

ORIGINAL

Decision No. 11726

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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In the matter of the application )  
of Southern Pacific Company for )  
permission to construct a spur )  
track at grade across County Road, ) Application No. 8692.  
in the vicinity of Truman, County )  
of Fresno, State of California. )

BY THE COMMISSION:

O R D E R

Southern Pacific Company, a corporation, having on February 16, 1923, filed with the Commission an application for permission to construct a temporary spur track at grade across County Road, in the vicinity of Truman, County of Fresno, 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 franchise or permit (dated February 5, 1923) has been granted by the Board of Supervisors of said County of Fresno for the construction of said crossing at grade, and it further appearing that it is not reasonable not practicable to avoid a grade crossing with said County Road, and that this application should be granted subject to the conditions hereinafter specified.

IT IS HEREBY ORDERED, that permission be and it is hereby granted Southern Pacific Company to construct a temporary spur track at grade across County Road, in the vicinity of Truman, County of Fresno, State of California, described as follows:

Commencing at the center line of that certain main track known as Biola Branch as it now exists between Biola Junction and Biola, Fresno County, California, said point of beginning being 910 feet westerly from section line between Sections 13 and 14, T. 13 S., R. 18 E., M.D.B. & M., thence easterly across private property with switch and turnout to the left distant 90.0 feet; thence easterly with a switch and turnout to the left entering public thoroughfare at station 2 plus 00; thence continuing with a curve to the left (a radius of 458.59 feet) and tangent of 32.03 feet and thence with a curve to the right (a radius of 458.56 feet) to a point in the northerly line of said public thoroughfare; thence continuing on to private property for a total length of 850 feet.

All of the above as shown by the map (Stockton Division Drawing A-2057) 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.

(2) Said crossing shall be constructed of a width and type of construction to conform to that portion of said road now graded, with the top of rails flush with the pavement, and with grades of approach not exceeding two (2) 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) Applicant shall, within thirty (30) days there-

after, notify this Commission, in writing, of the completion of the installation of said crossing.

(4) Applicant shall, on or before December 31st, 1923, remove the crossing herein authorized unless further time is granted by subsequent order.

(5) 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.

This order shall become effective three (3) days after the making thereof.

Dated at San Francisco, California, this 27<sup>th</sup> day of February, 1923.

*C. Sherry*

*Dwight Martin*

*J. T. Whittesey*  
Commissioners.