

Decision No. 10626

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

ORIGINAL

In the matter of the application
of Sacramento Northern Railroad
for permission to construct a spur
track at grade across "J" Street
and Sixth Street in the City of
Marysville, County of Yuba, State
of California.

Application No. 7928.

BY THE COMMISSION:

O R D E R

Sacramento Northern Railroad, a corporation, having on June 9, 1922, filed with the Commission an application for permission to construct a spur track at grade across "J" Street and Sixth Street in the City of Marysville, County of Yuba, 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 Mayor and Common Council of said City of Marysville 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 "J" Street and said Sixth 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 Sacramento Northern Railroad to construct a spur track at grade across "J" Street and Sixth Street in the City of Marysville, County of Yuba, State of California, described as follows:

"Commencing at the point of intersection of the west line of "I" Street produced southerly, with the center line of the north bound main line track of the Sacramento

Northern Railroad on 5th Street; thence westerly along the center line of the said north bound main line track 77.5 feet, more or less, to the point of switch of a No.7 right hand turnout; thence following along the center line of the right hand turnout and curve, of approximately 250 feet radius, to the right a distance of 267.6 feet, more or less, to the point of switch which is the beginning of the Virden Packing Company spur; thence following the center line of the Virden spur by a left hand branch off, tangent to the above mentioned curve, in a northwesterly direction across "J" Street a distance of 216.8 feet, more or less, to an intersection of the west line of "J" Street, which point of intersection bears south along the west line of "J" Street 89.7 feet from the intersection of the South line of Sixth Street with the said west line of "J" Street; thence continuing on said tangent northwesterly a distance of 119. feet, on private right of way over lots 6 and 5 bounded by "J", "K", Fifth and Sixth Streets, to a point on the south line of Sixth Street which point bears west along the south line of Sixth Street 78.1 feet from the intersection of the west line of "J" Street with the said south line of Sixth Street; thence continuing in the same northwesterly direction a distance of 5.2 feet to the B.C. of a 22° curve to the right; thence along a 22° curve to the right across Sixth Street a distance of 89.3 feet to a point on the north line of Sixth Street which point bears west along the north line of Sixth Street 127.7 feet from the intersection of the west line of "J" Street with the said north line of Sixth Street; thence continuing on same curve to the right over private right of way a distance of 97.3 feet to the end of curve; thence north over private right of way on a tangent to said curve along a line, which is parallel to and 145.75 feet westerly at right angles from the west line of "J" Street, a distance of 638.4 feet.

All of the above as shown by the map attached to the application; 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 those portions of "J" Street and Sixth Street now graded, with grades of approach not exceeding four (4) 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.

