

ORIGINAL

Decision No. 5513

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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 East Railroad Avenue and Ollie Avenue in the City of Calexico, County of Imperial, State of California.

Application No. 3858.

By the Commission.

ORDER

SOUTHERN PACIFIC COMPANY, a corporation having on June 17, 1918, filed with the Commission an application for permission to construct a spur track at grade across East Railroad Avenue and Ollie Avenue, in the City of Calexico, County of Imperial, State of California, as hereinafter indicated; and shown on map attached to the application, and it appearing to the Commission that this is not a case in which a public hearing is necessary; that the permission of the City of Calexico has been obtained to construct said tracks; and it further appearing that it is not reasonable and practicable to avoid a grade crossing with the streets to be crossed, and that this application should be granted subject to certain conditions:

IT IS HEREBY ORDERED That permission be and the same hereby granted Southern Pacific Company to lay down, construct, maintain and operate a spur track at grade across East Railroad Avenue and Ollie Avenue in the City of Calexico, County of Imperial State of California, described as follows:

Beginning at a point in East Railroad Avenue in the center of the constructed spur track of the Inter-California Railway Company, serving the Union Oil Company, said point being distant 349 feet; more or less, measured southeasterly along said center line of said spur track; from its intersection with the center line of the present constructed Main track of the Inter-California Railway; said point of beginning of proposed spur track also being 28 feet; more or less, northwesterly, measured along the easterly line of East Railroad Avenue, from its intersection with the north line of McKinley Street, and westerly measured at right angles, 67 feet more or less, from the easterly line of said East Railroad Avenue, thence extending southeasterly through said East Railroad Avenue, along an irregular curve concave to the northeast 58.85 feet to a point; thence continuing through said East Railroad Avenue, southeasterly along a line tangent to said curve at said point a distance of 33 feet to a point, thence continuing through said East Railroad Avenue, southeasterly, along a curved line concave to the northeast, and having a radius of 521.07 feet a distance of 55 feet to a point in the east line of East Railroad Avenue, distant southeasterly 17 feet; more or less, measured along said east line of East Railroad Avenue, from its intersection with the south line of McKinley Street; thence continuing along said curved line over private property a distance of 263 feet more or less, to a point in the west line of Ollie Avenue distance south, measured along the said west line of Ollie Avenue 122 feet more or less, from the southwest corner of Ollie Avenue and McKinley Street, thence continuing in the same direction across Ollie Avenue to a point in the east line of Ollie Avenue distance south, measured along the said east line of Ollie Avenue 122 feet more or less; from the southeast corner of Ollie Avenue and McKinley Street, thence continuing along the same line over private property a distance of 150 feet to a point in the east line of Lot No. 4 Block 18; a map showing in detail of said spur track above described, said track being particularly shown in red ink lines and all streets and alleys, or portions thereof, upon, along, or across which the same is proposed to be constructed and the location of all property abutting upon the public streets affected, is annexed to the annexed application, which said application and map are hereby referred to and made a part hereof.

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, as well as 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 streets 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 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 24th day of June, 1918.

Edwin G. Edgerton

H. H. Howard

Francis D. DeLoach

Commissioners.