

ORIGINAL

Decision No. 4489

Decision No. _____.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application)
of SOUTHERN PACIFIC COMPANY for)
permission to construct a spur)
track at grade across Christine,)
Jennie and Maud Avenues, in the)
Town of Keyes, Stanislaus County,)
California.)
.....)

Application No. 3005.

By the Commission.

ORDER.

SOUTHERN PACIFIC COMPANY, a corporation, having on June 20, 1917, filed with the Commission an application for permission to construct a spur track at grade across Christine, Jennie and Maud Avenues, in the Town of Keyes, Stanislaus 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 proposed crossings are not within the limits of an incorporated town or city and no franchise is needed 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 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 construct a spur track at grade across Christine, Jennie and Maud Avenues, in the Town of Keyes, Stanislaus County, California, described as follows:

"First - Commencing at a point on the passing track thirteen feet southwesterly from center line of the main track of the Central Pacific Railway as now existing between Lathrop and Fresno and opposite Engineer Station 1468 plus 56; running thence across the right of way of

said Central Pacific Railway northwesterly on a tangent and curve to the left (radius 573.14 ft.) to the southerly line of the County Road at a point 50 feet more or less westerly from the intersection of said southerly line of road and the center line of the main track; thence continuing on a curve to the left (radius 573.14) and reverse 85 feet more or less to the northerly line of said County Road; thence across private property to the southeasterly line of Maud Avenue, at a point distant 88 feet at right angles southwesterly from said main track; thence continuing northwesterly on said curve and a tangent to the northwesterly line of Maud Avenue at a point 91.5 feet from the center of the main track and 91.5 feet distant therefrom across private property and Jennie Street to the southeasterly line of Martha Avenue.

Second - Commencing at a point on the northwesterly line of Christine Avenue 73.3 feet northeasterly at right angles from the center line of the main track of the Central Pacific Railway as now existing between Lathrop and Fresno and opposite Engineer Station 1448 plus 40; thence southeasterly, parallel to said main track and 73.3 feet distant at right angles therefrom to the southeasterly line of Christine Avenue."

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 Christine, Jennie and Maud Avenues 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 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 26th day of June, 1917.

Max Thelen
H. Howard
W. Gordon

Commissioners.