

Decision No. _____.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

Decision No. 3715

ORIGINAL

In the matter of the application of SOUTHERN PACIFIC COMPANY for permission to construct a spur track at grade across Twenty-fifth Street in the City of Vernon, Los Angeles County, California.

Application No. 2567.

By the Commission,

O R D E R.

SOUTHERN PACIFIC COMPANY, a corporation, having on September 26, 1916, filed with the Commission an application for permission to construct a spur track at grade across Twenty-Fifth Street in the City of Vernon, Los Angeles 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 the necessary franchise or permit has been granted by the City of Vernon for the construction of said crossing at grade; and it further appearing that it is not reasonable nor practicable to avoid a grade crossing with said Twenty-Fifth Street, 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 a spur track at grade across Twenty-Fifth Street in the City of Vernon, Los Angeles County, California, described as follows:

"Beginning at a point on private property in the center line of the Southern Pacific Railroad Company's spur track, commonly known as the "Tononi Spur", said point being distant southerly 125 feet measured along the center line of the aforesaid track from its intersection with the southerly line of that certain 60 foot street known as Twenty-fifth Street; thence

northeasterly along an irregular curve concave to the east 50 feet to a point; thence northeasterly tangent to the last described curve 82.5 feet to its intersection with the aforesaid southerly line of Twenty-fifth Street; said point being distant westerly 545.73 feet, more or less, measured along the aforesaid southerly line from the southwesterly corner of Twenty-Fifth Street and Santa Fe Avenue; thence continuing across Twenty-fifth Street, 39 feet to the beginning of a curve concave to the east and having a radius of 239.17 feet; thence northeasterly along last mentioned curve 26 feet, more or less, to its intersection with the northerly line of aforesaid Twenty-fifth Street, said point being distant westerly 521.73 feet, more or less, measured along the aforesaid northerly line from the northwesterly corner of said Twenty-fifth Street and Santa Fe Avenue; thence continuing northeasterly across private property 259.9 feet to a point; thence easterly tangent to the last described curve 280 feet to the end of track."

All of the above as shown by the map 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 that portion of Twenty-fifth Street now graded, with grades of approach not exceeding four (4) 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) 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 28th day of Sept, 1916.

Max Shelton

Edwin O. Edgerton

Frank Devlin

Commissioners.