

Decision No. _____.

ORIGINAL

Decision No. 3357

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application of)
SOUTHERN PACIFIC COMPANY for per-)
mission to construct a spur track)
at grade across Fifth Street, in the)
City of Calexico, Imperial County,)
California.)
.....)

Application No. 2283.

By the Commission,

O R D E R.

SOUTHERN PACIFIC COMPANY, a corporation, having on May 16, 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 the necessary franchise or permit has been granted by the Board of Trustees of the City of Calexico 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 a 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 Southern Pacific R.R. Co's most easterly drill track, said point being distant southerly 115 ft. measured along the aforesaid center line of drill track from its intersection with the southerly line of 5th St., thence northwesterly along an irregular curve concave to the west 625 ft. to a point; thence northwesterly tangent to the last described curve 16 ft. more or less to the beginning of a curve concave to the East and having a radius of 573.68 ft; thence northwesterly along said curve 41 ft. to its intersection with the aforesaid southerly line of 5th St., said point being distant easterly 137.4 ft., measured along the aforesaid southerly line of 5th Street from the center line of the aforesaid Railroad Company's constructed main track; thence continuing across 5th St. along the aforesaid

curve 40.5 ft. more or less to a point, thence northwesterly tangent to the last described curve parallel with and distant westerly 13 ft. measured at right angles from the sforesaid center line of drill track 44 ft. more or less to its intersection with the northerly line of 5th Street, said point being distant easterly 135.8 ft. measured along the sforesaid northerly line of 5th St. from the said center line of main track; thence continuing northwesterly across private property 221 ft. more or less to the end of track.

All of the above as shown by the map attached to the application: said crossing 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 a suitable crossing sign, and shall in every way be made safe 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 22nd day of May, 1916.

Max Thelen
H. H. Hovland
W. H. Gordon
Edwin C. Egerton
Hans R. Durbin

commissioners.