

ORIGINAL

Decision No. 10458

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

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In the matter of the application of)
Western Pacific Railroad Company and)
Sacramento Northern Railroad for per-)
mission to construct their tracks at grade) Application No. 7791.
across Front Street, P Street and Q Street)
in the City of Sacramento, County of)
Sacramento, California.)

BY THE COMMISSION:

ORDER

Western Pacific Railroad Company, a corporation, and Sacramento Northern Railroad Company, a corporation, having on April 26, 1922, filed with the Commission an application for permission to construct two spur tracks at grade across Q Street and a track connection at grade across Front and P Streets in the City of Sacramento, County of Sacramento, 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 the City Commission of said City of Sacramento 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 Front Street, P Street and Q Street, and that this application should be granted subject to the conditions hereinafter specified,

IT IS HEREBY ORDERED, that permission be and it is hereby granted Western Pacific Railroad Company to construct two spur tracks at grade across Q Street in the City of Sacramento, County of Sac-

ramento, State of California, in the location described as follows:

SPUR NO. 1 - Beginning at a point on the center-line of the Western Pacific Railroad Company's main track, known as the north leg of the wye, in the block bounded by "Q", Second, "R" and Front Streets, at Engineer's Station 77/38, said point being also the location of the headblock of the proposed spur; thence running in a northwesterly direction on a 14 degree curve to the right a distance of 382 feet more or less to a point in Front Street; said point being 30 feet southerly measured at right angles from the northerly line of "Q" Street, also being fourteen feet westerly measured at right angles from the easterly line of said Front Street; thence running in a northerly direction parallel with the easterly line of said Front Street and distant 14 feet therefrom, a distance of 30 feet more or less to a point on the northerly line of said "Q" Street, produced.

SPUR NO. 2 - Beginning at a point on the center-line of the above described spur at Engineer's Station 78/10, said point being also the location of the headblock of proposed spur No.2; thence running in a northwesterly direction on a tangent to the 14 degree curve of the above described spur a distance of 72 feet more or less; thence running in a northerly direction on a 20 degree curve to the right a distance of 212.5 feet more or less to a point in Front Street, said point being 63 feet southerly measured at right angles from the northerly line of "Q" Street, also being 28 feet westerly measured at right angles from the easterly line of said Front Street; thence running in a northerly direction parallel with the easterly line of said Front Street, and distant 28 feet therefrom, a distance of 404 feet more or less to the southerly line of "P" Street, produced.

as shown on the map marked "A" attached to the application, and

IT IS HEREBY FURTHER ORDERED, that permission be and it is hereby granted Sacramento Northern Railroad to construct its track connection at grade across Front and "P" Streets in the City of Sacramento, County of Sacramento, State of California, described as follows:

TRACK CONNECTION. To branch off from the westerly side of the main track of the Sacramento Northern Railroad on Front Street about 100 feet southerly from the southerly line of "O" Street produced westerly and running thence southerly 300 feet, more or less, to a connection with the northerly end of the Western Pacific spur track at the southerly line of "P" Street produced westerly.

as shown by the map marked "B" attached to the application.

Said crossings shall be constructed subject to the following conditions and not otherwise:

(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 applicants.

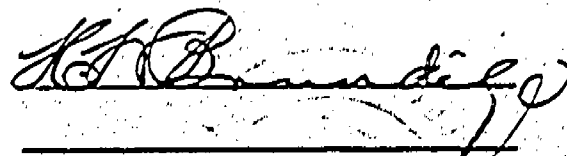
(2) Said crossings shall be constructed of a width and type of construction to conform to those portions of Front Street, "P" Street and "Q" Street now graded, with grades of approach not exceeding two (2) per cent; shall be protected by suitable crossing signs and shall in every way be made safe for the passage thereover of vehicles and other road traffic.

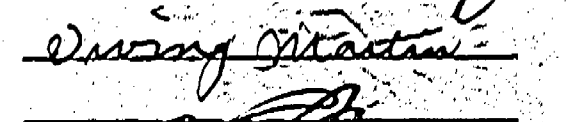
(3) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of said crossings.


(4) 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.

(5) 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 16th day of May, 1922.







Commissioners