

ORIGINAL

Decision No. 20988.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application
of SACRAMENTO NORTHERN RAILWAY for
permission to construct, maintain
and operate a spur track at grade
along High Street in the City of
Oroville, County of Butte, State
of California.

Application No. 15537.

BY THE COMMISSION:

O R D E R

Sacramento Northern Railway, a corporation, filed the above entitled application with this Commission on the 9th day of April, 1929, asking for authority to construct a spur track at grade across a portion of High Street in the City of Oroville, County of Butte, State of California, as hereinafter set forth. The necessary franchise or permit has been granted by the City Council of said City 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 a grade separation or to avoid a grade crossing at the point mentioned in this application with said High Street 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 Sacramento Northern Railway to con-

struct a spur track at grade across a portion of High Street in the City of Oroville, County of Butte, State of California, at the location hereinafter particularly described and as shown by the map (Exhibit "A") attached to the application.

DESCRIPTION OF CROSSING

BEGINNING at the point of switch in the center of the main line track of the Sacramento Northern Railway on High Street, Oroville, said point of switch being located 34 feet more or less easterly from the east line of Pine Street produced; thence by a 150' radius turnout to the right a distance of 43.3 feet, more or less, to the heel of frog; thence continuing on a curve to the left with a radius of 120 feet a distance of 150.7 feet more or less to the end of curve; thence on a tangent to the said 120 ft. radius curve southerly a distance of 119.3 feet more or less to the end of the spur track.

The above crossing shall be identified as a portion of Crossing No. 8D-76.43 C.

Said crossing to be constructed subject to the following conditions, and not otherwise:

(1) The entire expense of constructing the crossing together with the cost of its maintenance thereafter in good and first-class condition for the safe and convenient use of the public, shall be borne by applicant.

(2) Said crossing 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 that portion of said street now graded, with the tops of rails flush with the pavement, and with grades of approach not exceeding two (2) per cent; shall be protected by a Standard No. 1 crossing sign as specified in General Order No. 75 of this Commission and shall in every way be made suitable 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 crossing.

(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 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 17th day of April, 1929.

John D. Lott

C. C. Deane

M. J. Linn

Commissioners.