

Decision No. 17289

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

ORIGINAL

In the matter of application of the
County of Siskiyou and Southern
Pacific Company, for permission to
abolish a certain grade crossing
and establish in lieu thereof an
undergrade crossing at Grass Lake,
Siskiyou County, California.

Application No. 12969.

BY THE COMMISSION:

O P I N I O N

This is an application jointly filed by the County of Siskiyou and Southern Pacific Company for authority to construct an undergrade crossing north of Grass Lake Station on the Klamath Branch of Southern Pacific Company. The proposed separation utilizes an existing culvert structure and will have clearances of approximately 8 feet 4 inches vertically and 12 feet 1 inch horizontally. These clearances are considerably less than the minimum required under this Commission's General Order No. 26 a, but due to the very light traffic on this road, their use will be approved, subject to the further order of the Commission in the premises. The grade crossing now in use, which the applicants request be closed, should, in our opinion remain in existence in order that vehicles too large to use the grade separation may use the grade crossing, which, however, should be equipped with farm gates.

O R D E R

The County of Siskiyou and Southern Pacific Company filed the above entitled application with this Commission on the 21st day of June, 1926, asking for authority to construct a public road under the tracks of Southern Pacific Company at Grass Lake, as hereinafter set forth. It appears to this Commission that the present proceeding is not one in which a public hearing is necessary; that said undergrade crossing be constructed; and that this application should be granted, subject to the conditions hereinafter specified, therefore

IT IS HEREBY ORDERED that the County of Siskiyou and Southern Pacific Company be and they are hereby authorized to construct an undergrade crossing under the tracks of Southern Pacific Company, in the vicinity of Grass Lake, substantially in accordance with the plans marked "Drawing No. 6367", said crossing to be constructed at a location described as follows:

Beginning at a point 155.9 feet at right angles to Engineer Station 170+00 of the original located center line of the Central Pacific Railway Company from which the section corner common to Sections 21, 22, 27 and 28, Township 44 North, Range 3 West, M.D.B. & M. bears South $71^{\circ} 57' 03''$ West, a distance of 2188.43 feet; thence North $00^{\circ} 50'$ East a distance of 155.90 feet to the center line of the Central Pacific Railway Company's track; thence North $00^{\circ} 22'$ West a distance of 66.50 feet to a point; thence North $84^{\circ} 40'$ West a distance of 534.71 feet to a point; thence South $87^{\circ} 50'$ West a distance of 382.45 feet to a point, said point being the end of the reconstructed road coincident to the road to be abandoned.

and as shown by the map (Drawing A.G.M. 4075) attached to the application, said crossing to be constructed according to the following

conditions:

(1) The cost of construction of said undergrade crossing, except paving of the highway, shall be borne by applicant, Southern Pacific Company.

(2) The cost of maintenance of said undergrade crossing shall be borne by applicant, Southern Pacific Company.

(3) The existing grade crossing, shown in yellow on Drawing A.G.M. 4075, and described as follows:

Beginning at a point 155.9 feet at right angles to Engineer Station 170 plus 00 of the original located center line of the Central Pacific Railway Company from which point the section corner common to Sections 21, 22, 27 and 28, Township 44 North, Range 3 West, M.D.B. & M., bears South $71^{\circ} 57' 03''$ West a distance of 2188.43 feet; thence South $79^{\circ} 50'$ West, a distance of 152.69 feet to a point; thence North $68^{\circ} 10'$ West a distance of 296.60 feet to a point; thence South $74^{\circ} 50'$ West a distance of 276.18 feet to a point; thence North $47^{\circ} 40'$ West a distance of 105.65 feet to a point; thence North $15^{\circ} 40'$ West a distance of 161.65 feet to a point; thence North $80^{\circ} 40'$ West a distance of 99.71 feet to a point, said point being the end of the road to be abandoned. All of said road situate in Section 22, Township 44 North, Range 3 West, M.D.B. & M;

shall be maintained by applicants for the use of highway traffic which, by reason of its size, cannot use the undergrade crossing herein authorized. Said crossing shall be equipped with farm gates.

(4) Construction of said grade separation with clearances less than those specified in General Order No. 26-a is hereby authorized.

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

(6) 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.

. (7) The Commission reserves the right to make such further orders relative to the location, construction, operation, maintenance 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.

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

Dated at San Francisco, California, this 27th day of August, 1926.

H. H. Brown

C. Leary

Thos. S. Roubert
Commissioners.