

Decision No. 20217

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of Application of
 HOLTON-INTERURBAN RAILWAY COMPANY
 for an order authorizing the con-
 struction at grade of railroad
 tracks across Fourth Street, Olive
 Palm, Cedar, Pine, Holt, Fern and
 Orange Avenues and the alleys in
 Blocks 33, 34, 35, 36, 37, 38 and
 39, in the City of Holtville,
 County of Imperial, State of
 California.

ORIGINAL

APPLICATION NO. 14885

BY THE COMMISSION:

O R D E R

Holton-Interurban Railway Company, a corporation, filed the above entitled application with this Commission on the 16th day of July, 1928, asking for authority to construct its side tracks at grade across Fourth Street, Olive, Palm, Cedar, Pine, Holt, Fern and Orange Avenues and six alleys in the City of Holtville, County of Imperial, State of California, as hereinafter set forth. The necessary franchise (dated June 6, 1928) has been granted by the City Council of said city, 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 Fourth Street, Olive, Palm, Cedar, Pine, Holt, Fern and Orange Avenues and six alleys, and that this application

should be granted subject to the conditions hereinafter specified, therefore

I. IT IS HEREBY ORDERED that permission and authority be, and it is, hereby granted to Holton-Interurban Railway Company to construct its side tracks at grade across Palm, Cedar, Pine and Holt Avenues in the City of Holtville, County of Imperial, State of California, at the locations hereinafter particularly described and as shown by the map (L.A.Divn Drawing D-97) attached to the application.

DESCRIPTION OF CROSSINGS

Palm Avenue

Two tracks to cross Palm Avenue, the center line of one track to be parallel with and distant south-easterly 15 feet, at right angles, from the center line of aforementioned main track; the center line of the other track intersecting the westerly line of Palm Avenue at a point 20 feet, more or less, north of the north-westerly corner of Palm Avenue and Fourth Street and intersecting the easterly line of said Palm Avenue at a point 35 feet, more or less, north of the northeasterly corner of Palm Avenue and Fourth Street.

The above crossing shall be identified as a portion of Crossing No. 49-709.1.

Cedar Avenue

Two tracks to cross Cedar Avenue, the center line of one track to be parallel with and distant south-easterly 15 feet, at right angles, from the center line of aforementioned main track; the center line of the other track intersecting the westerly line of Cedar Avenue at a point 112 feet, more or less, north of the northwesterly corner of Cedar Avenue and Fourth Street, and intersecting the easterly line of said Cedar Avenue at a point 116 feet, more or less, north of the north-easterly corner of Cedar Avenue and Fourth Street.

The above crossing shall be identified as a portion of Crossing No. 49-709.15.

Pine Avenue

One track to cross Pine Avenue, the center line of said track to be parallel with and distant southerly 15

feet, at right angles, from the center line of aforementioned main track.

The above crossing shall be identified as a portion of Crossing No. 49-709.2.

Holt Avenue

Two tracks to cross Holt Avenue, the center line of one track to be parallel with and distant southerly 15 feet, at right angles, from the center line of aforementioned main track; the center line of the other track intersecting the westerly line of Holt Avenue at a point 122 feet, more or less, north of the northwesterly corner of Holt Avenue and Fourth Street and intersecting the easterly line of said Holt Avenue at a point 130 feet, more or less, north of the northeasterly corner of Holt Avenue and Fourth Street.

The above crossing shall be identified as a portion of Crossing No. 49-709.3.

Said crossings to be constructed subject to the following conditions, namely:

(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 equal or superior to type shown as Standard No. 2, in General Order No. 72 of this Commission, and shall be constructed without superelevation and of a width to conform to those portions of said streets now graded, with the tops of rails at same elevation as main line rails and flush with the roadway, and with grades of approach not exceeding four (4) per cent; shall be protected by Standard No. 1 crossing signs as specified in General Order No. 75 of this Commission, and shall in every way be made suitable for the passage thereover of vehicles and other road traffic.

II. IT IS HEREBY FURTHER ORDERED that permission and authority be and it is hereby granted to Holton-Interurban Railway Company to construct its sidetracks at grade across Fourth Street, Olive Avenue, Fern Avenue, Orange Avenue and six alleys in the City of Holtville, County of Imperial, State of California, at the locations hereinafter particularly described and as shown by the map (I.A. Divn Drawing D-97) attached to the application.

DESCRIPTION OF CROSSINGS

Fourth Street and Olive Avenue

Beginning at a point in the westerly line of Olive Avenue, distant southerly thereon 12 feet, more or less, from the southwesterly corner of Olive Avenue and Fourth Street; thence northeasterly along a straight line and a 7-degree curve to the left, 150 feet, more or less, to a point; thence northeasterly, parallel with and distant southeasterly 15 feet, at right angles, from the center line of the Holton-Interurban Railway Company's main track, a distance of 165 feet, more or less, to a point in the northerly line of Fourth Street, distant westerly thereon 80 feet, more or less, from the northwesterly corner of Fourth Street and Palm Avenue.

Fern Avenue

Two tracks to cross Fern Avenue, the center line of one track to be parallel with and distant southerly 15 feet, at right angles, from the center line of aforementioned main track; the center line of the other track intersecting the westerly line of Fern Avenue at a point 127 feet, more or less, north of the northwesterly corner of Fern Avenue and Fourth Street and intersecting the easterly line of said Fern Avenue at a point 117 feet, more or less, north of the northeasterly corner of Fern Avenue and Fourth Street.

Orange Avenue

One track to cross Orange Avenue, the center line of said track to be parallel with and distant southerly 15 feet, at right angles, from the center line of aforementioned main track.

Alley in Block 34

One track to cross the alley in Block 34, the center line of said track to be parallel with and distant southeasterly 15 feet, at right angles, from the center line of aforementioned main track.

Alley in Block 35

One track to cross the alley in Block 35, the center line of said track to be parallel with and distant southerly 15 feet, at right angles, from the center line of aforementioned main track.

Alley in Block 36

One track to cross the alley in Block 36, the center line of said track to be parallel with and distant southerly 15 feet, at right angles, from the center line of aforementioned main track.

Alley in Block 37

Two tracks to cross the alley in Block 37, the center line of one track to be parallel with and distant southerly 15 feet, at right angles, from the center line of aforementioned main track; the center line of the other track intersecting the westerly line of said alley at a point 133 feet, more or less, north of the northerly line of Fourth Street and intersecting the easterly line of said alley at a point 130 feet, more or less, north of said northerly line of Fourth Street.

Alley in Block 38

One track to cross the alley in Block 38, the center line of said track to be parallel with and distant southerly 15 feet, at right angles, from the center line of aforementioned main track.

Alley in Block 39

Beginning at a point in the westerly line of the alley in Block 39, distant northerly thereon 128 feet, more or less, from the northwesterly corner of said alley and Fourth Street; thence northeasterly through a portion of a #6 switch, 15 feet, more or less, to a point in the center line of the existing wye track across said alley.

Said crossings to be constructed subject to the following conditions, namely:

(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 so constructed that grades of approach not exceeding four (4) per cent will be feasible in the

event that the construction of roadway along said street, avenues and alleys shall hereafter be authorized and so that said grade crossings may be made safe for the passage thereover of vehicles and other road traffic.

(3) This order is made upon the express condition that said street, avenues and alleys are not now actually constructed and open to travel at the respective points of crossing, and said order shall not be deemed an authorization for the construction of an opening of said street to public use across said railroad tracks.

III. IT IS HEREBY FURTHER ORDERED that:

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

(2) 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.

(3) 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 14th day of September, 1928.

C. Sweeney

Frank L. ...

M. J. ...

Commissioners