

Decision No. ✓.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

ORIGINAL

Decision No. 3644

In the matter of the application
of SOUTHERN PACIFIC COMPANY for
permission to construct two tracks
and to remove one track at grade
across a County road and East Front
Street, in the City of Selma, Fresno
County, California.
.....

Application No. 2543.

By the Commission,

O R D E R

SOUTHERN PACIFIC COMPANY, a corporation, having on September 8, 1916, filed with the Commission an application for permission to construct two tracks and to remove one track at grade across a County road and East Front Street, 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 County road and East Front Street, 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 construct two tracks and to remove one track at grade across a County road and East Front Street, in the City of Selma, Fresno County, California, described as follows:

"Tracks to be constructed:

No. 1. Beginning at a point in the southerly line of Park Street, easterly 41.5 ft. from and at right angle to the center line of the C. P. Ry. Co. main line at Eng. Sta. 6757 plus 67, more or less; thence north 16 deg. 30 min. west, 109 ft. more or less, to the beginning of a curve to the west, having a radius of 458 ft., more or less; thence in a northerly direction following along said curve

80 ft., more or less, to an intersection with the easterly line of East Front Street, said point of intersection lying easterly 110 ft. from and at right angle to the aforesaid center line of the C. P. Ry. Co. main line at Eng. Sta. 6755 plus 90, more or less.

No. 2. Beginning at a point in the southerly line of Park Street, easterly 41.5 ft. from and at right angle to the center line of the C. P. Ry. Co. main line at Eng. Sta. 6757 plus 67, more or less; thence in a northerly direction 60 ft. to an intersection with the northerly line of Park Street 40 ft., more or less, easterly from and at right angle to the aforesaid center line of the C. P. Ry. Co. main line at Eng. Sta. 6757 plus 07.

Track to be removed:

No. 3. Beginning at a point in the southerly line of Park Street, 13.5 ft. easterly from and at right angle to the center line of the C. P. Ry. Co. main line, at Eng. Sta. 6757 plus 67; thence in a northerly direction parallel to said center line and 13.5 ft. easterly therefrom 60 ft. to an intersection with the northerly line of said Park Street."

All of the above as shown by the map attached to the application; said 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 the streets to be crossed now graded, with grades of approach not exceeding four (4) percent; 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 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 14th day
of September, 1916.

Max Thelen
H. D. Howard
W. E. Gordon

Commissioners.