

Decision No. 7723

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

ORIGINAL

In the matter of the application of)
Atchison, Topeka and Santa Fe Railway)
Company for permission to construct)
a spur track at grade across K and)
First Streets in the Town of Parlier,)
Fresno County, California.)

Application No. 5814.

By the Commission.

O R D E R

Atchison, Topeka and Santa Fe Railway Company, a corporation, having on June 12, 1920, filed with the Commission an application for permission to construct a spur track at grade across K and First Streets in the Town of Parlier, 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 Board of Supervisors of Fresno County, 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 K and First Streets, and that this application should be granted subject to the conditions hereinafter specified.

IT IS HEREBY ORDERED, that permission be hereby granted Atchison, Topeka and Santa Fe Railway to construct a spur track

at grade across K and First Streets in the Town of Parlier, Fresno County, California, described as follows:

"Beginning at a point in the south line of First Street distant 93.37 feet east of the easterly line of K Street, said streets being according to the official map of the City of Parlier on file in the County Recorder's office at Fresno, Fresno County, California; thence in a northwesterly direction on a curve concave northeasterly with a radius of 478.34 feet a distance of 207.14 feet to a point in the west line of K Street distant 49.08 feet northerly from the north line of First 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 K Street and First Street to be crossed as now graded, with grades of approach not exceeding two (2) 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 16th day of June, 1920.

Edwin O. Edgerton
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