

ORIGINAL

Decision No. 13203.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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In the matter of the application)	
of the City of Tulare for permis-)	
sion to construct a crossing of a)	
public street over the railroad of)	Application No. 9334.
the Southern Pacific Company, and)	
the Southern Pacific Railroad Com-)	
pany, in the City of Tulare, County)	
of Tulare, State of California.)	

F. J. Heid, Jr., for applicant.

F. W. Mielke, for Southern Pacific Company.

BY THE COMMISSION:

O P I N I O N

In this application the City of Tulare requests permission to construct King Street at grade across the tracks of Southern Pacific Company in the City of Tulare, County of Tulare, State of California.

A public hearing was held on this application before Examiner Geary at Tulare, December 21, 1923.

Southern Pacific Company's main line tracks between Fresno and Bakersfield runs through the City of Tulare in a northerly and southerly direction. Tulare is so laid out that its lettered streets run in a northerly and southerly direction and parallel with Southern Pacific Company's tracks and its named streets run in an easterly and westerly direction and at

right angles with said railroad tracks. Inyo, Kern and Tulare Streets, spaced about four hundred feet apart, are constructed at grade across Southern Pacific Company's tracks and the crossings are paved for the full width of the street. King Street, which the city requests permission to construct at grade over said Southern Pacific Company's tracks is located one block or about four hundred feet north of Tulare Street and San Joaquin Street, an unimproved street, crosses said railroad track one block north of King Street.

The main business district of Tulare is located on "K" Street one block east of the railroad and extends from King Street to Kern Street. About two-thirds of the people of Tulare reside west of the railroad and they almost entirely use the Inyo, Kern and Tulare Street crossings to get to the business district. It is contended that these crossings are often blocked by trains and that if the King Street crossing were constructed this condition would be relieved as there would be one more crossing available.

The city recently constructed a fire house on the east side of "J" Street immediately east of the railroad station reservation and about seventy-five feet south of King Street. By the opening of the King Street crossing the fire department would have a more direct route in getting to the residential section west of the railroad. The most accessible crossings to the fire department are Tulare Street, approximately three hundred and fifty feet south, and San Joaquin Street, approximately four hundred and fifty feet north.

Southbound trains stopping at the station located immediately north of Tulare Street would often block the proposed crossing of King Street as the trains are ordinarily four

hundred feet long or more. At the location of the proposed crossing there are four tracks and the estimated cost of the crossing would be approximately three thousand dollars.

The existing crossing at San Joaquin Street crosses one main line track and one spur. This spur track crossing could be eliminated by connecting the spur to the main line north of the crossing. A permanent crossing over the one main line track at San Joaquin Street would cost approximately eight hundred dollars and in addition an extra cost for grading of approximately one thousand dollars. The cost of paving only across the railroad reservation at either San Joaquin Street or King Street would be approximately the same. Therefore, the extra cost of constructing King Street crossing would exceed the improving of the San Joaquin Street crossing by approximately twelve hundred dollars.

It appears that by the improvement of the San Joaquin Street crossing that the city and the fire department would be amply served as the time consumed in going one block north to a crossing instead of directly across the tracks at King Street would be very small in this age of motor driven vehicles and the probability of the San Joaquin Street crossing being blocked is much less than at the proposed King Street crossing as it is approximately eight hundred feet northerly from the station, whereas the proposed King Street crossing would be less than four hundred feet from the station, and that public convenience and necessity does not justify an additional grade crossing at this point.

O R D E R

The City of Tulare having applied to the Commission for permission to construct King Street across the tracks of

Southern Pacific Company, in said City of Tulare, County of Tulare, State of California, 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 the above entitled application be and it is hereby denied without prejudice.

Dated at San Francisco, California, this 28th day of February, 1924.

C. Peavy
H. M. Bunnidge
Jessie M. Martin
Egerton Shore
J. P. Whittlesby
Commissioners.