

ORIGINAL

Decision No. 12916

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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In the matter of application of )  
Southern Pacific Company for an )  
order authorizing the construct- )  
ion at grade of a spur track across )  
Brighton and Olive Avenues, also )  
spur track across Brighton Avenue, )  
also spur track across Olive Avenue, )  
in the City of El Centro, County of )  
Imperial, State of California. )

Application No. 9517.

BY THE COMMISSION:

O R D E R

Southern Pacific Company, a corporation, having on November 13, 1923, filed with the Commission an application for permission to construct its spur tracks at grade across Brighton Avenue and Olive Avenue in the City of El Centro, County of Imperial, State of 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 Board of Trustees of said City of El Centro for the construction of said crossings at grade, and it further appearing that it is not reasonable nor practicable to avoid grade crossings with said

Brighton Avenue and Olive Avenue, and that this application should be granted subject to the conditions hereinafter specified.

IT IS HEREBY ORDERED, that permission be and it is hereby granted Southern Pacific Company to construct its spur tracks at grade across Brighton Avenue and Olive Avenue in the City of El Centro, County of Imperial, State of California, described as follows:

M. C. Wahl Track

Beginning at a point in the southerly line of Brighton Avenue, said point being distant 75 feet, more or less, westerly along said line of Brighton Avenue from its intersection with the westerly line of Third Street; thence northerly on a straight line a distance of 61 feet, more or less to a point in the northerly line of Brighton Avenue, said point being distant 87 feet, more or less, measured westerly along said line of Brighton Avenue from its intersection with the westerly line of Third Street.

E. N. Smith Track, Brighton Avenue.

Beginning at a point in the southerly line of Brighton Avenue, said point being distant easterly 9 feet, more or less, along said line of Brighton Avenue from its intersection with the Inter-California Railway Company easterly right-of-way line; thence northwesterly on a straight line, a distance of 62 feet, more or less, across said Brighton Avenue, to a point in the Northerly line of aforesaid Brighton Avenue, said point being distant 102 feet, more or less, measured westerly along said northerly line of Brighton Avenue from its intersection with the westerly line of Third Street.

Olive Avenue.

Beginning at a point in the southerly line of Olive Avenue, said point being distant northeasterly 8.5 feet at right angles to the easterly line of Inter-California Railway Company right of way; thence northwesterly parallel with said easterly right of way line along a straight line a distance of 37 feet, more or less, to a point; thence northeasterly along a curve concave to the right and having a radius of 458.59 feet (whose tangent at last mentioned point is last described course) a distance of 25 feet, more or less, to a point of intersection with the northerly line of Olive Avenue, said point of intersection being distant 10 feet, more or less, measured westerly along last described line of Olive Avenue with its intersection

Olive Avenue----2

with the easterly line of Inter-California Railway Company's right-of-way.

E. W. Vessy Track.

Beginning at a point in the southerly line of Olive Avenue, said point being distant westerly 113 feet, more or less, measured along said line of Olive Avenue from its intersection with the Westerly line of Third Street; thence northerly along a curve concave to the left and having a radius of 458.59 feet, a distance of 61 feet, more or less, to a point in the northerly line of Olive Avenue, said point being distant westerly 108.5 feet measured along said line of Olive Avenue from its intersection with the westerly line of Third Street.

All of the above as shown by the map (Los Angeles Division Drawing F-8859) attached to the application; said crossings to be constructed subject to the following conditions, viz:-

(1) The entire expense of constructing the crossings, together 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.

(2) Said crossings shall be constructed of a width and type of construction to conform to those portions of said Brighton Avenue and Olive Avenue now graded, with the top of rails 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 crossings.

(4) The authorization herein granted for the installation of said crossings will lapse and become void one year from the date of this order 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 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.

This order shall become effective three (3) days after the making thereof.

Dated at San Francisco, California, this 11<sup>th</sup> day of December, 1923.

C. A. Seaman  
H. B. Ladd  
Driving Masters  
Commissioners.