

ORIGINAL

Decision No. 10235

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

-oOo-

In the matter of the application)
of Mt. Shasta Power Corporation)
and Pacific Gas and Electric Com-)
pany for a certificate that pub-)
lic convenience and necessity re-)
quire the construction of certain)
power projects and transmission)
lines.)

Application No. 6044.

(SECOND SUPPLEMENTAL
APPLICATION).

By The Commission:

O R D E R

Mt. Shasta Power Corporation and Pacific Gas and Electric Company, a corporation, applicants herein, having on December 19, 1921 filed with the Commission a second supplemental application in this proceeding for permission to construct a railroad track at grade across the Cayden Valley Road, the Fall River Mills Road and the Road on the North side of Pitt River, County of Shasta, State of California, as hereinafter indicated, and it appearing to the Commission that this is not a case in which a public hearing is necessary; that the necessary franchise or permit has been granted by Board of Supervisors of said County of Shasta for the construction of said crossings at grade, and it further appearing that it is not reasonable nor practicable to avoid grade crossings with said railroad track, and that this second supplemental application should be granted subject to the conditions hereinafter specified,

IT IS HEREBY ORDERED, that permission be and it is hereby granted Mt. Shasta Power Corporation and Pacific Gas and Electric Company to construct a railroad track at grade across Cayden Valley

Road, Fall River Mills Road and the Road on the North side of Pitt River, in the County of Shasta, State of California, the intersections of the center line of said railroad track with the center line of said roads being described as follows:

Crossing No. 1

Beginning at the Northeast corner of Section 20, Township 38 North, Range 3 East, M.D.B. & M., thence West along the North line of said Section 20, a distance of nine-hundred thirty (930) feet to the center line of the railroad, owned by the Mt. Shasta Power Corporation, thence Southeasterly along the center line of said railroad, a distance of four-hundred thirty two (432) feet, to a point designated as Engineer's Station 413 plus 75 in the North half of the Northeast quarter of said Section 20, said point being at the intersection of the center line of said railroad with the center line of the Cayden Valley Road, said center lines intersecting at an angle of twenty-three (23) degrees and thirty-one (31) minutes.

Crossing No. 2.

Beginning at the Northeast corner of the Southeast quarter of Section 20, Township 38 North, Range 3 East, M.D.B. & M., thence West along the center line of said Section 20, a distance of two-hundred seventy (270) feet to the center line of the railroad owned by the Mt. Shasta Power Corporation, thence Southerly along the center line of said railroad, a distance of one-thousand four-hundred forty-one (1441) feet to a point designated as Engineer's Station 376 plus 15 in the East half of the Southeast quarter of said Section 20, said point being at the intersection of the center line of said railroad with the center line of the Cayden Valley Road, said center lines intersecting at an angle of seventy-seven (77) degrees.

Crossing No. 3.

Beginning at the Northeast corner of Section 17, Township 37 North, Range 3 East, M.D.B. & M., thence South along the East line of said Section 17, a distance of one-thousand ninety-three and seventy-three hundredths (1093.73) feet to the center line of the railroad owned by the Mt. Shasta Power Corporation, thence Northwesterly along the center line of said railroad, a distance of eight-hundred fifty-three (853) feet to a point designated as Engineer's Station 41 plus 03 in the Northeast quarter of the Northeast quarter of said Section 17, said point being at the intersection of the center line of said railroad with the center line of the Cayden Valley Road, said center lines intersecting at an angle of forty-two (42) degrees.

Crossing No. 4.

Beginning at the Northwest corner of Section 16, Township 37, Range 3 East, M.D.B. & M., thence south along the West line of said Section 16, a distance of one-thousand ninety-three and seventy-three hundredths (1093.73) feet to the center line of the railroad owned by the Mt. Shasta Power Corporation, thence Southeasterly along the center line of said railroad, a distance of two-thousand one-hundred sixty-seven (2167) feet to a point

designated as Engineer's Station 0 plus 98 in the South half of the Northwest quarter of said Section 16, said point being at the intersection of the center line of said railroad with the center line of the Fall River Mills Road, said center lines intersecting at an angle of eighty (80) degrees.

Crossing No. 5.

Beginning at the Northwest corner of Section 21, Township 37 North, Range 3 East, M.D.B. & M., thence East along the North line of said Section 21, a distance of one-thousand (1000) feet to the center line of the railroad, owned by the Mt. Shasta Power Corporation, thence Southeasterly along the center line of said railroad, a distance of one-thousand eight-hundred sixty (1860) feet to a point designated as Engineer's Station 54 plus 83, said point in the South half of the Northwest quarter of said Section 21, said point being at the intersection of the center line of said railroad with the center line of the road on the North side of Pitt River, said center lines intersecting at an angle of seventy-five (75) degrees.

Crossing No. 6.

Beginning at the Northwest corner of Section 1, Township 36 North, Range 3 East, M.D.B. & M., thence South along the West line of said Section 1, a distance of six-hundred forty (640) feet to the center line of the railroad, owned by the Mt. Shasta Power Corporation, thence Southeasterly along the center line of said railroad, a distance of two-thousand eight-hundred thirty (2830) feet to a point designated as Engineer's Station 231 plus 57 in the Southeast quarter of the Northwest quarter of said Section 1, said point being at the intersection of the center line of said railroad with the center line of the Road on the North side of Pitt River, said center lines intersecting at an angle of seventy-five (75) degrees.

Crossing No. 7.

Beginning at the Northeast corner of the Southeast quarter of Section 1, Township 36 North, Range 3 East, M.D.B. & M., thence South along the East line of said Section 1, a distance of one-thousand two-hundred thirty (1230) feet to the center line of the railroad owned by the Mt. Shasta Power Corporation, thence Northwesterly along the center line of said railroad, a distance of four-hundred sixty-seven (467) feet to a point designated as Engineer's Station 267 plus 75 in the North half of the Southeast quarter of said Section 1, said point being at the intersection of the center line of said railroad with the center line of the Road on the North side of Pitt River, said center lines intersecting at an angle of eighty-eight (88) degrees and thirty-three (33) minutes.

Crossing No. 8.

Beginning at the Southwest corner of Section 31, Township 37 North, Range 4 East, M.D.B. & M., thence East along the South line of said Section 31, a distance of four-hundred sixty (460) feet to the intersection of the railroad, owned by the Mt. Shasta Power Corporation, with the North line of Lot 2, Section 7, Township 36 North, Range 4 East, M.D.B. & M., said point also being the intersection of the center line of said railroad with the center line of the County Road on the North side of Pitt River said center lines intersecting at an angle of seventy-three (73) degrees.

Crossing No.9

Beginning at the Northeast corner of Section 17, Township 36 North, Range 4 East, M.D.B. & M., thence South along the East line of said Section 17, a distance of one-thousand three-hundred twenty (1320) feet to the center line of the railroad, owned by the Mt. Shasta Power Corporation, thence Westerly along the center line of said railroad, a distance of two-thousand four-hundred ten (2410) feet to a point designated as Engineer's Station 386 plus 20 in the North half of the Northeast quarter of said Section 17, said point being at the intersection of the center line of said railroad with the center line of the Road on the North side of Pitt River, said center lines intersecting at an angle of seventy-six (76) degrees.

Crossing No.10.

Beginning at the Northwest corner of Section 16, Township 36 North, Range 4 East M.D.B. & M., thence South along the West line of said Section 16, a distance of one-thousand three-hundred twenty(1320) feet to the center line of the railroad, owned by the Mt. Shasta Power Corporation, thence Easterly along the center line of said railroad, a distance of one-thousand two-hundred sixty-three (1263) feet to a point designated as Engineer's Station 422 plus 93 in the North half of the Northwest quarter of said Section 16, said point being at the intersection of the center line of said railroad with the center line of the Road on the North side of Pitt River, said center lines intersecting at an angle of thirty-four (34) degrees.

Crossing No.11.

Beginning at the Northeast corner of Section 16, Township 36 North, Range 4 East, M.D.B. & M., thence South along the East line of said Section 16, a distance of one-thousand nine-hundred fifty-six (1956) feet to the center line of the railroad, owned by the Mt. Shasta Power Corporation, thence Westerly along the center line of said railroad, a distance of one-thousand six-hundred seventy-two (1672) feet to a point designated as Engineer's Station 448 plus 06 in the South half of the Northeast quarter of said Section 16, said point being at the intersection of the center line of said railroad with the center line of the Road on the North side of Pitt River, said center lines intersecting at an angle of thirty-four (34) degrees,

all of the above as shown by the maps attached to the second supplemental application in this proceeding; said crossings to be constructed subject to the following conditions, viz:

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

(2) Said crossings shall be constructed of a width and type of construction to conform to the adjacent portions of said roads, with

grades of approach not exceeding four (4) per cent.

(3) Each crossing shall be protected by a suitable crossing sign and shall in every way be made safe for the passage thereover of vehicles and other road traffic.

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

(5) The authorization herein granted for the installation of said crossings shall lapse and become void one year from the date of this order unless further time is granted by subsequent order.

(6) The Commission reserves the right to make such further orders relative to the location, construction, operation, maintenance and protection of said crossings 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.

Dated at San Francisco, California, this 30th day of January, 1922.

H. B. Brundage
A. D. Loveland

J. F. Pennington
Commissioners.