

Decision No. 19671

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

<p>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 the County Road at Escalon, San Joaquin County, California.</p>)
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Application No. 14519.

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 19th day of March, 1928, asking for authority to construct a passing track at grade across a County Road, known as St. Johns Road, in the vicinity of Escalon, County of San Joaquin, State of California, as hereinafter set forth. The necessary franchise or permit (Resolution dated March 5th, 1928) 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 St. Johns Road 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 passing track at grade across St. Johns Road

in the vicinity of Escalon, County of San Joaquin, State of California, at the location hereinafter particularly described and as shown by the map (Division Engineers Drawing V-18-242) attached to the application.

Description of Crossing

Beginning at a point 56 feet southeasterly, measured along the center line of the main track of said Railway Company from the point of intersection of the north and south line thru the center of Section 4, Township 2 South, Range 9 East, M.D.M. and center line of said main track, said point of intersection being at Engineer's Station 1169 plus 00, and 14 feet at right angles southwesterly, said point of beginning being on the westerly right of way line of St. Johns Road at the point of intersection with the center line of proposed passing track extension; thence southeasterly parallel to and 14 feet southwesterly from the center line of said main track a distance of 50 feet to point of intersection with easterly right of way line of said road, all of which is shown hereon in red.

The above crossing shall be identified as Crossing No. 2-1101.0.

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 shall be constructed of a width to conform to that portion of said road 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 four (4) 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) The crossing of the adjacent main line track shall be protected by an automatic wig-wag, installed in accordance with Standard No. 3 of this Commission's General Order No. 75. The cost of installation and maintenance of said wig-wag shall be borne by applicant.

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

(5) If said crossing 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 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 25th day of April, 1928.

Leon O'Connell

Paul R. Curtis

M. A. Lane

Commissioners.