

Decision No. 20957.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application
of TIDEWATER SOUTHERN RAILWAY
COMPANY for permission to construct,
maintain and operate several spur
tracks at grade across certain alleys
and streets in the City of Turlock,
County of Stanislaus, State of
California.

ORIGINAL

Application No. 15489.

BY THE COMMISSION:

O R D E R

Tidewater Southern Railway Company, a corporation, filed the above entitled application with this Commission on the 19th day of March, 1929, asking for authority to construct at grade one spur track across Third Street, two spur tracks across Fourth Street and two spur tracks across the alley in Block 519 in the City of Turlock, County of Stanislaus, State of California, as hereinafter set forth. The necessary franchise or permit has been granted by the City Council of said City for the construction of said crossings at grade. It appears to this Commission that the present proceeding is not one in which a public hearing is necessary; that it is neither reasonable nor practicable, at this time, to provide grade separations or to avoid grade crossings at the points mentioned in this application with said alley and streets and that this application should be granted, subject to the conditions hereinafter specified, therefore,

IT IS HEREBY ORDERED that permission and authority be and it is hereby granted to Tidewater Southern Railway Company

to construct at grade one spur track across Third Street, two spur tracks across Fourth Street and two spur tracks across the alley in Block 519, in the City of Turlock, County of Stanislaus, State of California, at the locations hereinafter particularly described and as shown by the map (Exhibit "A," Proposed Tracks to Serve Blocks 514 and 511) attached to the application.

DESCRIPTION OF CROSSINGS

(1) BEGINNING at the point of intersection of the center line of the existing track of applicant with the southeasterly line of "B" Street, in said City of Turlock, said point being distant northeasterly along said line of "B" Street approximately 18 feet from the northeasterly line of Fifth Street; thence in a general easterly direction, along a curve to the left having a radius of 231.011 feet, a distance of 210 feet, more or less, to point of connection with existing spur track in Block 519; crossing the southwesterly line of the alley running through the center of said Block 519 at a point distant approximately 93 feet southeasterly thereon from said southeasterly line of "B" Street; also crossing the northeasterly line of said alley at a point distant approximately 100 feet southeasterly thereon from said southeasterly line of "B" Street.

(2) BEGINNING at a point in the center line of the existing track of applicant, said beginning point being the same as described in the foregoing paragraph (1); thence easterly along a turnout to the left 47.6 feet; thence continuing easterly and northeasterly, along a curve to the left having a radius of 231.011 feet, a distance of approximately 185 feet; crossing the southwesterly line of the alley running through Block 519 at a point distant approximately 65 feet southeasterly thereon from the southeasterly line of said "B" Street; also crossing the northeasterly line of said alley at a point distant approximately 68 feet southeasterly thereon from said southeasterly line of "B" Street; thence continuing northeasterly along a curve to the right a distance of approximately 120 feet; crossing the southwesterly line of Fourth Street at a point distant approximately 49 feet southeasterly thereon from the southeasterly line of said "B" Street; also crossing the northeasterly line of said Fourth Street at a point distant approximately 46 feet southeasterly thereon from the said southeasterly line of "B" Street; thence continuing northeasterly in a direct line across Block 514, crossing the southwesterly line of Third Street at a point distant approximately 46 feet southeasterly thereon from said southeasterly line of "B" Street; thence continuing northeasterly along a reverse curve a distance of approximately 78 feet, crossing

the northeasterly line of said Third Street at a point distant approximately 39 feet southeasterly thereon from the said southeasterly line of "B" Street; thence continuing northeasterly, 38.5 feet southeasterly from and parallel with said southeasterly line of "B" Street a distance of approximately 286 feet to termination of spur at a point on or immediately adjacent to the southwesterly line of South Broadway; crossing the southwesterly and northeasterly lines of the alley running through Block 511 at a point approximately 38.5 feet distant southeasterly thereon from the said southeasterly line of "B" Street.

(3) BEGINNING at a point in the center line of the spur track of applicant, as described in the foregoing paragraph (2), distant thereon southwesterly approximately 57 feet from the southwesterly line of Fourth Street; thence northeasterly along a turnout to the left 47.6 feet; thence continuing northeasterly along a curve to the right, having a radius of 231.011 feet, a distance of approximately 70.0 feet; crossing the southwesterly line of said Fourth Street at a point distant approximately 43 feet southeasterly thereon from the southeasterly line of "B" Street; also crossing the northeasterly line of said Fourth Street at a point distant approximately 32.5 feet southeasterly thereon from said southeasterly line of "B" Street; thence in a direct line northeasterly across Block 514 to point of termination on or immediately adjacent to the southwesterly line of Third Street, distant southeasterly thereon approximately 32.5 feet from the southeasterly line of said "B" Street.

The crossing of one spur track across Third Street shall be identified as a portion of Crossing No. 75C-6.0, the crossing of two spur tracks across Fourth Street shall be identified as a portion of Crossing No. 75C-5.95 and the crossing of two spur tracks across the alley in Block 519 shall be identified as a portion of Crossing No. 75C-5.9D.

Said crossings to be constructed subject to the following conditions and not otherwise:

(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 shall be constructed equal or superior to type shown as Standard No. 2, in General Order No.

72 of this Commission and shall be constructed without super-elevation and of a width to conform to those portions of said alley and streets now graded, with the tops of rails flush with the roadways and with grades of approach not exceeding one (1) per cent; shall each be protected by a Standard No. 1 crossing sign, as specified in General Order No. 75 of this Commission, and shall in every way be made suitable for the passage thereover of vehicles and other road traffic.

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

(4) If said crossings shall not have been installed within one year from the date of this order, the authorization herein granted shall then lapse and become void, 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.

The authority herein granted shall become effective on the date hereof.

Dated at San Francisco, California, this 12th day of April, 1929.

Thos D Kouttit
C. Seamy
Edward
Leon White
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Commissioners.