

ORIGINAL

Decision No. 18683

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 construct a spur track)
across Griffin Avenue in the Town)
of Winton, County of Merced, State)
of California.)

Application No. 13927.

BY THE COMMISSION:

O R D E R

The Atchison, Topeka and Santa Fe Railway Company, a corporation, filed the above entitled application with this Commission on the 13th day of July, 1927, asking for authority to construct a spur track at grade across Griffin Avenue in the vicinity of Winton, County of Merced, State of California, as hereinafter set forth. The necessary franchise or permit (Resolution, dated July 5th, 1927), has been granted by the Board of Supervisors of said County 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 a grade separation or to avoid a grade crossing at the point mentioned in this application with said Griffin Avenue 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 construct a spur track at grade across Griffin Avenue in the vicinity of Winton, County of Merced, State of California, at the location hereinafter particularly described and as shown

by the map (Division Engineer's Drawing No. V-18-228) attached to the application.

Description of Crossing

Beginning at a point on the center line of the main track of The Atchison, Topeka and Santa Fe Railway Company 122 feet northerly from the intersection of said center line of main track with the center line of Griffin Avenue; thence southeasterly on the arc of a curve, concave northeasterly, of radius 942.291 feet a distance of 145.2 feet; thence reversing on the arc of a curve, concave southwesterly, of radius 573.686 feet a distance of 88.33 feet; thence on tangent 312.47 to end of spur, said tangent being parallel to and 18 feet easterly from said main track, all of which is shown hereon in red.

The above crossing shall be identified as Crossing No. 2-1065.7.

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

(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 equal or superior to type shown as Standard No. 2 in General Order No. 72 of this Commission and of a width to conform to that portion of said avenue now graded, with the tops of rails at same elevation as main line rails and flush with the roadway, and with grades of approach not exceeding one (1) 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 thereafter, notify this Commission, in writing, of the completion of the installation of said crossing.

(4) If said crossing shall not have been installed with-

in 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.

(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.

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

Dated at San Francisco, California, this 21st day of July, 1927.

Ernest

Cheney

Thos. K. Curtis

Commissioners.