

Decision No. 18624.

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of application of
SOUTHERN PACIFIC COMPANY for an
order authorizing the construction
at grade of drill and industry tracks
across West Avenue, 7th, 10th, 11th and
13th Streets and Dinuba Avenue, in the
City of Reedley, County of Fresno, State
of California.

Application No. 13809.

BY THE COMMISSION:

ORDER

Southern Pacific Company, a corporation, filed the above-entitled application with this Commission on the 23rd day of May, 1927, asking for authority to construct a drill track at grade across West and South Avenues, Tenth, Eleventh and Thirteenth Streets and to construct a passing track at grade across South Avenue and to construct an industry track at grade across West Avenue and at grade across Seventh Street, all in the City of Reedley, County of Fresno, State of California, as hereinafter set forth. The necessary franchise or permit (Resolution No. 348) has been granted by the Board of Trustees of said City of Reedley for the construction of said crossings 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 streets 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 Southern Pacific Company to construct a drill track at grade across West and South Avenues, Tenth, Eleventh and Thirteenth Streets and to construct a passing track at grade across South Avenue and to construct an industry track at grade across West Avenue and at grade across Seventh Street, in the City of Reedley, County of Fresno, State of California, at the location hereinafter particularly described and as shown by the map (San Joaquin Div'n. Dwg. A.B. - 3245) attached to the application.

DESCRIPTION OF CROSSINGS

CENTER LINE DESCRIPTION OF PROPOSED
PASSING TRACK ACROSS SOUTH AVENUE.

Commencing at the southwest corner of Section 26, Township 15 South, Range 23 East, M.D.B. & M; thence north $89^{\circ}22'$ East along the south line of said Section 26, being the east line of a 30 foot public highway commonly called Dinuba Avenue or South Avenue, a distance of 634.79 feet to the point of beginning of center line of proposed track hereinafter described; thence North $41^{\circ}13'$ West a distance of 39.50 feet to an intersection with the north line of said South Avenue to end of center line of proposed passing track above described.

The above crossing shall be identified as Crossing
No. B. C. 230.4.

CENTER LINE DESCRIPTION OF PROPOSED
DRILL TRACK ACROSS WEST AVENUE.

Commencing at the south quarter corner of Section 27, Township 15 South, Range 23 East, M.D.B. & M; thence North $0^{\circ}54'$ West along the north and south line through the center of said Section, being the center of a 60 foot public highway commonly called West Avenue, a distance of 3791.0 feet to a point; thence south $89^{\circ}06'$ West a distance of 30.0 feet to an intersection with the west line of said West Avenue, to point of beginning of center line of proposed drill track hereinafter described; thence in a southeasterly direction along a circular curve to the right (the tangent to which bears south $45^{\circ}06'$ East at last described point) having a radius of 5690.61 feet, a distance of 84 feet to an intersection with the east line of said West Avenue to end of center line of proposed drill track above described.

The above crossing shall be identified as Crossing
No. B. C. 229.4.

CENTER LINE DESCRIPTION OF PROPOSED
DRILL TRACK ACROSS SOUTH AVENUE.

Commencing at the southwest corner of Section 26, Township 15 South, Range 23 East, M.D.B. & M; thence North $99^{\circ}22'$ East along the south line of said Section 26, being the east line of a 30 foot public highway commonly called Dinuba Avenue or South Avenue, a distance of 598.41 feet to point of beginning of center line of proposed drill track hereinafter described; thence in a northwesterly direction along a circular curve to the right (the tangent of which bears North $46^{\circ}33'$ West at last described point) having a radius of 764.08 feet, a distance of 41.95 feet to an intersection with the north line of said South Avenue to end of center line of proposed drill track above described.

The above crossing shall be identified as Crossing
No. B. C. 230.4.

CENTER LINE DESCRIPTION OF PROPOSED
DRILL TRACK ACROSS TENTH STREET.

Commencing at the intersection of the northwesterly line of Tenth Street with the northeasterly line of I Street, as shown on that certain map entitled "Map of the Town of Reedley, Fresno County, California." Said map recorded at 20 minutes past 10:00 A.M., October 20, 1891, in Volume 5 of Maps of Fresno County Records at Page 6. Thence North $48^{\circ}47'$ East along said northwesterly line of Tenth Street a distance of 121.5 feet to point of beginning of center line of proposed drill track hereinafter described; thence South $41^{\circ}13'$ East a distance of 80.00 feet to an intersection with the southeasterly line of said Tenth Street to end of center line of proposed drill track above described.

The above crossing shall be identified as Crossing
No. B. C. 229.7.

CENTER LINE DESCRIPTION OF PROPOSED
DRILL TRACK ACROSS ELEVENTH STREET.

Commencing at the intersection of the northwesterly line of Eleventh Street with the northeasterly line of I Street as shown on that certain map entitled "Map of the Town of Reedley, Fresno County, California." Said map recorded at 20 minutes past 10:00 A.M., October 20, 1891, in Volume 5 of Maps of Fresno County Records at Page 6. Thence North $48^{\circ}47'$ East along said northwesterly line of Eleventh Street a distance of 121.5 feet to point of beginning of center line of proposed drill track hereinafter described; thence South $41^{\circ}13'$ East a distance of 80.0 feet to an intersection with the southeasterly line of said Eleventh Street to end of center line of proposed drill track above described.

The above crossing shall be identified as Crossing
No. B. C. 229.8.

CENTER LINE DESCRIPTION OF PROPOSED
DRILL TRACK ACROSS THIRTEENTH STREET.

Commencing at the intersection of the north-westerly line of Thirteenth Street with the northeasterly line of I Street as shown on that certain map entitled "Map of the Town of Reedley, Fresno County, California," Said map recorded at 20 minutes past 10 A. M. October 20, 1891, in Volume 5 of Maps of Fresno County Records at Page 6. Thence North $48^{\circ} 47'$ East along said northwesterly line of Thirteenth Street, a distance of 120.0 feet to point of beginning of center line of proposed drill track hereinafter described; thence South $41^{\circ} 13'$ East a distance of 80.0 feet to an intersection with the southeasterly line of said Thirteenth Street to end of center line of proposed drill track above described.

The above crossing shall be identified as Crossing
No. B. C. 230.0.

CENTER LINE OF PROPOSED INDUSTRY TRACK
ACROSS SEVENTH STREET.

Commencing at the intersection of the northeasterly line of I Street with the southeasterly line of Seventh Street as shown on that certain map entitled "Map of the Town of Reedley, Fresno County, California." Said map recorded at 20 minutes past 10:00 A.M. October 20, 1891, in Volume 5, of Maps of Fresno County Records at Page 6. Thence north $48^{\circ} 47'$ East along said southeasterly line of Seventh Street a distance of 165. feet to point of beginning of center line of proposed industry track hereinafter described; thence in a northwesterly direction along a circular curve to the left (the tangent to which bears North $43^{\circ} 07'$ West at last described point) having a radius of 5677.61 feet a distance of 80 feet to an intersection with the northwesterly line of said Seventh Street to end of center line of proposed Industry track above described.

The above crossing shall be identified as Crossing
No. B. C. 229.5.

CENTER LINE OF PROPOSED INDUSTRY
TRACK ACROSS WEST AVENUE.

Commencing at the south quarter corner of Section 27, Township 15 South, Range 23 East, M.D.B. & M; thence North $0^{\circ} 54'$ West along the north and south line through the center of said Section being the center of a 60 foot public highway commonly called West Avenue, a distance of 3791 feet to a point; thence South $89^{\circ} 06'$ West a distance of 30.0 feet to an intersection with the west line of said West Avenue to point of beginning of center line of proposed Industry track hereinafter described; thence in a southeasterly direction along a circular curve to the right (the tangent to which bears South $45^{\circ} 06'$ East at last described point) having a radius of 809.01 feet a distance of 89 feet to an intersection with the east line of said West Avenue to end of center line of proposed Industry track above described.

The above crossing shall be identified as Crossing No. B. C. 229.7.

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. 3, in General Order No. 72 of this Commission and shall be constructed of a width to conform to those portions of said streets and avenues now graded, with the tops of rails flush with the pavements, and with grades of approach not exceeding one (1) 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) No train, engine, motor or car shall be operated over said crossings with the exception of the passing track crossing on South Avenue and crossing of Seventh Street, unless said train, engine, motor or car shall be under full control and unless traffic on the highway be protected by a member of the train crew or other competent employee acting as flagman.

(4) Automatic flagman shall be installed and maintained for the protection of South Avenue Crossing. Said automatic flagman shall be of a type and installed in accordance with plans or data approved by the Commission.

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

(6) 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.

(7) The Commission reserves the right to make further order 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.

The authority herein granted shall not be deemed an authorization for the operation of trains on the continuation of any of said tracks across Eighth Street in said City of Reedley.

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

Dated at San Francisco, California, this 13th day of July, 1927.

Franklin

Chas. J. ...

Leon ...

Commissioners.