

supplemental application it appears that neither the Bakersfield and Kern Electric Railway Company or Southern Pacific Company object to the crossings with their respective tracks.

A public hearing was held on May 11, 1923 in Bakersfield.

Applicant stated that the construction of this second track was made necessary by the increased volume of business which increased traffic both in the past and as expected in the future.

The Engineering Department of the Commission presented the results of its investigation and made recommendations with respect to each of the crossings involved. These are briefly as follows:

Haley Street - There are across this street at this time seven Southern Pacific, three Santa Fe and two Sunset Railway tracks, and although the traffic apparently is not heavy on Haley Street the railroad traffic across the street is unusually heavy due to the fact that it is across the Southern Pacific yard. It was provided that applicant would submit a traffic count but this has not yet been done. The matter of protection at this crossing will be decided after this count has been filed.

Sumner Street is an east and west paved street, the crossing now being protected by an automatic flagman. This should be connected with the second track when installed and the movements of trains on other tracks across this street should be flagged by members of the train crews.

Robinson Street is not physically opened across the railroad.

Gage Street is a dirt street carrying a very light traffic; the view is unobstructed and no special protection appears necessary at this time.

Owens Street is also a dirt street carrying a very light traffic and our engineer's testimony is that this street could be closed, but if not, no special protection is necessary.

East Nineteenth Street is the extension of one of the principal streets of Bakersfield, but at the point of crossing is not of more than ordinary importance. The view is clear and unobstructed, but the street crosses the railroad at an angle of about thirty degrees and it appears that an automatic flagman should be provided.

Beale Avenue is a dirt street with a very light traffic intersecting East Nineteenth Street just north of the railroad. It appears as though this street could be closed and the traffic diverted to East Nineteenth Street. If this is not done no special protection is necessary.

King Street is not physically opened across the tracks.

Fremont Street is paved west of the railroad, which it crosses at an angle of about thirty degrees. The traffic is moderately heavy and, although the view is open and unobstructed, the angle of intersection and other conditions indicate that this crossing should have the protection of an automatic flagman.

Baker Street, somewhat north of the Santa Fe tracks, is an important thoroughfare, but at the crossing carries but a moderate vehicular traffic. The present main line track is now protected by an automatic flagman, which, of course, should be connected with the second track.

East Truxton Avenue - The evidence indicates that while this street is not now important the plans of the city as to paving will probably result in this highway being heavily traveled. The crossing is at an angle of about ten degrees so

that the railroad requires about 800 feet to cross, Truxton Avenue, being 115 feet wide. Our engineer has recommended that additional right of way be acquired by the railroad for street purposes just north or south of the tracks and that Truxton Avenue be diverted to this new right of way; the traffic to cross the railroad at the Fremont or Eureka Street crossings. The city is opposed to this suggestion and it appears as though there is no necessity for making this change at present.

Kern Street carries an extremely light traffic. The evidence indicates that this crossing should be closed and the traffic diverted to Baker Street.

Eureka Street is not opened across the tracks.

Tulare Street is not opened across the tracks

Inyo Street carries a light traffic. The view is clear and unobstructed in all directions and no special protection is necessary.

Dolores Street intersects the railroad at the same point as Inyo Street and the two really constitute one crossing.

Sonora Street also carries a light traffic and the crossing is somewhat obscured as to view. If possible this street should be closed, particularly in view of its close proximity to Union Avenue, 400 feet westerly.

Union Avenue is a wide dirt street. In Case 1870, now under submission, the City of Bakersfield asks for an order directing that the street and railway grades be separated. The order herein will be made contingent upon the decision in Case 1870.

"S" Street carries a moderate traffic and the view is practically unobstructed. In view of further improvements,

however, it appears that an automatic flagman should be installed for the protection of the crossing of both main tracks.

"R" Street is not opened across the Santa Fe.

"Q" Street carries an extremely light traffic and the traffic should be diverted to "P" Street. If this is not done no special protection appears to be necessary at this time.

"P" Street carries a moderate traffic, with the view obstructed on one corner. An automatic flagman should be installed for the protection of this crossing.

"O" Street carries a moderate traffic. The view is partially obstructed and an automatic flagman should be installed.

"N" Street is a fairly important industrial street, carrying a moderate traffic and, while the view is not seriously obstructed, an automatic flagman should be installed.

"M" Street is quite important and although the view is fairly unobstructed the street has been paved except across the tracks and an automatic flagman should be installed.

"L" Street is quite similar to "M" Street and should have the same protection.

"K" Street is a reasonably important street, the crossing of which is now protected by an automatic flagman, which should, be connected to the second track.

Chester Avenue is the most important north and south street in the City of Bakersfield, carrying some 3000 vehicles a day and a street car line. At present this crossing is protected by an automatic flagman located in the northwest corner of the intersection. The street is very wide and with the construction of a second main line track an additional automatic flagman should be installed on the southeast corner, each to be connected to both main tracks.

"I", "E" and "G" Streets are fairly important streets at present protected by automatic flagman. This protection seems to be adequate if extended to the new main track.

The City of Bakersfield objected to the suggested closing of any crossings and in view of the public hazard to be reduced because of the light traffic, at the present time, it does not appear as though the closing of these crossings should be pressed at this time. At the same time we desire to call to the attention of the City of Bakersfield that, from our experience in other cities, the future will probably show the wisdom of the suggested rearrangement of streets and crossings before the territory is built up.

The railroad made no objection to the special protection above indicated.

The following form of order is recommended.

O R D E R

The Atchison, Topeka and Santa Fe Railway Company, a corporation, having applied to the Commission to construct certain crossings at grade in the City of Bakersfield as hereinafter indicated, 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 permission be and it is hereby granted The Atchison, Topeka and Santa Fe Railway Company to construct a second main track at grade across the following streets in the City of Bakersfield:

Haley Street
Sumner Street
Robinson Street
Humboldt Street
Gage Street
Owens Street

Sonora Street
"S" Street
"R" Street
"Q" Street
"P" Street
"O" Street

East Nineteenth Street	"N" Street
Beale Avenue	"M" Street
King Street	"L" Street
Fremont Street	"K" Street
Baker Street	Chester Avenue
East Truxton Avenue	"I" Street
Kern Street	"H" Street
Eureka Street	"G" Street
Tulare Street	
Inyo Street	
Dolores Street	

All of the above as shown by the map (Division Engineer's Drawing V-24-37) attached to the application, said crossings to be constructed subject to the following conditions, viz:

(1) The entire expense of constructing the crossings, together with the cost of their maintenance thereafter in good and first-class condition for the safe and convenient use of the public, shall be borne by applicant.

(2) Said crossings of Haley, Sumner, Humboldt, Gage, Owens, East Nineteenth, Fremont, Baker, Kern, Inyo, Dolores, Sonora, "S", "Q", "P", "O", "N", "M", "L", "K", "I", "H", and "G" Streets and Beale, East Truxton, and Chester Avenues shall be constructed of a width and type of construction to conform to those portions of said streets now graded, with the top of rails flush with the pavement, and with grades of approach not in excess of two (2) per cent, shall each be protected by a suitable sign, and shall in every way be made safe for the passage thereover of vehicles and other road traffic.

(3) Said crossings of Robinson, King, Eureka, Tulare and "R" Streets shall be so constructed that grades of approach not exceeding four (4) per cent will be feasible in the event that the construction of roadway along said Robinson, King, Eureka, Tulare and "R" Streets shall hereafter be authorized and so that said grade crossings may be made safe for the passage thereover of vehicles and other road traffic.

(4) Automatic flagmen shall be installed and maintained

for the protection of said crossings of East Nineteenth, Fremont, "S", "O", "P", "N", "M" and "L" Streets. An additional automatic flagman shall be installed for the protection of Chester Avenue. Said automatic flagmen shall be of a type and installed in accordance with plans or data approved by the Commission.

(5) Automatic flagmen now installed at Sumner, Baker, "K", "I", "H" and "G" Streets shall be connected with the second track herein authorized.

(6) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of said crossings.

(7) The authorization herein granted for the installation of said crossings will lapse and become void one year from the date of this order unless further time is granted by subsequent order.

(8) This order is made upon the express condition that Robinson, King, Eureka, Tulare and "R" Streets are not now actually constructed and open to travel at the respective points of crossing, and said order shall not be deemed an authorization for the construction or opening of said streets to public use across said railroad track.

(9) The Commission reserves the right to make such further orders relative to the location, construction, operation maintenance and protection of said crossings as to it may seem right and proper and to revoke its permission if, in its judgment, the public convenience and necessity demand such action.

IT IS HEREBY FURTHER ORDERED, that permission be and it is hereby granted The Atchison, Topeka and Santa Fe Railway Company to construct a second main track across Union Avenue, in the manner and subject to the conditions that shall hereafter be directed by subsequent order herein.

IT IS HEREBY FURTHER ORDERED, that permission be and it is hereby granted The Atchison, Topeka and Santa Fe Railway Company to construct a second main track at grade across two tracks of Bakersfield and Kern Electric Railway Company located in Chester Avenue as shown by the map (Division Engineer's Drawing V-24-37) attached to the application, said crossings to be constructed subject to the following conditions, viz:

(1) The entire expense of constructing the crossings together with the cost of their maintenance thereafter in good and first-class condition shall be borne by Bakersfield and Kern Electric Railway Company.

(2) All trains, motors and cars of Bakersfield and Kern Electric Railway Company shall stop before crossing the tracks of The Atchison, Topeka and Santa Fe Railway Company and shall not proceed thereover until it has been ascertained by the conductor that it is safe so to do.

(3) Applicant shall, within thirty (30) days thereafter, notify the Commission, in writing, of the completion of the installation of said crossings.

(4) The authorization herein granted for the installation of said crossings will lapse and become void one year from the date of this order unless further time is granted by subsequent order.

(5) The Commission reserves the right to make such further orders relative to the location, construction, operation, maintenance and protection of said crossings as to it may seem right and proper and to revoke its permission, if in its judgment, the public convenience and necessity demand such action.

IT IS HEREBY FURTHER ORDERED, that permission be and it is hereby granted The Atchison, Topeka and Santa Fe Railway

Company to construct its second main track at grade across that certain track of Southern Pacific Company in the vicinity of Kern Junction located at a point thirteen feet southerly, more or less, from the center line of the existing eastbound main track of said Southern Pacific Company opposite Engineer Station (Southern Pacific Company) 11634 plus 60.

All of the above as shown by the map (Engineer's Drawing No. V-24-37) attached to the application; said crossing to be constructed subject to the following conditions:

(1) The entire expense of constructing the crossing together with the cost of its maintenance thereafter in good and first-class condition shall be borne by applicant.

(2) The operation of all locomotives, trains, cars or motors over the crossing shall be protected by the interlocking plant at Kern Junction in accordance with plans or data approved by the Commission.

(3) Applicant shall within sixty (60) days of the date of this order file with the Commission a duly executed agreement with said Southern Pacific Company covering the terms of installation and maintenance of said crossing and operation thereover.

(4) Applicant shall within thirty (30) days thereafter notify this Commission, in writing, of the completion of the installation of said crossing.

(5) The authorization herein granted for the installation of said crossing will lapse and become void one year from the date of this order unless further time is granted by subsequent order.

(6) 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

the public convenience and necessity demand such action.

The foregoing opinion and order are hereby approved and ordered filed as the opinion and order of the Railroad Commission of the State of California.

Dated at San Francisco, California, this 5th
day of June, 1923.

C. Seavey
H. A. Brandegee
Dwight Martin

Commissioners.