

Decision No. 13558

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

ORIGINAL

In the Matter of the Application of)
MT. SHASTA POWER CORPORATION, a cor-)
poration, and PACIFIC GAS AND ELECTRIC)
COMPANY, a corporation, for a certifi-)
cate under Section 50 (a) of the Public)
Utilities Act declaring that public)
convenience and necessity require the)
construction of the power plants and)
projects mentioned herein, including)
power houses, dams, diverting and fore-)
bay reservoirs appurtenant thereto and)
the use of all lands and water rights)
which may be used or useful in connec-)
tion therewith; and requires the con-)
struction of the transmission lines de-)
scribed in this petition.)

Application No. 6044.

(THIRD SUPPLEMENTAL
APPLICATION).

BY THE COMMISSION:

SECOND SUPPLEMENTAL ORDER

Mt. Shasta Power Corporation and Pacific Gas and Electric Company, a corporation, applicants herein, filed the above entitled third supplemental application with this Commission on the 26th day of December, 1923, asking for authority to construct a railroad track at grade across three unnamed county roads in the County of Shasta, State of California, as hereinafter set forth. The necessary permit has been granted by the Board of Supervisors of said County for the construction of said crossings at grade, and it appears to this Commission that the present proceeding is not one in which a public hearing is necessary; that public convenience and necessity demand the construction of these crossings; and it further appearing that it is neither reasonable nor practicable at this time to provide grade separations or to avoid grade crossings with said county roads at the

points mentioned in this application, and that this application should be granted subject to the conditions hereinafter specified,

THEREFORE, IT IS HEREBY ORDERED, that permission and authority be and it is hereby granted to Mt. Shasta Power Corporation and Pacific Gas and Electric Company to construct a track at grade across three unnamed county roads hereinafter described, in the County of Shasta, State of California; the intersection of the center line of said railroad track with the center line of said roads being described as follows:

1. Crossing in northwest quarter of the southeast quarter of Section 17, Township 37 North, Range 3 East, M.D.B. & M.

Beginning at the northeast corner of Section 17, Township 37 North, Range 3 East, M.D.B. & M. and running thence south 30 degrees 35 minutes west, 3860 feet to a point designated as Engineer's Station 37X08.61, said point being at the intersection of the center line of the Mt. Shasta Power Corporation's railroad from Cayton Valley to Pit No. 3 Power house with the center line of the County Road from Burney to Cayton and Glenburn, said center lines intersecting at an angle of 44 degrees 30 minutes.

2. Crossing in southeast quarter of the northeast quarter of Section 17, Township 37 North, Range 3 East, M.D.B. & M.

Beginning at the northeast corner of Section 17, Township 37 North, Range 3 East, M.D.B. & M. and running thence south 27 degrees 22 minutes west, 2735 feet to a point designated as Engineer's Station 25x30.0, said point being at the intersection of the center line of the Mt. Shasta Power Corporation's railroad from Cayton Valley to Pit No. 3 Power house with the center line of the County Road from Burney to Glenburn, said center lines intersecting at an angle of 41 degrees 33 minutes.

3. Crossing in north half of northwest quarter of Section 4, Township 37 North, Range 3 East, M.D.B. & M.

Beginning at the southwest corner of Section 4, Township 37 North, Range 3 East, M.D.B. & M. and running thence north 13 degrees 51 minutes east 4680 feet to a point designated as Engineer's Station 41x50.0 said point being at the intersection of the center line of the Mt. Shasta Power Corporation's branch railroad to Horr's Mill with the center line of the County Road from Cayton to Bartle, said center line intersecting at an angle of 62 degrees.

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 crossings, 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 crossings shall be constructed of a width and type of construction to conform to those portions of said roads now graded, with the top of rails flush with the surface of the roadway, and with grades of approach not exceeding four (4) per cent; shall be protected by suitable crossing signs, and shall in every way be made safe for the passage thereover of vehicles and other road traffic.

(3) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of said crossings.

(4) If said crossing shall not have been installed within one year from the date of this order, the authorization herein granted shall then lapse and become void, unless further time is granted by subsequent order.

(5) The Commission reserves the right to make such further orders relative to the location, construction, operation, maintenance and protection of said crossings 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.

This order shall become effective three (3) days
after the making thereof.

Dated at San Francisco, California, this 16th day
of May, 1924.

C. Leary
H. B. ...
Ernest Shore

Commissioners.