

ORIGINAL

Decision No. 9301

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) Application No. 7040.
Simpson Street, City of Kingsburg, County)
of Fresno, California.)

By the Commission:

ORDER

Southern Pacific Company, a corporation, having on July 25, 1921, filed with the Commission an application for permission to construct a spur track at grade across Simpson Street in City of Kingsburg, County of Fresno, 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 Board of Trustees of City of Kingsburg for the construction of said crossing at grade, and it further appearing that it is not reasonable nor practicable to avoid a grade crossing with said Simpson 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 a spur track at grade across Simpson Street, City of Kingsburg, Fresno County, California, described as follows:

"Commencing at a point in the center of the Central Pacific Railway Company's main line as constructed at Engineers Station 6957 plus 97, said Engineers Station being located N. 41° 31' W. 912 feet and N. 48° 29' E. 110 feet from the northwest corner of Simpson and Olive

Streets; thence in a southerly direction, 161 feet more or less, measured along a combination curved and tangent line to a point in a tangent having bearing S. 35° 47' E., said point being located 13 feet measured at right angles westerly from the center of said Central Pacific Company's main line; thence S. 35° 47' E. 124 feet, measured along said tangent to the beginning of a curve concave to the west with a radius of 477.68 feet; thence southerly 126 feet more or less, measured along said curve to an intersection with the westerly boundary line of the Central Pacific Railway Company's 100 foot right of way, said westerly boundary line being identical with the easterly boundary line of Simpson Street; thence continuing southerly, measured along said curve, 130 feet, more or less, across Simpson Street to an intersection with the westerly boundary line of Simpson Street, N. 41° 31' W., 390 feet, more or less, measured along said westerly boundary line of Simpson Street from the northwest corner of Simpson and Olive Streets."

All of the above as shown by the map attached to the application; said crossing to be constructed subject to the following conditions, viz:

(1) The entire expense of constructing the crossing, together with the cost of its maintenance thereafter in good and first-class condition for the safe and convenient use of the public shall be borne by applicant.

(2) Said crossing shall be constructed of a width and type of construction to conform to that portion of Simpson Street now graded; shall be protected by a suitable crossing sign and shall in every way be made safe for the passage thereover of vehicles and other road traffic.

(3) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of said crossing.

(4) The authorization herein granted for the installation of said crossing shall lapse and become void one year from the date of this order unless further time is granted by subsequent order.

(5) The Commission reserves the right to make such further orders relative to the location, construction, operation, maintenance and protection of said crossing 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 30th day of July, 1921.

H. B. Purdie
H. D. Donald
James M. Astor

Commissioners.