

Decision No. 16873

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the matter of application of
Southern Pacific Company for an
order authorizing the construction
at grade of two spur tracks across
"B" Street and one spur track across
"C" and "D" Streets, in the City of
Brawley, County of Imperial, State
of California.

Application No. 12423.

BY THE COMMISSION:

ORDER

ORIGINAL

Southern Pacific Company, a corporation, filed the above-entitled application with this Commission on the 12th day of January, 1926, asking for authority to construct two spur tracks at grade across "B" Street and one spur track at grade across "C" and "D" Streets, in the City of Brawley, County of Imperial, State of California, as hereinafter set forth. The necessary franchise or permit (Resolution, dated January 5th, 1926) has been granted by the Board of Trustees of said City of Brawley for the construction of said crossings at grade. 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 provide grade separations, or to avoid grade crossings at the points mentioned in this application with said "B", "C" and "D" 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 two spur tracks at grade across "B" Street and one spur track at grade across "C" and "D" Streets, in the City of Brawley, County of

Imperial, State of California, as follows:

"B" Street:

Beginning at a point in the Northerly line of "B" Street, distant Westerly thereon 72 feet, more or less, from its intersection with the northerly prolongation of the Easterly line of Lot 17, Block 105; thence southeasterly along a curved line, concave to the northeast, and having a radius of 382.25 feet, a distance of 60 feet, more or less, to a point; thence continuing southeasterly, tangent to last described curve, a distance of 24 feet, more or less, to a point in the Southerly line of "B" Street, distance westerly thereon 53 feet, more or less, from the Northeast corner of said Lot 17.

Beginning at a point in the Northerly line of "B" Street, distant westerly thereon 72 feet, more or less, from its intersection with the northerly prolongation of the Easterly line of Lot 17, Block 105; thence southerly a distance of 80 feet to a point in the Southerly line of "B" Street, distant westerly thereon 72 feet, more or less, from the Northeast corner of said Lot 17.

"C" Street:

Beginning at a point in the Northerly line of "C" Street, distant westerly thereon 89.47 feet from its intersection with the northeasterly prolongation of the Northwesterly line of Ninth Street; thence southwesterly in a direct line a distance of 83.10 feet to a point in the Southerly line of "C" Street, distant westerly thereon 89.47 feet from the southwest corner of Ninth and "C" Streets.

"D" Street:

Beginning at a point in the Northerly line of "D" Street, distant westerly thereon 110 feet, more or less, from the Northwest corner of Ninth and "D" Streets; thence southwesterly a distance of 83 feet, more or less, to a point in the Southerly line of "D" Street, distant westerly thereon 105 feet, more or less, from the Southwest corner of Ninth and "D" Streets.

and as shown by the map (L.A.Div'n. Dwg. F-9708, Sheet 1 of 2) 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 of "B" Street shall be constructed substantially in accordance with Standard No. 3, as specified in General Order No. 72 of this Commission and shall be constructed of a width to

conform to those portions of said "B" Street now graded, with the tops of rails flush with the pavement, and with grades of approach not exceeding one (1) 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) Said crossings of "C" and "D" Streets shall be constructed substantially in accordance with Standard No. 1, as specified in General Order No. 72 of this Commission and shall be constructed of a width to conform to those portions of said "C" and "D" Streets now graded, with the tops of rails flush with the roadway, and with grades of approach not exceeding one (1) 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.

(4) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of said crossings.

(5) 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.

(6) 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.

The authority herein granted shall become effective on the date hereof.

Dated at San Francisco, California, this 18th day of January, 1926.

H. P. Bunnings
C. Seaver
George D. Squires
Leon Whitehall

Commissioners. 296