

Decision No. \_\_\_\_\_.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

ORIGINAL

In the matter of the application of  
SOUTHERN PACIFIC COMPANY for per-  
mission to relocate a spur track at  
grade across Sheridan Street,  
McKinley Street, and East Railroad  
Boulevard, in the City of Calexico,  
Imperial County, California.  
.....

Application No. 2549.

By the Commission,

O R D E R.

SOUTHERN PACIFIC COMPANY, a corporation, having on September 18, 1916, filed with the Commission an application for permission to relocate a spur track at grade across Sheridan Street, McKinley Street, and East Railroad Boulevard, 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 City of Calexico for the relocation of said crossings at grade, and it further appearing that it is not reasonable not practicable to avoid grade crossings with said Sheridan Street, McKinley Avenue, and East Railroad Boulevard, 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 relocate a spur track at grade across Sheridan Street, McKinley Street, and East Railroad Boulevard, in the City of Calexico, Imperial County, California, described as follows:

Dec. No. 3710

"Beginning at a point on private property in the center line of the constructed main track of the Southern Pacific Railroad Company at Engineer's Station 2103 plus 00 more or less; thence southeasterly along an irregular curve concave to the east eighty feet, more or less, to a point; thence southeasterly tangent to the last described curve twelve feet, more or less, to a point; thence southeasterly along a curve concave to the east and having a radius of 573.7 feet, 174 feet more or less, to its intersection with the easterly right of way line of the aforesaid Railroad Company; thence continually southeasterly along the last described curve and across East Railroad Boulevard 26 feet, more or less, to a point; thence southeasterly tangent to the last described curve 57 feet, more or less, to a point; thence southeasterly along a curve concave to the west and having a radius of 573.7 feet, 257 feet, more or less, to a point being distant westerly 8.5 feet measured at right angles from the westerly line of aforesaid East Railroad Boulevard; thence southerly tangent to the last described curve and parallel with the aforesaid westerly line of East Railroad Boulevard, 510 feet to its intersection with an existing spur track; thence continuing southerly parallel with the aforesaid westerly line of East Railroad Boulevard along the center of the constructed spur track, 178 feet, more or less, to the end of the track.

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 Sheridan Street, McKinley Street, and East Railroad Boulevard now graded, with grades of approach not exceeding four (4) percent; 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 26th day  
of September, 1916.

Max Thelen  
W. Howard

Edwin O. Eegerton  
Frank R. Dyer

Commissioners.