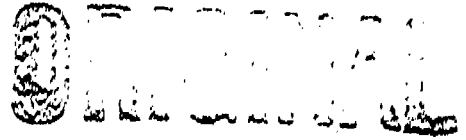


Decision No. 22797.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application  
 of the County of Contra Costa,  
 State of California, for the alter-  
 ation of a crossing at grade of the  
 tracks of the Sacramento Northern  
 Railroad Company's main line near  
 Cashon Station in the County of  
 Contra Costa.

Application No. 16730.

BY THE COMMISSION:

ORDER

The Board of Supervisors of the County of Contra Costa, State of California, filed the above entitled application with this Commission on the 12th day of July, 1930, asking for authority to alter a public crossing known as No. 8-20.3 at grade across the track of Sacramento Northern Railway, in the vicinity of Cashon Station as hereinafter set forth.

Under the proposed plan it is intended to move the crossing about 75 feet south of the present location, closing the existing crossing. Said Sacramento Northern Railway has signified by letter that it has no objection to the alteration of said crossing at grade, and 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

with said track at the point mentioned in this application, and that this application should be granted, subject to the conditions herein specified, therefore

IT IS HEREBY ORDERED that permission and authority be and it is hereby granted to the Board of Supervisors of the County of Contra Costa, State of California, to alter and relocate a public crossing known as No. 8-20.3 at grade across the track of Sacramento Northern Railway at the location hereinafter particularly described and as shown by the map attached to the application.

#### DESCRIPTION OF CROSSING

"Beginning at a point on the westerly boundary line of the right of way of the Sacramento Northern Railroad Company opposite Engineer's Station 346 + 14.6 of the center line survey of said railroad, and from which point the center of a curve to the right with a radius of 1482.69 feet, bears N. 89°-14'E.; thence running along said boundary line and said curve in a northerly direction, a distance of 68.23 feet to a point, from which point the center of a curve to the right with a radius of 91.63 feet bears S. 34°-16'E.; thence, leaving the westerly boundary line of said right of way and running along said curve in a northeasterly direction, a distance of 41.59 feet; thence, tangent to said curve, N. 81°-44'E., 63.35 feet to a point on the easterly boundary line of the right of way of the aforesaid Sacramento Northern Railroad, and from which point the center of a curve to the left with a radius of 1382.69 feet bears S. 87°-00'E.; thence running along the easterly boundary line of said right of way and said curve in a southerly direction, a distance of 40.68 feet; thence, leaving said line, S. 81°-44'W., a distance of 55.99 feet; thence on a curve to the left with a radius of 51.63 feet, and tangent to last mentioned course, a distance of 55.39 feet; thence, tangent to said curve, S. 20°-16'W., 11.07 feet to the point of beginning."

The above crossing shall be identified as Crossing No. 8-20.3.

Said crossing shall be relocated subject to the following conditions and not otherwise:

(1) The cost of altering, relocating and maintaining that portion of said crossing outside of lines two (2) feet outside of the outside rails shall be borne by applicant. The cost of altering, relocating and maintaining that portion of the crossing between lines two (2) feet outside of the outside rails shall be borne by Sacramento Northern Railway.

(2) The crossing shall be constructed of a width of approximately twenty-eight (28) feet and at an angle and with grades of approach as shown by the map attached to the application; shall be constructed substantially in accordance with Standard No. 2 as specified in General Order No. 72 of this Commission, and shall in every way be made suitable for the passage thereon of vehicles and other road traffic.

(3) Said crossing shall be protected by a Standard No. 1 crossing sign and a Standard No. 3 wigwag as specified in General Order No. 75 of this Commission and shall be relocated and maintained by and at the expense of the Sacramento Northern Railway.

(4) Upon completion of the relocation of the crossing herein authorized and coincident with its being opened to public use, the existing public crossing approximately seventy-five (75) feet to the north and identified by the same crossing number shall be legally abandoned and effectively closed to public use.

(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 13<sup>th</sup> day of August, 1930.

Cl. Seaver  
Ernest A. Smith  
Thomas J. Smith  
Commissioners.