

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application of )  
WESTERN SALT COMPANY, operating an )  
industrial railroad, for permission )  
to construct its industrial track at )  
grade across the track of San Diego )  
and South Eastern Railway Company near )  
La Punta, San Diego County, California. )  
..... )

Application No. 674.

O R D E R

By the Commission,

WESTERN SALT COMPANY, a corporation, operating an industrial railroad, having on August 23, 1913, filed with the Commission an application for permission to construct its industrial track at grade across the track of San Diego and South Eastern Railway Company at a point near La Punta, San Diego 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 San Diego and South Eastern Railway Company has agreed to said crossing at grade, as shown by agreement made and entered into between the parties as of date August 21, 1913, a copy of which is filed with the application; and it further appearing that it is not reasonable nor practicable to avoid a grade crossing at said point of proposed crossing, and that the application should be granted subject to the conditions hereinafter specified,

IT IS HEREBY ORDERED that permission be hereby granted Western Salt Company to construct its industrial track at grade across the tracks of San Diego and South Eastern Railway Company at a point near La Punta, San Diego County, California, at San Diego and South Eastern Railway Company's Engineer's Station 588 plus 26.5, as shown by the map attached to the application, subject to the following conditions, viz.:

The entire expense of constructing the crossing, together with the cost of its maintenance hereafter in good and first-class condition

shall be borne by applicant.

(2) All overhead wires or obstructions constructed at the crossing shall have a clearance above the rails of either Company of twenty-two (22) feet.

(3) All pole lines and other side obstructions shall have a clearance from the center line of either Company of eight (8) feet.

(4) Applicant shall for the protection of the crossing, at its own expense, install and maintain first-class whistling posts with symbols on same indicating the railroad crossing, at a distance of at least one thousand (1000) feet from point of crossing on both sides of said crossing on the line of applicant and also on the line of San Diego and South Eastern Railway Company.

(5) All engines, trains, motors or cars of applicant shall come to a full stop before passing over the crossing and within fifty (50) feet thereof, and shall not pass over the crossing until the conductor or other employee of applicant has first gone thereon and ascertained that no engine, train, motor or car of San Diego and South Eastern Railway Company is approaching the crossing from either direction. Should no engine, train, motor or car be approaching then said conductor or other employee may signal and permit his engine, train, motor or car to proceed over the crossing. All engines, trains, motors or cars of San Diego and South Eastern Railway Company shall be operated over the crossing under control and at a speed not exceeding fifteen (15) miles per hour and not until proper signals are given with whistle and bell to advise the employees of applicant of such approach.

(6) The Commission reserves the right to make such further orders relative to the location, construction, maintenance, operation 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 28<sup>th</sup> day of  
August, 1913.

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*H. Loveland*

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*Alv. Gordon*

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*Max Keller*

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Commissioners.