

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application of)
 SOUTHERN PACIFIC COMPANY for permission)
 to construct a spur track at grade across)
 Fifth Street, in the City of Calexico,) Application No. 2091.
 Imperial County, California.)
)

By the Commission,

O R D E R.

SOUTHERN PACIFIC COMPANY, a corporation, having on February 19, 1916, filed with the Commission an application for permission to construct a spur track at grade across Fifth Street, in the City of Calexico, Imperial 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 franchise or easement has been granted by the Board of Trustees of the City of Calexico granting permission 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 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 its spur track at grade across Fifth Street, in the City of Calexico, Imperial County, California, described as follows:-

"Beginning at a point on private property in the center line of the Inter-California railroad's constructed siding lying thirty (30) feet westerly from, measured at right angles, and parallel with the constructed main tracks of said railroad in the City of Calexico, California, said point being 280 feet more or less, northerly from the intersection of the northerly line of Fifth Street produced with the center line of said siding measured along the center line of said siding, thence southerly along an irregular curve concave to the west 62.5 feet more or less; thence southerly tangent to the last described curve 12.5 feet, more or less, to a point; thence southerly along a curve concave to the west 150 feet more or less to a point; thence southerly tangent to the last described curve 43 feet, more or less, to a point in the northerly line of Fifth Street, said point being distant 100 feet, more or less, westerly from the intersection of the aforementioned center

line of main track with the said northerly line of Fifth Street produced measured along the said northerly line of Fifth Street produced; thence southerly across Fifth Street along a curve concave to the east 81 feet, more or less, to a point in the southerly line of Fifth Street, said point being distant westerly 128 feet, more or less, from the intersection of the aforementioned center line of the main track with the southerly line at Fifth street produced, measured along the said southerly line of Fifth Street produced, thence continuing across private property 1151 feet, more or less, to end of track."

All the above as shown by the map attached to the application; said spur track 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 Fifth Street now graded, with grades of approach not exceeding four (4) per cent; shall be protected by suitable crossing sign, and shall in every way be made safe and convenient 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 24th day of February, 1916.

H. H. Hensland
W. E. Gordon
Edwin C. Edgerton
Irvin R. Decker
Commissioners.