

Decision No. 5798.

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the application of)
UNITED STATES RAILROAD ADMINISTRATION,)
W. G. McAdoo, Director General of Rail-)
roads, Southern Pacific - Pacific System)
Lines, for an order authorizing the con-) Application No. 4079.
struction of a second track at grade)
across various county roads between)
Bakersfield and Sivert in the County of)
Kern, State of California.)

By the Commission.

ORDER

UNITED STATES RAILROAD ADMINISTRATION, W. G. McAdoo,
Director General of Railroads, Southern Pacific - Pacific System
Lines, having on September 16, 1918, filed with the Commission an
application for permission to construct a second track at grade
across various county roads between Bakersfield and Sivert in the
County of Kern, 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 proposed crossings are not
within the limits of an incorporated town or city and no permit is
required for their construction at grade; and it further appearing
that it is not reasonable nor practicable to avoid grade crossings
with said county roads, and that this application should be granted
subject to the conditions hereinafter specified;

IT IS HEREBY ORDERED, That permission be and the same is
hereby granted the UNITED STATES RAILROAD ADMINISTRATION, W. G. McAdoo,
Director General of Railroads, Southern Pacific - Pacific System Lines,

to construct a second track at grade across various county roads between Bakersfield and Sivert in the County of Kern, State of California, described as follows:

1. Beginning at a point in the Westerly boundary line of the Public Road following the line between Sec. 34 and 35, T 29 S, R 28 E, MDB&M, said point of beginning lying 13 ft. Northerly from and at right angles to Engineer's Station 11733 plus 51, said Engineer's Station being a point in center of the S. P. R. R. Co. main line; thence in an Easterly direction, parallel to said main line and 13 ft. Northerly therefrom 62.4 ft. more or less to an intersection with the Easterly boundary line of said Public Road, as shown in red on drawing SJ Divn. M of W A-605, revised August 19th, 1918.
2. Beginning at a point in Westerly boundary line of the public road following the North and South center line of Sec. 35, T 29 S, R 28 E, MDB&M, said point of beginning lying 13 ft. from and at right angles to Engineer's Station 11764 plus 22.1, said Engineer's Station being a point in the center of the S. P. R. R. Co. main line; thence in an Easterly direction parallel to said main line and 13 ft. Northerly therefrom 62.4 ft. more or less to an intersection with the Easterly boundary line of said public road, as shown in red on print SJ Divn. M of W A-606, revised August 29th, 1918.
3. Beginning at a point in the Westerly boundary line of the public road following the line between Sec. 36 and 31, T 29 S, R 29 E, MDB&M, said point lying Northerly 13 ft. from and at right angles to Engineer's Station 11843 plus 60.0, said Engineer's Station being a point in the center of the S. P. R. R. Co. main line; thence Easterly parallel to said main line and 13 ft. Northerly therefrom 62.3 ft. more or less to an intersection with the Easterly boundary line of said public road, as shown in red on print SJ Divn. M of W A-607, revised August 29th, 1918.
4. Beginning at a point in the Westerly boundary line of the Public Road in Sec. 31, T 29 S, R 29 E, MDB&M, said point lying Northerly 13 ft. from and at right angles to Engineer's Station 11895 plus 52.2 also; said point of beginning is located North 73 deg. 08 min. W. 235 ft., more or less, from the line between Sec. 31 and 32, T 29 S, R 29 E, MDB&M; thence in an Easterly direction parallel to and 13 ft. Northerly from the center of the S. P. R. R. Co. main line 62.3 ft. to an intersection with the Easterly boundary line of said Public Road, shown on print SJ Divn. M of W A-608, revised August 29th, 1918.
5. Beginning at a point in the Westerly line of D Street, 80.6 ft. Southerly from the S. W. Corner of D and 4th Streets, said point lying Northerly 19.4 ft. from and at right angles to Engineer's Station 11967x69.2; thence Easterly 100 ft. to a point in the Easterly line of D Street and 19.6 ft. Northerly from and at right angles to Engineer's Station 11968x69.3.
Shown on print SJ Divn. M of W A-609, revised August 29th, 1918.

6. #1--NEW TRACK:

Beginning at a point in the Westerly boundary line of the County Road following the North and South center-line of Sec. 4, T 30 S, R 29 E, MDB&M, said point lying 26 ft. Northerly from and at right angles to Engineer's Station 11981 plus 87.3, said Engineer's Station being a point in the center of the S. P. R. R. Co. Main Line; thence in an Easterly direction 62.3 ft. to an intersection with the Easterly boundary line of said County Road, shown in red on Print SJ Divn. M of W A-610, revised August 29th, 1918.

#2--NEW TRACK:

Beginning at a point in the Westerly boundary line of the above County Road, said point lying 13 ft. Northerly from and at right angles to Engineer's Station 11981 plus 91, a point in the center of the S. P. R. R. Co. main line; thence Easterly parallel to said center line and 13 ft. Northerly; therefrom 62.3 ft. to an intersection with the Easterly boundary line of said County Road, shown in red on print SJ Divn. M of W A-610, revised August 27th, 1918.

7. Beginning at a point in the Westerly boundary line of the Public Road following the North and South center line of Sec. 3, T 30 S, R 29 E, MDB&M, said point lying 13 ft. Northerly from and at right angles to Engineer's Station 12064 plus 92.2, said Engineer's Station being a point in the center of the S. P. R. R. Co. main line; thence in an Easterly direction parallel to said main line and 13 ft. Northerly therefrom, 62.3 ft. to an intersection with the Easterly boundary line of said Public Road, shown on print SJ Divn. M of W A-612, revised August 24th, 1918.

8. Beginning at a point in the Westerly boundary line of the Public Road on the line between Sec. 2 and 12, T 30 S, R 29 E, MDB&M, said point of beginning lying 13 ft. Northerly from and at right angles to Engineer's Station 12120 plus 62.2, plus or minus, said Engineer's Station being a point in the center of the S. P. R. R. Co.'s main line; thence in an Easterly direction parallel to said main line and 13 ft. Northerly therefrom 62.3 ft. more or less to an intersection with the Easterly boundary line of said public road, as shown in red on print SJ Divn. M of W A-613, revised August 29th, 1918.

9. Beginning at a point in the Westerly boundary line of the Public Road on the line between Sec. 12 and 7, T 30 S, R 29 E, MDB&M, said point of beginning lying 13 ft. Northerly from and at right angles to Engineer's Station 12175 plus 17.2, plus or minus, said Engineer's Station being a point in the center of the S. P. R. R. Co.'s main line; thence in an Easterly direction parallel to said main line and 13 ft. Northerly therefrom, 62.3 ft. more or less to an intersection with the Easterly boundary line of said Public Road, as shown in red on Print SJ Divn. M of W A-614, revised August 27th, 1918.

10. Beginning at a point in the Westerly boundary line of the Public Road following the North and South center line of Sec. 7, T 30 S, R 30 E, MDB&M, said point lying 13 ft. Northerly from and at right angles to Engineer's Station 12230 plus 91.2, said Engineer's station being a point in

the center of the S. P. R. R. Co. main line; thence in an Easterly direction parallel to said main line and 13 ft. Northerly therefrom, 62.3 ft. to an intersection with the Easterly boundary line of said Public Road, as shown on Print SJ Divn. M of W A-615, revised August 29, 1918.

11. Beginning at a point in the Westerly boundary line of the Public Road, in Sec. 7, T 30 S, R 30 E, MDB&M, said point of beginning being 26 ft. Northerly from and at right angles to Engineer's Station 12230 plus 91.2 said Engineer's Station being a point in the center of the S. P. R. R. Co. main line N. 73 deg. 08 min. W. 485 ft. more or less from the point of intersection of said center line with the Easterly line of the aforesaid Sec. 7; thence in an Easterly direction parallel to the center line of the aforesaid S. P. R. R. Co. main line and 26 ft. Northerly therefrom 62.3 ft. to an intersection with the Easterly boundary line of said County Road, as shown on attached print SJ Divn. of W A-616, revised August 29th, 1918.

All of the above as shown by the maps and profiles attached to the application and to be constructed subject to the following conditions, viz.:

- (1) The entire expense of constructing the crossings at grade, 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) All crossings at grade shall conform in width and type of construction to those portions of the roads to be crossed now graded, with grades of approach not exceeding four (4) per cent; shall in every way be made safe for the passage thereover of vehicles and other road traffic and shall be protected by standard crossing signs.

- (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 26th day of
September, 1918.

Edwin O. Edgerton

Alex G. Gordon

Frank H. Holm

Commissioners.