

ORIGINAL

Decision No. 4119

Decision No. _____.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the appli-)
cation of SOUTHERN PACIFIC)
COMPANY for permission to)
construct a drill track at)
grade across Brighton, Olive)
and State Streets in the City of)
El Centro, Imperial County,)
California.)
.....)

Application No. 2732.

By the Commission.

O R D E R.

SOUTHERN PACIFIC COMPANY, a corporation, having on January 24, 1917, filed with the Commission an application for permission to construct a drill track at grade across Brighton, Olive and State Streets in the City of El Centro, 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 El Centro for the construction of said crossings at grade; and it further appearing that it is not reasonable nor practicable to avoid grade crossings with said Brighton, Olive and State 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 a drill track at grade across Brighton, Olive and State Streets in the City of El Centro, Imperial County, California, described as follows:

"Beginning at a point in the southerly line of Brighton Street in the center line of the most easterly drill track of the Southern Pacific Railroad Company between New and Third Streets, said point being distant

westerly 150 feet, more or less, measured along the aforesaid southerly line of Brighton Street from its intersection with the westerly line of New Street; thence northerly across Brighton Street 60 feet to its intersection with the northerly line of Brighton Street, at a point distant westerly 150 feet, more or less, measured along the aforesaid northerly line of Brighton Street from its intersection with the aforesaid westerly line of New Street; thence continuing northerly across private property 300 feet to its intersection with the southerly line of Olive Street, said point being distant westerly 150 feet, more or less, measured along the aforesaid southerly line of Olive Street from its intersection with the aforesaid westerly line of New Street; thence continuing northerly across Olive Street 60 feet to its intersection with the northerly line of Olive Street at a point distant westerly 150 feet, more or less, measured along the aforesaid northerly line of Olive Street from its intersection with the aforesaid westerly line of New Street; thence continuing northerly across private property 300 feet to its intersection with the southerly line of State Street, said point being distant westerly 150 feet, more or less, measured along the aforesaid southerly line of State Street from its intersection with the aforesaid westerly line of New Street; thence continuing northerly across State Street 80 feet to its intersection with the northerly line of State Street at a point distant westerly 150 feet, more or less, measured along the aforesaid northerly line of State Street from its intersection with the aforesaid westerly line of New Street; thence continuing northerly across private property 300 feet to the end of the track, said point being in the southerly line of Main Street at a point distant westerly 150 feet more or less, measured along the aforesaid southerly line of Main Street from its intersection with the westerly line of New Street."

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 Brighton, Olive and State Streets 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 21st. day of February, 1917.

Max Thelen
H. Howard
C. S.

Frank R. DeWitt
Commissioners.