

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application of
SOUTHERN PACIFIC COMPANY for permission
to construct a spur track at grade
across the intersection of Walnut and
Minnie Streets, in the City of Santa
Ana, Orange County, California.
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ORIGINAL

Application No. 2092.

Decision No. 3117

By the Commission,

O R D E R.

SOUTHERN PACIFIC COMPANY, a corporation, having on February 19, 1916, filed with the Commission an application for permission to construct a spur track at grade across the intersection of Walnut and Minnie Streets, in the City of Santa Ana, Orange County, California, as hereinafter indicated, and it appearing to the Commission that this is not a case in which a public hearing is necessary; that franchise or easement has been granted by the Board of Trustees of the City of Santa Ana granting permission for the construction of said crossing at grade, and it further appearing that it is not reasonable nor practicable to avoid a grade crossing at the intersection of said streets, 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 construct its spur track at grade across the intersection of Walnut and Minnie Streets, in the City of Santa Ana, Orange County, California, described as follows:

"Beginning at a point on private property in the center line of the constructed main track of the Southern Pacific R.R. Company between Walnut and Pine Streets in the City of Santa Ana, California, said point being distant southeasterly 71 feet more or less measured along the aforesaid center line of main track from its intersection with the southerly line of Walnut Street; thence northwesterly along an irregular curve concave to the west 71.5 feet to its intersection with the aforesaid southerly line of Walnut Street, said point being distant easterly 7.0 feet more or less measured along the aforesaid southerly line of Walnut Street from the southeasterly corner of Walnut and Minnie Streets; thence northwesterly across the intersection of Walnut and

Minnie Streets tangent to the last described curve 117.5 feet more or less to its intersection with the westerly line of aforesaid Minnie Street; said point being distant northerly 43 feet more or less measured along the aforesaid westerly line of Minnie Street from the northwesterly corner of Minnie and Walnut Streets; thence continuing across private property 13 feet more or less to the beginning of a curve concave to the east; thence northwesterly along said last mentioned curve 92 feet more or less to its intersection with the southerly line of the east and west alley in Block B of Baileys Addition between Evergreen and Minnie Streets, said point being distant westerly 43 feet more or less measured along the aforesaid southerly line of alley from its intersection with the westerly line of Minnie Street; thence continuing northwesterly along the last mentioned curve across the aforesaid alley 15 feet more or less to its intersection with the northerly line of the aforesaid alley, said point being distant westerly 47 feet more or less measured along the aforesaid northerly line of alley from its intersection with the westerly line of Minnie Street; thence continuing across private property along last mentioned curve 136 feet more or less to the end of track."

All of the above as shown by the map attached to the application; said spur track 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 that portion of Walnut and Minnie Streets now graded, with grades of approach not exceeding four (4) per cent; shall be protected by suitable crossing sign, and shall in every way be made safe for the passage thereover of vehicles and other road traffic.

(3) 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.

Dated at San Francisco, California, this 24th day of February, 1916.

H. L. Ireland

Alex Gordon

Edwin C. Edgerton

Franz R. DeLoraine

Commissioners.