

Decision No. 14514.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of application of
SOUTHERN PACIFIC COMPANY for an
order authorizing the construc-
tion at grade of a spur track
across a portion of Van Buren
Street and across Market Street,
in the City of Stockton, County
of San Joaquin, State of California.

Application No. 10746.

ORIGINAL

BY THE COMMISSION:

O R D E R

Southern Pacific Company, a corporation, filed the above-entitled application with this Commission on the sixteenth day of January, 1925, asking for authority to construct a spur track at grade across a portion of Van Buren Street and across Market Street, in the City of Stockton, County of San Joaquin, State of California, as hereinafter set forth. The necessary franchise or permit (Ord. #928) has been granted by the City Council of said city for the construction of said crossing at grade, and it appears to this Commission that the present proceeding is not one in which a public hearing is necessary; that it is neither reasonable nor practicable at this time to provide a grade separation, or to avoid a grade crossing at the point mentioned in this application with said Van Buren and Market Streets and that this application should be granted

subject to the conditions hereinafter specified.

THEREFORE, IT IS HEREBY ORDERED that permission and authority be and it is hereby granted to Southern Pacific Company to construct a spur track at grade across a portion of Van Buren Street and across Market Street, in the City of Stockton, County of San Joaquin, State of California, as follows:

Beginning for a description of said spur at a point on the center line of Central Pacific Railway Company's drill track as it now exists along the center line of Van Buren Street, in the City of Stockton, said point being located northerly 95 feet, more or less, from the northerly line of Market Street; thence from said point of beginning with switch and turnout to the right for 70 feet, more or less, to beginning of curve to the right (radius 458.59 feet); thence on said curve to the right for a distance of 40 feet, more or less, to beginning of curve to the left (radius 458.59 feet); thence to end of said curve to the left a distance of 95 feet, more or less; thence on tangent to said curve a distance of 55 feet, more or less, to end of spur, said tangent being parallel with westerly property line of Van Buren Street and 19 feet easterly therefrom, said spur being in all 260 feet, more or less,

and as shown by the map (Drawing No.C2461) 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 those portions of said streets now graded, with the tops of rails flush with the pavement, and with grades of approach not exceeding one (1) per cent; 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 instal-

lation of said crossing.

(4) If said crossing shall not have been installed within one year from the date of this order, the authorization herein granted shall then lapse and become void, 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.

This order shall become effective three (3) days after the making thereof.

Dated at San Francisco, California, this 30th day of January, 1925.

H. B. Brundage

C. Seavey

Egerton Shore

George W. Squires

Ernest J. Ford

Commissioners.