

Decision No. 13466-

ORIGINAL

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 construction)
at grade of a side track across)
First, Second, Third, Main, Fifth,) Application No. 9981
Sixth and Seventh Streets, in the)
Town of Westmorland, County of)
Imperial, State of California.)

BY THE COMMISSION:

O R D E R

Southern Pacific Company, a corporation, filed the above entitled application with this Commission the 15th day of April, 1924, asking for authority to construct a side track at grade across First, Second, Third, Main, Fifth, Sixth and Seventh Streets, in the Town of Westmorland, County of Imperial, State of California, as hereinafter set forth. The necessary franchise or permit has been granted by the Board of Supervisors of said County for the construction of said crossings at grade, and it appears to this Commission that the present proceeding is not one in which a public hearing is necessary; that it is neither reasonable nor practicable at this time to avoid grade crossings with said streets and that this application should be granted subject to the conditions hereinafter specified,

THEREFORE, IT IS HEREBY ORDERED, that permission and

authority be and it is hereby granted to Southern Pacific Company to construct a side track at grade across First, Second, Third, Main, Fifth, Sixth and Seventh Streets, in the Town of Westmorland, County of Imperial, State of California, as follows:

First Street:

Beginning at a point in the southerly line of First Street distant 18 feet westerly at right angles to Inter-California Railway Company's present constructed main line track; thence northerly parallel to said main line track a distance of 66 feet to a point in the northerly line of First Street.

Second Street:

Beginning at a point in the southerly line of Second Street distant 18 feet westerly at right angles to Inter-California Railway Company's present constructed main line track; thence northerly parallel to said main line track a distance of 80 feet to a point in the northerly line of Second Street.

Third Street:

Beginning at a point in the southerly line of Third Street distant 18 feet westerly at right angles to Inter-California Railway Company's present constructed main line of track; thence northerly parallel to said main line track a distance of 80 feet to a point in the northerly line of Third Street.

Main Street.

Beginning at a point in the southerly line of Main Street distant 18 feet westerly at right angles to Inter-California Railway Company's present constructed main line track; thence northerly parallel to said main line track a distance of 100 feet to a point in the northerly line of Main Street.

Fifth Street.

Beginning at a point in the southerly line of Fifth Street distant 18 feet westerly at right angles to Inter-California Railway Company's present constructed main line track; thence northerly a distance of 80 feet to a point in the northerly line of Fifth Street.

Sixth Street.

Beginning at a point in the southerly line of Sixth Street distant 18 feet westerly at right angles to Inter-California Railway Company's present constructed main line track; thence northerly parallel to said main line track a distance of 80 feet to a point in the northerly line of Sixth Street.

Seventh Street.

Beginning at a point in the southerly line of

Seventh Street distant 18 feet westerly at right angles to Inter-California Railway Company's present constructed main line track; thence northerly at right angles to said main line track a distance of 66 feet to a point in the northerly line of Seventh Street.

All of the above as shown by the map (Los Angeles Division Drawing F-8472) 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 streets now graded, with the top of rails flush with the pavement, and 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) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation 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) 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 23rd day
of April, 1924.

Chase,

H. H. H. H. H.

Saving Martin

J. F. Whitney
Commissioners.

Commissioners.