

ORIGINAL

Decision No. 5-1102

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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) Application 3751.
 track at grade across Third Street in)
 the Town of Westmorland, Imperial County,)
 California.)

By the Commission.

ORDER.

SOUTHERN PACIFIC COMPANY, a corporation, having on May 14, 1918, filed with the Commission an application for permission to construct a spur track at grade across Third Street in the Town of Westmorland, 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 required for its construction 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 Southern Pacific Company be hereby permitted to construct a spur track at grade across Third Street in the Town of Westmorland, Imperial County, California, described as follows:

Beginning at a point in the center line of the most westerly track of the Inter-California Railway at Westmorland, distant 68.85 feet (measured along said center line of said track) southerly from the south line of Third Street.

thence extending northerly along an irregular curve concave to the east, a distance of 62.64 feet to a point distant 4.71 feet (measured at right angles) easterly from said center line of said most westerly track, a tangent to said irregular curve at said last mentioned point, making an angle of 80°10' to the northeast with said center line of said most westerly track; thence extending northeasterly along said tangent line, a distance of 6.21 feet to a point in the southerly line of Third Street, distant 105.6 feet (measured along said south line of Third Street) easterly from the southeast corner of Third Street and "H" Street, said point being at the beginning of a curved line, concave to the northwest and having a radius of 728 feet; thence extending northerly along said last-mentioned curved line, across Third Street, a distance of 80.5 feet to a point in the northerly line of Third Street, distant easterly 112.3 feet (measured along the said northerly line of Third Street) from the northeast corner of Third Street and "H" Street; thence extending northerly over railroad property a distance of 69.65 feet to the end of said spur 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 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 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 16th day
of May, 1918.

Max Thelen

Alex Gordon

Edwin C. Edgerton

Frazer R. DeWolfe

Commissioners.