

Decision No. 26922.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of the People of the State of California on relation of the Department of Public Works, for an order authorizing alteration of, and installation of traffic signals at, the crossing at grade of the State highway and the tracks of The Atchison, Topeka and Santa Fe Railway Company at a point 8.3 miles east of the City of Visalia, near Matchin, Tulare County, California.

Application No. 19369.

**ORIGINAL**

BY THE COMMISSION:

O R D E R

The People of the State of California, on relation of the Department of Public Works, on March 23, 1934, applied for authority to alter and reconstruct a State Highway known as Road VI-TUL-10-C at grade across the track of The Atchison, Topeka and Santa Fe Railway Company, in the vicinity of the Station of Matchin, County of Tulare, and designated as Crossing No. 2M-37.2, (erroneously shown as Crossing No. 2M-37.1 in the application). Route 10 of the State Highway system is being reconstructed and widened in the vicinity of this crossing and it is necessary to widen the crossing so as to conform with the reconstructed highway.

It appearing that a public hearing is not necessary herein; that it is neither reasonable nor practicable at this time to provide a grade separation or to avoid a grade crossing with said track at the point mentioned and that the application should be granted,

IT IS HEREBY ORDERED that the People of the State of California, on relation of the Department of Public Works, are hereby

authorized to alter and reconstruct the grade crossing of Road VI-TuL-10-C over the track of The Atchison, Topeka and Santa Fe Railway Company in the vicinity of Matchin Station, County of Tulare, at the location as shown by the map (Exhibit "A") attached to the application, subject to the following conditions and not otherwise:

- (1) The above crossing is identified as Crossing No. 2M-37.2.
- (2) The entire expense of altering and reconstructing the crossing shall be borne by applicant. The cost of maintenance of that portion of said crossing outside of lines two (2) feet outside of the outside rails shall be borne by applicant. The maintenance of that portion of the crossing between lines two (2) feet outside of the outside rails shall be borne by The Atchison, Topeka and Santa Fe Railway Company.
- (3) The crossing shall be reconstructed of a width of not less than thirty-six (36) feet and at an angle of ninety (90) degrees to the railroad and with grades of approach not greater than three (3) per cent; shall be constructed equal or superior to type shown as Standard No. 3 in our General Order No. 72; and shall in every way be made suitable for the passage thereon of vehicles and other road traffic.
- (4) Two Standard No. 3 wigwag signals, as specified in General Order No. 75-A of the Commission shall be installed at the sole expense of applicant for the protection of said crossing. Their maintenance thereafter shall be borne by The Atchison, Topeka and Santa Fe Railway Company.
- (5) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the reconstruction of said crossing and of its compliance with the conditions hereof.
- (6) The authorization herein granted shall lapse and become void if not exercised within one (1) year from the date hereof unless further time is granted by subsequent order.
- (7) 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, public convenience and necessity demand such action.

The authority herein granted shall become effective on

the date hereof.

Dated at San Francisco, California, this 2<sup>d</sup> day  
of April, 1934.

O. Scamby  
Leon Widely  
M. J. Con  
M. B. Harris  
M. S. Adams