

Decision No. 16767.

ORIGINAL

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 across  
Stockton Street, in the City of  
Lodi, County of San Joaquin, State  
of California.

Application No. 12,850.

BY THE COMMISSION:

O R D E R

Southern Pacific Company, a corporation, filed the above-entitled application with this Commission on the 17th day of May, 1926, asking for authority to construct a spur track at grade across Stockton Street and to remove an existing track across said Stockton Street granted under Decision No. 8995 dated May 21, 1921 (Application No. 6820) in the City of Lodi, County of San Joaquin, State of California, as hereinafter set forth. The necessary franchise or permit (Resolution No. 471) has been granted by the Board of Trustees of said City of Lodi for the construction of said crossing at grade. 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 Stockton 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 Stockton Street in the City of Lodi, County of San Joaquin, State of California, as follows:

Beginning at a point in the center line of main track of the Southern Pacific Railroad Company, as it exists in Lodi, and being in that certain track known as the Valley Spring Line at a point 72 feet, more or less, east of the easterly line of Stockton Street; thence westerly with a switch and turnout to the left 72 feet to the easterly line of Stockton Street; being the true beginning point of this description; thence westerly continuing on a turnout to the left, angle  $5^{\circ} 44'$ , and with a curve concave to the right (radius 458.59 ft.) 80 feet to the westerly line of said Stockton Street at a point 13 feet, more or less, southerly from the center line of said main track referred to;

and as shown by the map (Stockton Div'n, Drawing No. G-2710 Sheet 1) attached to the application; said crossing to be constructed subject to the following conditions, namely:

(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 equal or superior to type shown as Standard No. 3, in General Order No. 72 of this Commission and shall be constructed without superelevation and of a width to conform to that portion of said street now graded, with the tops of rails at same elevation as main line rails and flush with the pavement, and with grades of approach not exceeding one (1) 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) 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, 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.

The authority herein granted shall become effective on the date hereof.

Dated at San Francisco, California, this 25<sup>th</sup> day of May 1926.

H. B. Prudigg  
C. C. Sweeney  
Frank Wood  
Leon Whittell

Commissioners.