

Decision No. 6227.

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the application of
DIRECTOR GENERAL OF RAILROADS, SOUTHERN
PACIFIC RAILROAD, for an order
authorizing the construction of a spur
track at grade across County Road on the
westerly boundary line of the City of Han-
ford and across West Street and Williams
Street in the City of Hanford, Kings
County, California.

Application No. 4453.

By the Commission.

O R D E R

DIRECTOR GENERAL OF RAILROADS, SOUTHERN PACIFIC RAILROAD,
having on March 21, 1919, filed an application with the Commission
for permission to construct a spur track at grade across County Road
on the westerly boundary line of the City of Hanford and across
West Street, Fifth Street and Williams Street in the City of Hanford,
County of Kings, State of 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 City of Hanford and the Board of Super-
visors of Kings County have granted their permission for the necessary
construction to be made; and it further appearing that it is not rea-
sonable nor practicable to avoid grade crossings with said road and
streets, and that this application should be granted subject to the
conditions hereinafter specified;

IT IS HEREBY ORDERED, That permission be and the same is
hereby granted DIRECTOR GENERAL OF RAILROADS, SOUTHERN PACIFIC RAIL-
ROAD, to construct a spur track at grade across County Road on the
westerly boundary line of the City of Hanford and across West Street,
Fifth Street and Williams Street in the City of Hanford, County of

Kings, State of California, described as follows:

COMMENCING at a point in the center line of the Alcalde Branch of Southern Pacific Railroad at E. S. 715 plus 98; thence in an easterly direction 80 feet more or less to the point of No. 10 frog; thence continuing easterly 130 feet more or less to a point; thence on a 12 deg. curve to the right a distance of 192 feet; thence tangent to said curve a distance of 83 feet to a point, which said tangent intersects the easterly line of West Street at a point 25 ft. more or less northerly from the northerly line of Fifth Street; thence on a 12 degree curve to the left 245 feet to a point in Fifth Street which is 20 feet northerly measured at right angles from the southerly line of Fifth Street; thence along Fifth Street and parallel to the southerly line thereof a distance of 35 feet to a point; thence on a 12 degree curve to the right a distance of 100 feet; thence on a tangent to said curve a distance of 39 feet to a point; thence on a 12 degree curve to the left a distance of 30 feet more or less to a point in the easterly line of Williams Street, which point is 5 ft. southerly from the southerly line of Fifth Street; thence continuing along said curve and on a tangent thereto, on private property a distance of 375 feet more or less to the end of said spur.

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 road and streets to be crossed 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 March, 1919.

Edwin O. Edgerton

J. H. Leonard

Frank R. Hobbs

H. B. ...

Commissioners.