, at which time the matter was submitted.

Southern Pacific Company maintains extensive classification yards extending easterly from Watsonville Junction Station for about 8,000 feet. These tracks are crossed first by the so-called Horrigan crossing (No. E-100.0), located about 1,000 feet east of the station, and then crossed by the Barry (Storm Road) crossing (No. E-99.3),

about 5,000 feet east of the station and the Farley crossing (not numbered), about 7,000 feet east of the station. Both Barry Road and Farley Road cross at grade over those portions of the yard which are extensively used for switching. The Horrigan crossing, however, is located beyond the west throat of the yard and is not so busily occupied by train movements. In addition, it is protected by a human flagman.

Applicant showed that these crossings were little used and could be abandoned provided the County constructed a public road south of the railroad between Horrigan crossing and Farley Road.

The record clearly indicates that the Farley Road is of a private nature as the owner of the adjacent property testified that he maintains private crossing signs on this road and at least once a year keeps the gate closed. With respect to the Barry Road crossing, which was originally constructed as a private road, the record shows that it has been open to public use for a great many years and apparently no measures have been adopted to maintain its private status.

It was shown that a great deal of interference to vehicular traffic is caused by switching movements at both the Barry and Farley crossings, and that many times when people desire to get across the tracks it is necessary for them to telephone to the yard master's office to have freight trains moved off these crossings. Owing to the heavy switching, due largely to defense activities, these interferences cannot always be avoided.

The Horrigan crossing is not nearly as congested by rail traffic as the two crossings involved herein and if and when a public highway is constructed to take care of the people adjacent to Barry Road and Farley Road south of the railroad, they would have materially less interference in getting across the track. However, until such public road has been constructed we cannot request the closing of

these crossings.

When the Commission has had advice that the County has constructed a public road for the ingress and egress of these people via the approximate route proposed in the record herein, the Commission will consider ordering the closing of both the crossing of Barry Road and Farley Road upon the present record, without further hearing.

Dated at San Francisco, California, this 3rd day of February, 1942.

Justus F. Cameron  
Ray L. Wiley  
M. Baker  
Francis D. Haven  
Richard Kachse  
Commissioners