

ORIGINAL

Decision No. 3673

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BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application of)
 SOUTHERN PACIFIC COMPANY for per-)
 mission to remove certain existing)
 tracks and to construct new tracks) Application No. 2527.
 at grade across First, Second and)
 Third Streets, in the City of Selma,)
 Fresno County, California.)

By the Commission,

O R D E R

SOUTHERN PACIFIC COMPANY, a corporation, having on August 30, 1916, filed with the Commission an application for permission to remove certain existing tracks and to construct new tracks at grade across First, Second and Third Streets, in the City of Selma, Fresno County, 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 has been granted by the City of Selma for the construction of said crossings at grade, and it further appearing that it is not reasonable nor practicable to avoid grade crossings with said First, Second and Third Streets, and that this application should be granted subject to the conditions hereinafter specified,

IT IS HEREBY ORDERED, that permission be hereby granted Southern Pacific Company to remove certain existing tracks and to construct new tracks at grade across First, Second and Third Streets, in the City of Selma, Fresno County, California, described as follows:

"First Street--Track to be removed

Beginning at a point in the northerly line of First Street, 90 ft. westerly from the northwesterly corner of First and East Front Street; thence in a southerly direction parallel to the westerly line of East Front Street 80 ft. to an intersection with the Southerly line of First Street.

First Street--New track:

Beginning at a point in the northerly line of First Street, 92 ft. more or less, westerly from the northwesterly corner of First and East Front Streets; thence in a southerly direction 80 ft., more or less, to an intersection with the southerly line of First Street, 98 ft., more or less, westerly from the southwesterly corner of First and East Front Streets.

Second Street--Tracks Removed.

Beginning at a point in the northerly line of Second Street, 90 ft. westerly from the northeasterly corner of Second and East Front Streets; thence in a southerly direction parallel to East Front Street 80 ft. to an intersection with the southerly line of Second Street.

Second Street--New tracks:

#1 - Beginning at a point in the northerly line of Second Street, 98 ft. more or less, westerly from the northwesterly corner of Second and East Front Streets; thence in a southerly direction 80 ft., more or less, to an intersection with the southerly line of Second Street, 91 ft. westerly from the southwesterly corner of Second and East Front Streets.

#2 - Beginning at a point in the northerly line of Second Street, 110 ft. easterly from the North-easterly corner of Second and West Front Streets; thence southerly 80 ft., more or less, to an intersection with the southerly line of Second Street, 122 ft. easterly from the southeast corner of Second and West Front Streets.

Third Street--New Track:

Beginning at a point in the northerly line of Third Street 168 ft. easterly from the northeasterly corner of Third and West Front Streets; thence in a southerly direction parallel to West Front Street, 80 ft. more or less, to an intersection with the southerly line of Third St."

All of the above as shown by the map attached to the application; the new crossings to be constructed subject to

the following conditions, viz:

(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 of a width and type of construction to conform to those portions of First, Second and Third Streets now graded, 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 there-over of vehicles and other road traffic.

(3) The Commission reserves the right to make such further orders 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.

Dated at San Francisco, California, this 1st day of September, 1916.

Max Thelen
H. B. Loveland
Edwin O. Edgerton
Francis R. Doherty

Commissioners.