

Decision No. _____.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

ORIGINAL

IN THE MATTER OF THE APPLICATION OF Southern Pacific Company for permission to construct certain trackage at grade across Chestnut and Pine Streets, and two county roads at Exeter, Tulare County, California.

Application No. 2393.

By the Commission,

O R D E R.

SOUTHERN PACIFIC COMPANY, a corporation, having on July 6, 1916, filed with the Commission an application for permission to construct certain trackage at grade across Chestnut and Pine Streets and two county roads at Exeter, in Tulare County, California, as hereinafter indicated, and it appearing to the Commission that this is not a case in which a public hearing is necessary; that the necessary permit has been granted by the city of Exeter for the construction of said crossings at grade, and it further appearing that it is not reasonable nor practicable to avoid grade crossings with said streets and county roads, and that this application should be granted subject to the conditions hereinafter specified,

IT IS HEREBY ORDERED, That permission be hereby granted Southern Pacific Company to construct certain trackage at grade across Chestnut and Pine Streets and two county roads at Exeter, Tulare County, California, described as follows:

Crossing road in Sec. 10, T-19-S, R-20-E, MDB&M

Beginning at a point in the northerly line of said county road, 13 ft. westerly from and at right angles to Engr. Sta. 3366 plus 88, said Engr. Sta. lying 2806 ft., more or less, from the northerly line of Sec. 10, T-19-S, R-20-E, MDB&M, measured along the

center line of the SPRR Co.'s Fresno Branch main line; thence southerly 80 ft. to the southerly line of said county road;

Also beginning at a point in the northerly line of said County road 5 ft. westerly from the said Railroad Center line; thence in a southerly direction 80 ft., more or less, to the southerly line of said county road.

Chestnut Street

Beginning at a point in the southerly line of Chestnut Street, 133 ft., more or less, easterly from the SE corner of Chestnut and "G" St.; thence northerly parallel to "G" St., 80 ft. to the northerly line of Chestnut Street;

Also beginning at a point in the southerly line of Chestnut Street, 189 ft., more or less, easterly from the SE corner of Chestnut and "G" Sts., thence northerly parallel to "G" St., 80 ft. to the northerly line of Chestnut Street.

Pine Street

Beginning at a point in the southerly line of Pine Street, 133 ft. easterly from the SE corner of Pine and "G" Sts., thence northerly parallel to "G" St., 80 ft. to the northerly line of Pine St.;

Also beginning at a point in the southerly line of Pine St., 189 ft. easterly from the SE corner of Pine and "G" Sts.; thence northerly parallel to "G" St., 80 ft. to the northerly line of Pine St.

County road in Sec. 3, T-19-S, R-20-E, MDB&M.

Beginning at a point in the northerly line of said County road 18 ft. westerly from and at right angles to Engr. Sta. 3323 plus 40, said Engr. Sta. lying 1542 ft. northerly, measured along RR center line, from the southerly line of Sec. 3, T-19-S, R-20-E, MDB&M; thence southerly 40 ft. to the southerly line of said county road.

All of the above as shown by the map 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 public shall be borne by applicant.

(2) Said crossings shall be constructed of a width and type of construction to conform to those portions of Chestnut and Pine Streets and the county roads now graded, with grades of approach not exceeding 4 per cent; shall be protected by

suitable crossing signs, and shall in every way be made safe for the passage thereover of vehicles and other road traffic.

(3) 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.

Dated at San Francisco, California, this 8th day of July, 1916.

Max Helen

Al Gordon

Edwin C. Edgerton

Samuel R. Decker

Commissioners.