

Decision No. 9362

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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ORIGINAL

In the matter of the Application of Southern Pacific Company for an order authorizing the rearrangement of trackage consisting of relocation of existing drill track and construction of industry spur track at grade across Eleventh Street in the City of Sanger, County of Fresno, State of California.

Application No. 7048

By the Commission:

ORDER

Southern Pacific Company, a corporation, having on July 27th, 1921 filed with the Commission an application for permission to relocate existing drill track and to construct a spur track at grade across Eleventh Street, in the City of Sanger, 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 the Board of Trustees, of the City of Sanger 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 Eleventh 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 remove existing drill track crossing Eleventh Street, at grade, in the City of Sanger, County of Fresno, State of California, from location described as follows:

BEGINNING at a point on the southeasterly line of Eleventh Street in the City of Sanger, distant one hundred ninety (190) feet northeasterly from its intersection with the northeasterly line of "M" Street, and thirty (30) feet more or less

southwesterly measured at right angles from the center line of the Southern Pacific Railroad Company's main track at Engineers' Station 1400 plus 60; thence in a straight line in a northwesterly direction a distance of eighty-two (82) feet more or less to an intersection with the northwesterly line of said Eleventh Street, distant one hundred eighty (180) feet northeasterly from its intersection with the northeasterly line of said "M" Street, and forty (40) feet more or less southwesterly measured at right angles from the center line of said Southern Pacific Company's main track at Engineers' Station 1399 plus 80.

and relocate, and construct, said drill track at grade across Eleventh Street in the following location:

BEGINNING at a point on the southeasterly line of Eleventh Street in the City of Sanger, distant one hundred forty (140) feet northeasterly from its intersection with the northeasterly line of "M" Street, and eighty (80) feet more or less southwesterly measured at right angles from the center line of the Southern Pacific Railroad Company's main track at Engineers' Station 1400 plus 60; thence along a circular curve to the right in a northwesterly direction, having a radius of seven hundred sixteen and thirty-four hundredths (761.34) feet, a distance of eighty-two (82) feet more or less to an intersection with the northwesterly line of said Eleventh Street distant one hundred twenty-five (125) feet northeasterly from its intersection with the northeasterly line of said "M" Street, and ninety-five (95) feet more or less southwesterly measured at right angles from the center line of said Southern Pacific Company's main track at Engineers' Station 1399 plus 80.

and also to construct a spur track at grade across said Eleventh Street in the location described as follows:

BEGINNING at a point on the southeasterly line of Eleventh Street in the City of Sanger, distant one hundred thirty (130) feet northeasterly from its intersection with the northeasterly line of "M" Street, and ninety (90) feet more or less southwesterly measured at right angles from the center line of the Southern Pacific Company's main track at Engineers' Station 1400 plus 60; thence along a circular curve to the right in a northwesterly direction, having a radius of four hundred seventy-seven and sixty-eight hundredths (477.68) feet, a distance of eighty-three (83) feet more or less to an intersection with the northwesterly line of said Eleventh Street, distant one hundred ten (110)

feet-northeasterly from its intersection with the northeasterly line of said "M" Street, and one hundred ten (110) feet more or less south-westerly measured at right angles from the center line of said Southern Pacific Company's main track at Engineers' Station 1399 plus 80.

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 Eleventh Street 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 roadway at the abandoned location of the crossing of said drill track shall be restored to conform with the existing roadway of said street.

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

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

(6) 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 15th
day of August, 1921.

H. B. Bourdige

James Martin
Frank H. Lawrence

W. A. Pennington

Commissioners