

Decision No. 16585-

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA,

In the Matter of the Application of
PETALUMA AND SANTA ROSA RAILROAD COM-
PANY for permission to construct a
spur track at grade across the West
half of Olive Street, Walnut Drive,
Chestnut Street and a 12 foot lane
lying between Olive and Chestnut
Streets in the City of Santa Rosa,
County of Sonoma, State of California.

Application No. 12,773.

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 20th day of April, 1926, asking for authority to construct a spur track at grade across a portion of Olive Street and a portion of Walnut Drive and at grade across Chestnut Street and a 12 foot alley between Olive and Chestnut Streets in the City of Santa Rosa, County of Sonoma, State of California, as hereinafter set forth. The necessary franchise or permit, dated April 13, 1926, has been granted by the City Council of said City of Santa Rosa for the construction of said crossing at grade. 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 streets 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 Petaluma and Santa Rosa Railroad Company to construct a spur track at grade across the west half of Olive Street and Walnut Drive and at grade across Chestnut Street and a 12 foot alley between Olive and Chestnut Streets in the City of Santa Rosa, County of Sonoma, State of California, as follows:

Beginning at a point on the existing main track of the Petaluma and Santa Rosa Railroad Company in Olive Street, said point being 50 feet more or less northerly from the north line of Hazel Street, thence through a #5 turnout to the left a distance approximately fifty feet northerly to a point thence on a forty (40°) curve to the left (west) to a point on the south line of Walnut Drive, thence westerly along the south line of Walnut Drive across a 12 foot lane and across Chestnut Street into private property.

and as shown by the map attached to the application; said crossings to be constructed subject to the following conditions, namely:

(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 equal or superior to type shown as Standard No. 2, in General Order No. 72 of this Commission and shall be constructed without superelevation and of a width to conform to those portions of said streets now graded, with the tops of rails flush with 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 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) Nothing in this order shall be construed as an authorization by this Commission for the construction of a track in such a manner as will be contrary to any of the provisions of General Order No. 26-a of this Commission.

(6) 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 26th day of

April, 1926.

H. B. ...

C. ...

Leon ...

Commissioners.

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