

Decision No. 14581

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of application of
Southern Pacific Company for an
Order authorizing the construction
at grade of a spur track at grade
across Augusta Street and a portion
of Olive Street, in the vicinity of
Woodbridge, County of San Joaquin,
State of California.

Application No. 10836.

ORIGINAL

BY THE COMMISSION:

O R D E R

Southern Pacific Company, a corporation, filed the above-entitled application with this Commission on the 13th day of February, 1925, asking for authority to construct a spur track at grade across Augusta Street and a portion of Olive Street in the vicinity of Woodbridge, County of San Joaquin, State of California, as hereinafter set forth. The necessary franchise or permit (Resolution dated February 10, 1925) has been granted by the Board of Supervisors of said County 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 Augusta Street and a portion of Olive Street 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 Augusta Street and a

portion of Olive Street, in the vicinity of Woodbridge, County of San Joaquin, State of California, as follows:

BEGINNING for a description of center line of a spur track extension, at a point at the end of existing spur track as now located in Block 5, Town of Woodbridge, said point being 129.5 feet measured at right angles westerly (Magnetic) from the center line of Southern Pacific Railroad Company's main branch track from Lodi to Woodbridge; thence from said point of beginning and continuing on center line of existing spur track produced across Augusta Street 115 feet, more or less, to north line of Augusta Street; thence on railroad property to end of spur, being in all 320 feet.

and as shown by the map (Stockton Division Drawing No. C.2472) 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 two (2) 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 installation 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, opera-

tion, 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 two (2) days after the making thereof.

Dated at San Francisco, California, this 18th day of February, 1925.

H. H. Brundage
C. Seaver

Emmett
Commissioners.