

ORIGINAL

Decision No. 4215

Decision No. _____

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the appli-)
cation of PEOPLE OF THE STATE)
OF CALIFORNIA on the relation)
of the Department of Engineer-)
ing for an order authorizing)
the construction of a state)
highway grade crossing over the)
main line tracks of the Southern)
Pacific Railroad Company and)
the Southern Pacific Company)
about a mile southeast of Goshen)
in Tulare County, State of California. (

Application No. 2818.

By the Commission.

O R D E R.

PEOPLE OF THE STATE OF CALIFORNIA having on March 26, 1917, filed with the Commission an application for permission to construct a state highway grade crossing over the main line tracks of the Southern Pacific Railroad Company and the Southern Pacific Company about a mile southeast of Goshen in Tulare County, State of 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 Southern Pacific Company for the construction of said crossing at grade; and it further appearing that it is not reasonable nor practicable to avoid a grade crossing with said tracks of the Southern Pacific Company, and that this application should be granted subject to the conditions hereinafter specified;

IT IS HEREBY ORDERED, That permission be hereby granted People of the State of California to construct a state highway

grade, crossing over the main line tracks of the Southern Pacific Railroad Company and the Southern Pacific Company about a mile southeast of Goshen in Tulare County, State of California, described as follows:

"Beginning at a point on the center line of the Southern Pacific Railroad at or near Engineer Station 7806 plus 98.65, said point lying 30 ft. south of the Section line between Sections 30 and 31, T-18-S, R-24-E, M.D.E. & M., Tulare County: thence East parallel to said Section line 57.6 ft., more or less, to a point of intersection with the Easterly boundary line of the said Southern Pacific Railroad Company right of way; thence northwesterly along said boundary line 115.3 ft., more or less, to a point; thence in a southerly direction 57.5 ft., more or less, on a curve to the right with a radius of 28 feet to a point, said point lying north 30 ft. from the above-mentioned section line; thence westerly parallel to said section line 69 ft., more or less, to a point of intersection with the westerly boundary line of the aforesaid Southern Pacific Railroad Company right of way; thence southeasterly along said westerly boundary line 69.1 ft., more or less, to a point south 30 ft. from the afore-mentioned section line; thence east 57.6 ft., more or less, to point of beginning."

as shown by the map attached to the application; said crossing to be constructed subject to the following conditions, viz.:

(1) The entire expense of constructing the crossing, together with the cost of its maintenance thereafter in good and first-class condition, for the safe and convenient use of the public, shall be borne by applicant; except for that portion between the rails and two (2) feet outside thereof which shall be maintained by the Southern Pacific Company.

(2) Said crossing shall be constructed of a width of not less than twenty-four (24) feet, with grades of approach not exceeding four (4) per cent; shall be protected by a suitable crossing sign, 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 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.

Dated at San Francisco, California, this 31st day of March, 1917.

Max Thelen

H. H. Howard

Frank R. Doherty

Commissioners.