

Decision No. 21082.

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the application
of NORTHWESTERN PACIFIC RAILROAD
COMPANY, a corporation, to
double track the grade crossing
of Main Street in the Town of San
Anselmo, County of Marin, State
of California.

Application No. 15,574.

BY THE COMMISSION:

ORDER

Northwestern Pacific Railroad Company, a corporation, filed the above entitled application with this Commission on the 29th day of April, 1929, asking for authority to construct a double track at grade across Main street in the Towns of San Anselmo, County of Marin, State of California, as hereinafter set forth. The necessary franchise or permit has been granted by the Board of Trustees and City Council of said Town 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 Main 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 Northwestern Pacific Railroad Company to construct its double track at grade across Main Street in the Town of San Anselmo, County of Marin, State of California,

at the location as shown in red by the map (C.E. 589-A) attached to the application.

The above crossing shall be identified as Crossing No. 5F-16.6.

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. 3, in General Order No. 72 of this Commission 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 three (3) 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) Said crossing shall be protected by signal in both directions, either manual or automatic. Plans for the same shall be filed with this Commission for its approval, within sixty (60) days from the date hereof. Said signals shall be installed or placed in operation within sixty (60) days from the date of this Commission's approval of said plans. Prior to making such plans effective said crossing shall be protected by the existing manually operated wigwag signal and no train, engine, motor or car shall be operated over said crossing at a speed in excess of ten (10) miles per hour.

(4) Applicant shall remove the track shown in yellow on the map (C.E.589-A) attached to the application.

(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 11th day of May, 1929.

David L. Quinn

W. J. Kearney

James J. Quinn

Leon Whiteley

W. J. Carr

Commissioners.