

Decision No. _____

ORIGINAL

Decision No. 5498

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 Helena Avenue in
the City of Santa Barbara, County of
Santa Barbara, State of California.

Application No. 3838.

By the Commission.

ORDER

SOUTHERN PACIFIC COMPANY, a corporation, having on June 11, 1918, filed with the Commission an application for permission to construct a spur track at grade across Helena Avenue in the City of Santa Barbara, County of Santa Barbara, State of California, as hereinafter indicated; and it appearing to the Commission that this is not a case in which a public hearing is necessary; that permission for the necessary construction to be made has been granted by the Board of Trustees of the City of Santa Barbara; and it further appearing that it is not reasonable nor practicable to avoid grade crossings with said avenue, and that this application should be granted subject to the conditions hereinafter specified;

IT IS HEREBY ORDERED, That permission be and the same hereby is granted SOUTHERN PACIFIC COMPANY to construct a spur track at grade across Helena Avenue in the City of Santa Barbara, County of Santa Barbara, State of California, described as follows:

Beginning at a point on private property in the center line of a certain side track of the Southern Pacific Railroad Company, said point being distant northerly

13 feet, measured at right angles, from the present constructed westbound main track of the Southern Pacific Railroad Company at E. S. 4228 plus 42.4; thence southwesterly over private property along an irregular curve concave to the north, 59 feet more or less, to a point; thence tangent to described curve 38.5 feet more or less to a point; thence southwesterly along a curve concave to the north and having a radius of 1146.3 feet, more or less, 35.5 feet more or less, to a point; thence southwesterly, tangent to last described curve 56.1 feet, more or less, to a point; thence southwesterly along a curve concave to the south and having a radius of 478.4 feet, more or less, 23.7 feet, more or less, to a point in the easterly line of Helena Avenue, said point being southerly 180.3 feet more or less, measured along the easterly line of Helena Avenue, from the intersection of said easterly line of Helena Avenue, with the southerly line of Yanonali Street; thence continuing along the last described curve 59 feet more or less to a point in the westerly line of Helena Avenue, said point being southerly 145.4 feet, more or less, measured along the westerly line of Helena Avenue, from the intersection of said westerly line of Helena Avenue with the southerly line of Yanonali Street; thence southwesterly over private property, tangent to last described curve, 120 feet, more or less, to the end of 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 avenue 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,

