

Decision No. 21339

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the application of Southern Pacific Company for an order authorizing the relocation of a side track, the relocation of two (2) spur tracks and the construction at grade of an additional spur track across a county road in the unincorporated town of Loomis, in the County of Placer, State of California.

Application No. 15773.

ORIGINAL

BY THE COMMISSION:

O R D E R

Southern Pacific Company, a corporation, filed the above entitled application with this Commission on the 3rd day of July, 1929, asking for authority to construct a spur track at grade and to relocate a side track and two spur tracks now constructed at grade across a county road in the unincorporated Town of Loomis, County of Placer, State of California, as hereinafter set forth. The necessary franchise or permit has been granted by the Board of Supervisors of said County for the construction and alteration 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 county road 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 Southern Pacific Company to construct a spur track at grade and to relocate a side track and two spur tracks

at grade across a county road in the unincorporated Town of Loomis, County of Placer, State of California, at the location hereinafter particularly described and as shown by the map (Sacramento Div'n. Drawing S-519-B, Sac. 8481) attached to the application.

Description of Crossing

Center line of track to be constructed:

5th Track South of Main Line:

Beginning at a point on the Northeasterly side of a traveled road across the right of way of the Central Pacific Railway Company through Loomis, California, at a distance of 66.0 feet measured at right angles Southeasterly from Railroad Engineer's Station 402+39.4; thence Southerly along the arc of a curve of 1432.5 feet radius, a distance of 24.0 feet, to a point on the Southwesterly side of said roadway, distant 75.5 feet measured at right angles from Railroad Engineer's Station 402+17.0.

Center lines of tracks to be relocated:

2nd Track South of Main Line:

Beginning at a point on the Northeasterly side of the traveled road across the right of way of the Central Pacific Railroad Company at a distance of 24.5 feet measured Southeasterly at right angles from Railroad Engineer's Station 402+41.0; thence Southerly in a straight line a distance of 22.3 feet, to a point on the Southwesterly side of said roadway distant 27.0 feet measured at right angles from Railroad Engineer's Station 402+18.8

3rd Track South of Main Line:

Beginning at a point on the Northeasterly side of the traveled road across the right of way of the Central Pacific Railway Company, at a distance of 45.0 feet measured Southeasterly at right angles from Railroad Engineer's Station 402+40.2; thence southerly along the arc of a curve of 485.6 feet radius, a distance of 22.9 feet to a point on the Southwesterly side of said roadway, distant 50.5 feet measured at right angles from Railroad Engineer's Station 402+ 18.0.

4th Track South of Main Line:

Beginning at a point on the Northeasterly side of the traveled road across the right of way of the Central Pacific Railway Company through Loomis, California, at a distance of 59.0 feet measured Southeasterly at right angles from Railroad Engineer's Station 402+39.6; thence Southerly along the arc of a curve of 1432.5 feet radius, a distance of 23.0 feet, to a point on the Southwesterly side of said roadway, distant 65.5 feet measured at right angles from Railroad Engineer's Station 402+17.4.

The above crossing shall be identified as a portion of Crossing No. A-113.9.

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 super-elevation and of a width to conform to that portion of said county road now graded, with the tops of rails flush with the roadway and with grades of approach not exceeding five (5) per cent; shall be protected by two Standard No. 1 crossing signs, 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 3rd day of July, 1929.

Ernest C. ...
W. L. ...
M. Man

Commissioners.