

ORIGINALDecision No. 55556

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
 the County of Tulare for a railroad)
 crossing over the Southern Pacific)
 Company's railroad in the Northeast) Application No. 38586
 quarter of Section 32, Township 20)
 South, Range 27 East, M.D.B.&M.,)
 Clyde Street.)

In the Matter of the Application of)
 the County of Tulare for a railroad)
 crossing over the Southern Pacific)
 Company's railroad in the northwest) Application No. 38587
 quarter of Section 33, Township 20)
 South, Range 27 East, M.D.B.&M.,)
 Lawson Street.)

Joe Garcia, Jr., for the County of Tulare,
 applicant.
Harold S. Lentz, for the Southern Pacific
 Company, protestant.
M. E. Getchel, for the Commission staff.

O P I N I O N

These applications filed November 16, 1956, request that the Commission authorize two additional grade crossings in the unincorporated town of Strathmore, in Tulare County, over the tracks of the Southern Pacific Company.

Public hearing was held in Strathmore before Examiner Rowe on July 23, 1957, at which time evidence both oral and documentary was adduced and the matter duly submitted for decision.

The present principal crossing for persons living in and near the town of Strathmore is over Tay Street. This is at milepost BC-268.6. It is protected by one No. 3 wigwag and two Standard No. 1 signs and involves the crossing of four tracks. The station building is about 300 feet to the north. The fire station is about one-half block to the east and across the state highway. The present width of Tay Street is 24 feet.

Avenue 194 being crossing BC-268.9 to the south is protected by one Standard No. 1 sign and is lightly used. To the north the next grade crossing is at Seventh Avenue and is designated as BC-268.1. The pavement is good and the highway there is 24 feet in width. This crossing is approximately one-half mile north of Tay Street.

The streets in the town of Strathmore do not line up on the east and west sides of the railroad which is paralleled on the east by State Highway 65. Also, several packing sheds are in place along the railroad right of way which block the otherwise logical points for grade crossings. Since the siding elevations are determined by platform floors at the Sunkist Company and Strathmore Packing Company plants there is no feasible way of adjustment to the grade of the main tracks.

The required protection of the proposed crossings is estimated as \$16,750. If either Lawson or Clyde Street should cross the tracks two sidings must be abandoned. The switch tracks remaining would necessarily be open at one end only. This would necessitate frequently closing the Tay Street crossing during switching operations. At present, switching operations do not block the Tay Street crossing. In fact, it appears that the present traffic congestion over the Tay Street crossing is caused by the angle parking of trucks loading and unloading at the packing plant near this grade crossing rather than by railroad operations. Freight trains in this area are short and seldom block Tay Street and then only for the time the train takes to pass the street.

The Commission finds that Applications Nos. 38586 and 38587 should be denied.

O R D E R

Applications Nos. 38586 and 38587 having been filed,
public hearing having been held, and basing its decision upon the
evidence of record and the findings in the above opinion,

IT IS ORDERED that Application No. 38586 and Application
No. 38587 are hereby denied.

Dated at San Francisco, California, this 10th
day of SEPTEMBER, 1957.

E. P. [Signature]
President

Paul [Signature]

[Signature]

R. [Signature]

E. Lynn Fox
Commissioners