

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

<p>In the Matter of the Application of the Board of Supervisors of Shasta County to construct a crossing over the right of way of the Southern Pacific Company near the Anderson-Cottonwood Canal three miles south of Redding.</p>)
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Application No. 10349.

L. C. Smith, for applicant.

F. W. Mielke, for Southern Pacific Company.

BY THE COMMISSION:

O P I N I O N

By this application, in the form of a viewers' petition, filed under the provisions of Section 2694 of the Political Code, the Board of Supervisors of the County of Shasta requests authorization to construct a grade crossing over the Southern Pacific Company's track near the Anderson-Cottonwood Canal, about three miles south of Redding.

A public hearing in this matter was held before Examiner Satterwhite at Redding on October 28, 1924, at which Southern Pacific Company protested the granting of the application on the ground of hazard and lack of necessity.

In this vicinity the Southern Pacific main track is paralleled by the State Highway on the west and graveled county road on the east. Since the State Highway has been put into service the county road has had no maintenance care, although it

is still in fair to good condition. The county authorities announce that they do not intend to spend any money in future on the upkeep of this road, although no steps have been taken to abandon it, nor could it be ascertained at the hearing that it will be abandoned by formal action. The county road was formerly carried over a small waterway called Oregon Gulch on a small trestle, which has been taken out, leaving a gully five or six feet deep in the road. The sides of this gully have been sloped, and vehicles can pass across it readily, except when a heavy fall of rain fills the gulch, which occurs a few times during the rainy season for periods of a few hours.

Some time ago a tract of over six hundred acres of land east of the Southern Pacific line and adjacent to this county road, known as Bonney View, was placed on sale in twenty acre plots or less. To date, fifteen to twenty families have settled in this area. This district is served at present by two crossings.

There is a grade crossing near the north line of Bonney View, known as the County Hospital crossing, and one at the south line, known as the Olney crossing, there being a mile and a half in distance between them. The present application is for a crossing approximately midway between these two existing crossings.

The evidence disclosed that the proposed crossing would save about three miles on a round trip to one or two farmers living on the west side of the Southern Pacific track who own or lease plots of land in Bonney View on the east side; would save three or four miles on a round trip to Redding to four or five families living in Bonney View south of the dismantled bridge on the relatively rare occasions when Oregon Gulch is filled with water; and would, on similar trips, shorten the distance travelled for five to eight other families proportion-

ately to their proximity to the Olney crossing.

In view of the fact that the county road is passable except for a few days in the rainy season, and that a very small volume of traffic would be inconvenienced by the opening of the proposed crossing, it would appear that the hazard of another crossing for this district is not justified under the existing conditions and an order will be entered accordingly.

A final remark may be made: It would appear, if Bonney View eventually becomes settled by families on ten-twenty acre tracts, that the existing county road along the east side of the railroad will be a necessity; and if a necessity, unquestionably will be maintained in passable condition. If so maintained, this road will continue to give a reasonable outlet from the Bonney View subdivision, by means of the existing crossings, unless sufficient volume of traffic develops between those living on the east and west sides of the Southern Pacific track as to require an additional crossing about midway of the two existing crossings. Until such time no further public crossings would appear necessary in this vicinity.

O R D E R

Board of Supervisors of County of Shasta, State of California, having applied for permission to construct a grade crossing over the track of Southern Pacific Company near the Anderson-Cottonwood Canal, three miles south of Redding, a public hearing having been held, the Commission being apprised of

the facts, and the matter being under submission and ready for decision,

IT IS HEREBY ORDERED, that the above entitled application be, and it is hereby denied without prejudice.

Dated at San Francisco, California, this 9th day of November, 1924.

C. C. Seavey
H. R. B. ...
Irving Martin

Commissioners.