

ORIGINAL

Decision No. 3641

Decision No. _____.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application
of the BOARD OF SUPERVISORS OF
SISKIYOU COUNTY for authority to
establish a highway from Hilt
depot to connect with the State
Highway, crossing railroad tracks in
Hilt.
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Application No. 2497.

James M. Allen, District Attorney, for applicant.
Frank B. Austin for Southern Pacific Company.
R. S. Taylor for Fruit Growers Supply Company.

BY THE COMMISSION:

O P I N I O N

THE BOARD OF SUPERVISORS OF SISKIYOU COUNTY seek authority to construct at the present private crossing a public highway crossing at grade over the tracks of the Southern Pacific Company at Hilt, Siskiyou County, to afford a direct connection between Hilt and a point on the State Highway about a mile to the southeast. The physical surroundings are more fully described in Decision No. 3208 denying application for a crossing at a point about 1252 feet southerly from the present crossing.

The county road runs north and south parallel with the railroad and west of it. Just north of the station a road leads from the county road across the tracks to the store, postoffice and hotel in Hilt, which are east of the tracks. The present crossing passes over five tracks, two of which lie to the west of the railroad right of way and are owned and operated by Fruit Growers' Supply Company. The company's warehouse and the railroad station obstruct the view of the tracks to the south somewhat, but there is a clear view to the

north, and those approaching from the south can see trains from the north for a distance of about 250 feet south of the crossing.

From the station the proposed road leads southerly along the railroad right of way for several hundred feet. Doubt was expressed at the hearing whether a right of way for the proposed road can be procured from the railroad company. Fruit Growers' Supply Company owns the site of the town and the crossing. It objects to making its present private crossing public, and advocates using the present county road to the State Highway at a point about $1\frac{1}{2}$ miles south of Hilt, making the distance from Oregon to Hilt about 2 miles farther than by the proposed road. The undergrade crossing of the railroad by the State Highway, about $1\frac{1}{2}$ miles south of Hilt, will probably be completed before October first, thus eliminating the most dangerous of the two Bailey Hill crossings by the county road as there is now a short road connecting the county road and the State Highway at a point just north of the new undergrade crossing. It is believed that making the present Hilt crossing public will almost entirely eliminate travel via the two dangerous Bailey Hill crossings.

A far safer point for a railroad crossing lies about 5000 feet south of the station where there would be but one track to cross, but all parties in interest consider it would be necessary to retain the present private crossing at the station in any event.

Under the circumstances we think it in the interest of public safety and convenience to open the present crossing to the public and eliminate the two Bailey Hill crossings which are about two miles south of Hilt. There is no need for more than one crossing in the vicinity of Hilt.

At the hearing of the former application it appeared

that there would probably be no objection on the part of the Southern Pacific Company to a public road upon its right of way between the store and its tracks for sufficient distance to afford a convenient outlet to the State Highway.

O R D E R

THE BOARD OF SUPERVISORS OF SISKIYOU COUNTY having applied to the Railroad Commission for authority to construct a public highway or street at grade across the railroad tracks of Southern Pacific Company at Hilt, Siskiyou County, and a public hearing having been held thereon and it appearing that the public safety and convenience require such a crossing,

✓ IT IS HEREBY ORDERED that said application ~~is~~ hereby granted upon the following conditions, to-wit:

(1) The expense of maintaining the crossing up to a line two (2) feet outside the rails of the Southern Pacific Company shall be borne by applicant.

(2) The expense of maintaining the crossing between the rails and to a line two feet outside thereof shall be borne by the Southern Pacific Company.

(3) The 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) Said two Bailey Hill crossings must be closed and fenced off from travel before said present crossing at the

Hilt Station is made public.

(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.

Dated at San Francisco, California, this 14th-day
of September, 1916.

Max Thelen
H. D. Loveland
Alex Gordon

Commissioners.