Decision No． $\qquad$ $\because n 957$ ．


In the zatter of the fpplicetion
 COMFSNY ざo permission to construct， maintain and operate ceveral spur今ppI1cation No．154．89． tracise et erade across certain oileys and streets in the Caty of Turlock， County of Stanisiaus，State of Callfornia．

BV MES OURTSSION：

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M1uenater Southerm Railway Compeny，a corporation， tined the above entitiea appication mith this Commssion on the 19th day of Lisoch，1929，askine for autiority to construct et grade one spur track across Madia Strect，tro spur tracks across Fourth Street ond two spur tracks across the alley in Elock 510 in the City of Turiock，County of Stanisigus，State of Caififornia，as hereinafter set forth．The necessary franchise or permit has been erented by the City council of seid city for the construction of said crossines at grade．It sppears to this Comission that the present proceedine is not one in which a public heaming is necessary；thet．it is meither reasonable nor practicable，at tilis time，to provicie gracie separations or to avold grade crossings at the points mentioned in this apoifce－ thon with said alley and streets and that this application shound be granted，subject to the concitions hereinafter specified， therefore，

IT IS EREESY CRJERED that pemission and authority be and it is hereby zranted to mewaten Southern Railway Company
to constrict at eracie one spur track across Taira street, two spur tracis across Fourth strcet snc two spum tracks across the elley In Biock 519, in the City of mirlocir, County of Stanislaus, State of Cailiomia, at the locations hereinartar particularly described and as shown by the map (Exinibt " $A, "$ Proposed Sracks to Serve

Blocks 514 and 5il) attached to the application.

## DESCRIPM=ON OT CROSSINGS

(I) BEGTNiNG at the point or intersection of the center lime of tine existing track of applicant with tie southeasterly line of ng" Street, in saic City of Turloci, zeid point beins distant nortineasterly along saic line of "E" Street approximately is feet from the northeasteriy inne of Fintic street; tiemce In a semeral easteriy direction, eiong a curve to the left heving a radius of 231.011 Ieet, $a$ distence of 210 feet, more or less, to point of connection with existine sour track in Block 519; crossine the southwesterly ijne of the alley running through the center of seid Block 519 at a point cistant approximately 93 feet southeasteriy thereon from said southcasteriy iine - Of "B" Street; aiso crossing the northeesteriy line of said alley at a point cistant approximately 100 feet southeasterly thereon from saic southeasterly line of "3" Street.
(2) BEGINXING at a point in the center line of the existing track of applicsar, said beginaing point beins tie sume as described in the foregoive paragraph (1); thence easterly elons a turnout to tine jeft 47.0 feet; thence continuing easterly and mortheasterly, aiong a curve to the leet having a radius of 231.011 feet, a distance of approximetely is5 feet; crossine the southwesterly lime of the aliey running through Biock 518 at a point aistent approximately 05 Leet southeasterly thereon from the southeasterly Inne of said "3" Sireet; also crossing the northeasteriy ine of said alley at 2 point aistant approximately 6 f feet southeasterly tiereon from said southeasteriy lime of "E" Street; thence continuins mortheasteriy along a curve to the right a distance of approximately 220 feet; crossing the southwestoriy ilme of fourth Street et a point Cistant approximately 49 feet southeasterly thereon from the southeasterly line of seic "B" Street; also crossing tie northeasterly line of said Fourth Street at a point distant aporomimately 46 feet southeasteriy thereon from the seid southeasterly aine of re" street; thence convinulize northeasterly in a cirect line across Block 5i4, crossine the southwesterly lime of Third Street at a point distant epproximately 46 feet southeasterly thereon Irom caid southeasteriy line of " $B^{\prime \prime}$ Street; thence continuine nortieasteriy alone a reverse curve a distance of approzimately 78 feet, crossing
the northeasteriy line of said Thirà Street at a point dictant approximately 39 fect southeasteriy thereon from the said southeasteriy line of＂ $3^{\prime \prime}$ Street；thence continuins northeasterly， 38.5 feet southeasteriy from and parallel with said south－ easterly line of＂e＂Strect a distance of approxi－ mately 28 ह feet to termination of spur et a point on or immedateiy ajacent to the southwesteriy inne of south Eroadray；crossine the southwesterly and zortheasterly lines of the alley runing through Block 511 at a point quproximately 38.5 feet dis－ tant soutineasteriy thereon from the said soutineasterly line of m ＂Street．
（3）EjGuning at a point in the ceater lise of the spur tract of applicant，es described in the rose－ josng paracreph（2），distant thereon southwesteriy approximately 57 feet from the southwesteriy line of Fourth street；thence noztheasteriy alone a turnout to the left s＇7．0 zect；thence continuine northeasterly siong a curve to the richt，having a radius of 231.011 fect，a distence of aprroximately 70.0 feet；crossing tine southwesteriy ine of saic Fourth street at a point distant epproximately 43 feet southeasteriy thereon from the southeasteriy inne of n 3 st steet；also cross－ ing tine northeasterly ine of saic Fourth Street at a point eistant aporoximately 22.5 fect southeasterly thercon from said southeasterly line of＂3＂street； thence in a direct line mortheasterly across ziock＇ 514 to point of terminaiion on on imeciaately adjacent to the southwesteriy line of mis ra street，distant south－ easteriy thereon approximately 32.5 feet from the south－ easteriy line on said＂Z＂St゙eet．

The crossing of one spur track across＇unta Stweet shell be identified as a portion of Crossing No．750－6．0，the crossing of two spur tracks across Fourth Street shail be identi－ ざied as a portion of Crossine No．75C－5．95 and the crossing of two spur tracks across the alzey in Block 519 shail be adentifiea as a yortion of Crossing No．75C－5．9D．

Sajc crossings to be constructed subject to the follom ing conditions and not owerwise：
（1）The entire expense of constructing the croscings， together rith the cost of their maintemance thereafter in zood and first－class condition for the safe and convenient use of the public，sisill be borne by applicant．
（2）Saic crossings shail be constructed equal or superior to type skown as Stendard No．2，in General order No．

72 of this Commission and shall be constructed without superelevation and of a width to conform to those portions of said alley ard streets an\% graded, Titi the tops of rails siusk with tine roadways end with grades of approach not exceeding one (1) per cent; shall each be protected by a Standard No. 1 crossing sign, as specified in cameral order To. 75 of this commission, ana shall in every may be made suitable for the passage thereove= of Vehicles mid other moab treviso.
(3) Applicant shes, wining tinirty (30) days thereafter, notify this Commission, in mating, of the completion of the instaliation of said crossings.
(4) If said crossings 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) mae compassion reserves the right to make such further orders relative to the Iocevion, construction, operation, melatenance and protection o: said crossings as to it may seem right and proper, and to revoke its permission if, in its jude mont, the public convenience and necessity demand such action.

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

Dated at San Examcisco, Cainfornia, tins
 day



