

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application)
of The Atchison, Topeka and Santa)
Fe Railway Company, a corporation,)
for authority to re-locate those)
certain railroad spur tracks, with)
their switches and switch stands,)
in and along Fourth Street, and)
in and along Thornton Street and)
across Fourth Street, in the City of)
Hanford, County of Kings, State of)
California.)

Application No. 13365.

BY THE COMMISSION:

ORDER

The Atchison, Topeka and Santa Fe Railway Company, a corporation, filed the above-entitled application with this Commission on the 2nd day of December, 1926, asking for authority to relocate two spur tracks at grade across Fourth Street and portions of Thornton Street in the City of Hanford, County of Kings, State of California, as hereinafter set forth. The necessary franchise or permit (Ordinance No. 313) has been granted by the Board of Trustees of said City of Hanford for the construction of said crossing at grade. It appears to this Commission that the present proceeding is not one in which a public hearing is necessary; that it is neither reasonable nor practicable at this time to provide grade separations or to avoid grade crossings at the points mentioned in this application with said Fourth Street and said Thornton Street and that this application should be granted subject to the conditions hereinafter specified, therefore

IT IS HEREBY ORDERED that permission and authority be and it is hereby granted to The Atchison, Topeka and Santa Fe Railway

Company to reconstruct two spur tracks at grade across Fourth Street and at grade across portions of Thornton Street in the City of Hanford, County of Kings, State of California, to the locations hereinafter particularly described and as shown by the map (Div'n. Eng. Dwg. No. V-18-222) attached to the application.

Beginning at a point in the center line of an existing main track of The Atchison, Topeka and Santa Fe Railway Company lying in Thornton Street, in the City of Hanford, California, said point being at Engineer's Station 1617 plus 75.5 which is Twenty-three (23) feet westerly from the easterly line of Thornton Street and Twenty-five (25) feet northerly from the northerly line of Third Street; thence northwesterly on the arc of a curve concave southwesterly and having a radius of Three Hundred Eighty-five and sixty-two one hundredths (385.62) feet, a distance of seventy-seven and eleven hundredths (77.11) feet; thence on tangent to aforesaid curve, a distance of one and forty-eight hundredths (1.48) feet; thence northwesterly on the arc of a curve concave southwesterly and having a radius of three hundred forty-four and ninety-nine one hundredths (344.99) feet, a distance of one hundred twenty-eight and nine tenths (128.9) feet to a point in the westerly line of Thornton Street, said point being two hundred twenty-two and three tenths (222.3) feet northerly from the northerly line of Third Street.

Beginning at a point in the center line of an existing spur track of The Atchison, Topeka and Santa Fe Railway Company, lying in Fourth Street, in the City of Hanford, California, said point being seventy (70) feet westerly from the westerly line of Williams Street and seven (7) feet southerly from the northerly line of Fourth Street; thence southeasterly on the arc of a curve concave southwesterly and having a radius of six hundred three and eight tenths (603.8) feet, a distance of seventy four (74) feet; thence, reversing easterly on the arc of a curve concave northeasterly and having a radius of six hundred three and eight tenths (603.8) feet, a distance of eighty-eight and six tenths (88.6) feet; thence on tangent to aforesaid curve, a distance of one hundred four and fifty six one hundredths (104.56) feet; thence southeasterly on the arc of a curve, southwesterly and having a radius of three hundred thirty seven and ninety-four one hundredths (337.94) feet, a distance of two hundred three and seventy two one hundredths (203.72) feet to a point on the southerly line of Fourth Street, said point being ninety-one and twenty-one hundredths (91.22) feet westerly from the westerly line of Thornton Street:

Beginning at a point in the center line of a proposed spur track to be placed in Thornton Street in the City of Hanford, California, said point being one hundred five and no hundredths (105.0) feet northerly

from the northerly line of Third Street and thirty-six and seventy-four one hundredths (36.74) feet westerly from the easterly line of Thornton Street; thence northwesterly on the arc of a curve concave southwesterly and having a radius of two thousand five hundred twenty seven and ninety-two one hundredths (2527.92) feet, a distance of seventy (70) feet; thence reversing northwesterly on the arc of a curve concave northeasterly and having a radius of four hundred seventy eight and thirty four one hundredths (478.34) feet, a distance of one hundred fifty (150) feet to the southerly line of Fourth Street; thence on tangent to aforesaid curve eighty (80) feet to a point in the northerly line of Fourth Street, said point being eight and five tenths (8.5) feet westerly from the westerly line of Thornton Street, all according to appended map and outlined thereon in red.

Said crossings to be constructed subject to the following conditions, namely:

(1) The entire expense of constructing the crossings 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) Said crossings shall be constructed equal or superior to type shown as Standard No. 2, in General Order No. 72 of this Commission and shall be constructed without superelevation and of a width to conform to those portions of said streets now graded with the tops of rails flush with the roadway, and with grades of approach not exceeding two (2) per cent; shall be protected by suitable crossing signs and shall in every way be made safe for the passage thereover of vehicles and other road traffic.

(3) Existing crossings of tracks No. 2 and No. 4 with said streets shall be removed and streets reconstructed to conform to adjacent sections for the safe and convenient use of the public.

(4) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of said crossings.

(5) If said crossings shall not have been installed within one year from the date of this order, the authorization herein granted shall then lapse and become void, unless further time is granted

by subsequent order.

(6) The Commission reserves the right to make such further orders relative to the location, construction, operation, maintenance and protection of said crossings as it may seem right and proper, and to revoke its permission if, in its judgment, the public convenience and necessity demand such action.

The authority herein granted shall become effective on the date hereof.

Dated at San Francisco, California, this 13th day of December, 1926.

H. B. Boudin
A. C. Leamy
Emmery
Leon A. White
John D. ...
Commissioners.