

ORIGINAL

Decision No. 5162

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BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application of)
SOUTHERN PACIFIC COMPANY, for an)
order authorizing the construction)
of a spur track at grade across) Application No. 3549.
Sixth Street in the town of West-)
moreland, Imperial County, California.)
.....

By the Commission,

O R D E R

SOUTHERN PACIFIC COMPANY, a corporation, having on February 21, 1918, filed with the Commission an application for permission to construct a spur track at grade across Sixth Street, in the town of Westmoreland, 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 proposed crossing is not within the limits of an incorporated town or city and no franchise is needed 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 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 Sixth Street, in the town of Westmoreland, Imperial County, California, described as follows:

Beginning at a point in the center of the most westerly track of the Westmoreland Branch of the Inter-California Railway in the townsite of Westmoreland, Map 59, Imperial Co., California, said point being 90 feet (measured along said center line) south from the south line of Sixth Street, and 100 feet (measured at right angles) east from the east side of "H" Street; thence extending northerly along an irregular curve, concave to the east, a distance of 62.64 feet to a point

distant 4.17 feet (measured at right angles) easterly from said center line, thence extending northeasterly, along a line tangent to said curve at said point, and making an angle of 8 deg. 10 min. with said center line, a distance of 6.21 feet to a point, thence extending northeasterly along a curved line concaved to the northwest and having a radius of 728.97 feet, a distance of 20.99 feet to a point in the south line of Sixth Street, distant east 108.29 feet (measured along said south line of Sixth Street) from the Southeast corner of Sixth Street and "E" Street; thence continuing along said last mentioned curved line northerly and across Sixth Street, 80.16 feet to a point in the north line of Sixth Street, distant 112.98 feet (measured along said north line of Sixth Street) from the northeast corner of Sixth and "E" Streets, thence continuing along said last mentioned curved line, northerly over private property 2.75 feet to a point, thence extending northerly over private property, parallel to and distant 13 feet, (measured at right angles) easterly from said center line a distance of 317.25 feet to a point in the south line of Seventh Street.

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 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 crossing shall be constructed of a width and type of construction to conform to that portion of the street to be crossed 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 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 26th day of February 1918.

Max Thelen
H. B. Loveland
Chas. Gordon
Edwin O. Edgerton

Commissioners.