

Decision No. 14985-

**ORIGINAL**

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of  
PETALUMA AND SANTA ROSA RAILROAD  
COMPANY for permission to construct  
two additional spur tracks at grade  
across Boyd Street in the City of  
Santa Rosa, County of Sonoma, State  
of California.

Application No. 11,119.

BY THE COMMISSION:

O R D E R

Petaluma and Santa Rosa Railroad Company, a corporation, filed the above-entitled application with this Commission on the 15th day of May, 1925, asking for authority to construct two spur tracks at grade across Boyd Street in the City of Santa Rosa, County of Sonoma, State of California, as hereinafter set forth. The necessary franchise or permit (dated April 21, 1925) has been granted by the City Council of said City of Santa Rosa 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 it is neither reasonable nor practicable at this time to provide grade separations, or to avoid grade crossings at the points mentioned in this application with said Boyd Street and that this application should be granted subject to the conditions hereinafter specified,

THEFORE, IT IS HEREBY ORDERED, that permission and authority be and it is hereby granted to Petaluma and Santa Rosa Railroad Company to construct two spur tracks at grade across

Boyd Street, in the City of Santa Rosa, County of Sonoma, State of California, as follows:

Crossing No. 1. Beginning at a point on the easterly side of Boyd Street distant thereon approximately four hundred sixty-three (463) feet southerly from the southerly line of Sebastopol Avenue, thence westerly on a curve to the right to a point on the westerly side of Boyd Street approximately four hundred seventy-two (472) feet distant thereon from the southerly line of Sebastopol Avenue.

Crossing No. 2. Beginning at a point on the easterly side of Boyd Street distant thereon approximately four hundred seventy-six (476) feet, southerly from the southerly line of Sebastopol Avenue, thence westerly on a curve to the right to a point on the westerly side of Boyd Street approximately four hundred eighty-three (483) feet distant thereon from the southerly line of Sebastopol Avenue.

and as shown by the map (entitled Boyd Street Crossing) attached to the application; said crossings 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 Boyd Street now graded, with the tops of rails flush with the roadway and with grades of approach not exceeding one (1) 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) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of said crossings.

(4) If said crossings 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.

The authority herein granted shall become effective on the date hereof.

Dated at San Francisco, California, this 28<sup>th</sup> day of May, 1925.

H. P. Brandegee  
C. Searcy  
Robert Shore

Commissioners.