

ORIGINAL

Decision No. 3522

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BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application of)
SOUTHERN PACIFIC COMPANY for permis-)
sion to construct and reconstruct)
tracks at grade across "C", "D", "E",) Application No. 2423.
"F", "G" and "H" Streets in the City)
of Lompoc, Santa Barbara County,)
California.)

By the Commission,

O R D E R.

SOUTHERN PACIFIC COMPANY, a corporation, having on July 14, 1916, filed with the Commission an application for permission to construct and reconstruct tracks at grade across "C", "D", "E", "F", "G" and "H" Streets, in the City of Lompoc, Santa Barbara 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 City of Lompoc for the construction and reconstruction of said crossings at grade, and it further appearing that it is not reasonable nor practicable to avoid grade crossings with said streets, 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 and reconstruct tracks at

grade across "C", "D", "E", "F", "G" and "H" Streets in the City of Lompoc, Santa Barbara County, California, described as follows:

Proposed Tracks:

Beginning at a point in the easterly line of H Street 100 feet more or less southerly from the southerly line of Laurel Avenue, thence easterly parallel with said southerly line of said Laurel Avenue a distance of 1930 feet more or less crossing G, F, E, D and C Streets at grade.

Also beginning at a point 50 feet westerly from the westerly line of F Street and 113 feet southerly from the southerly line of Laurel Street; thence northeasterly across F Street to a point 60 feet easterly from the easterly line thereof and 100 feet southerly from the southerly line of Laurel Avenue.

Also beginning at a point in the westerly line of D Street 113 feet southerly from the southerly line of Laurel Street thence in a northeasterly direction crossing D Street to a point 110 feet easterly from the easterly line thereof and 100 feet southerly from the southerly line of Laurel Street.

Also beginning at a point 15 feet southerly from last described point and continuing northeasterly on a curve to the left to a point in the westerly line of C Street 85 feet more or less southerly from the southerly line of Laurel Avenue; thence tangentially northeasterly across C Street to a point in the easterly line thereof 60 feet more or less southerly from the southerly line of Laurel Avenue, thence continuing northeasterly on a curve to the right to a point in the southerly track of the Southern Pacific Railroad Company to Laurel Avenue, said point lying in the westerly line of B Street.

Track to be reconstructed:

Beginning at a point on the easterly line of G Street, 10 feet northerly from the southerly line of Laurel; thence westerly and across G Street to a connection with the existing side track of the Railroad Company that is 180 feet westerly from westerly line of G Street and 40 feet northerly from southerly line of Laurel Avenue.

All of the above as shown by the map 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 the streets to be crossed now graded, 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) 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.

Dated at San Francisco, California, this 17th
day of July, 1916.

Max Thelen
H. H. Leland
Dixie L. Leland

Stan R. Devlin

Commissioners.