

Decision No. 8176.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

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In the Matter of the Application)	
of Southern Pacific Company for)	
permission to construct a passing)	
track at grade across Ninth Street)	Application No. 6141.
and Olive Street in the City of Madera,)	
County of Madera, State of California.)	
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ORIGINAL

By the Commission:

ORDER

Southern Pacific Company, a corporation, having on September 21, 1920, filed with the Commission an application for permission to construct a passing track at grade across Ninth Street and Olive Street in the City of Madera, County of Madera, 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 through Ordinance No. 220 passed by the Board of Trustees of the City of Madera 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 the Southern Pacific Company to construct a passing track at grade across Ninth Street and Olive Street in the City of Madera, County of Madera, State of California, described as follows:

BEGINNING for the center line thereof at a point located 13 feet distant at right angles southwesterly from the center line of the main track of the Central Pacific Railway Company as it now exists on the Lathrop- Fresno Sub-Division and particularly through the City of Madera,

said point being opposite Engr. Sta. 4803 plus 20; thence southeasterly parallel with and 13 feet distant from the center line of said above mentioned main track across private property, 240 feet to a point in the North line of 9th Street extended; thence continuing parallel with and 13 feet distant from, the aforesaid main track, across 9th Street 80 feet to the southerly line of said 9th Street extended; thence continuing parallel with and 13 feet distant from, the aforesaid main track, across private property 2250 feet, to the northerly line of Olive Street; thence continuing parallel with, and 13 feet distant from, the aforesaid main track, 55 feet to the southerly line of Olive Street; thence continuing across private property 550 feet and connecting with said above mentioned main track at Engr. Sta. 4835 plus 00.

All of the above is 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 Ninth Street and Olive Street as same are now graded, with grades of approach not exceeding six (6) per cent; shall be protected by a 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 1st day of
October, 1920.

Edwin P. Edgerton
H. H. Loveland
Frank R. Walker
H. H. Brundage

Commissioners.