

Decision No. \_\_\_\_\_.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application of  
SAN PEDRO, LOS ANGELES AND SALT LAKE  
RAILROAD COMPANY, a corporation, for  
permission to construct a spur rail-  
road track in the Town of Fruitland,  
County of Los Angeles, and to operate  
and maintain same over and across  
Boyle and Magnolia Avenues.  
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ORIGINAL

Application No. 2131.

By the Commission,

O R D E R.

SAN PEDRO, LOS ANGELES AND SALT LAKE RAILROAD COMPANY,  
a corporation, having on March 13, 1916, filed with the Commission  
an application for permission to construct a spur railroad track in  
the Town of Fruitland, County of Los Angeles, and to operate and  
maintain same over and across Boyle and Magnolia Avenues, as  
hereinafter indicated, and it appearing to the Commission that this  
is not a case in which a public hearing is necessary; that Fruit-  
land is not an incorporated town or city, hence no franchise or  
permit for the construction of said track across Boyle and Magnolia  
Avenues is needed, and it further appearing that it is not reasonable  
nor practicable to avoid grade crossings with said avenues and  
that the application should be granted subject to the conditions  
hereinafter specified,

IT IS HEREBY ORDERED, That permission be hereby granted San  
Pedro, Los Angeles and Salt Lake Railroad Company to construct a spur  
railroad track extending in a northeasterly direction from its  
San Pedro Branch Line to and across Boyle and Magnolia Avenues,  
in the town of Fruitland, County of Los Angeles, California, as shown  
by the map attached to the application; said construction to be  
subject to the following conditions, viz.:-

(1) The entire expense of constructing the crossings, to-  
gether with the cost of their maintenance thereafter in good and  
first-class condition for the safe and convenient use of the public  
shall be borne by applicant.

Decision No. 3282

(2) Said crossings shall be constructed of a width and type of construction to conform to those portions of the streets to be crossed now graded, with grades of approach not exceeding four (4) 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) All trains shall proceed over said crossings at a speed not exceeding ten (10) miles per hour.

(4) The Commission reserves the right to make such further orders relative to the location, construction, operation, maintenance and protection of said crossings 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 April, 1916.

Max Thelen  
H. L. Leland  
W. G. Gordon  
                      
                    

Commissioners.