

ORIGINAL

Decision No. 4576

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BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application of )  
SOUTHERN PACIFIC COMPANY for per- )  
mission to construct its spur tracks )  
at grade across a county road at Bay )  
Point, Contra Costa County, Cal- )  
ifornia. )  
..... )

Application No. 3129.

By the Commission,

O R D E R

SOUTHERN PACIFIC COMPANY, a corporation, having on August 20, 1917, filed with the Commission an application for permission to construct its spur tracks at grade across a county road at Bay Point, Contra Costa County, 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 proposed crossings are not within the limits of an incorporated town or city and no franchise is needed for the construction of said crossings at grade, and it further appearing that it is not reasonable nor practicable to avoid a grade crossing with said county road, and that this application should be granted subject to the conditions hereinafter specified.

IT IS HEREBY ORDERED, That permission be hereby granted Southern Pacific Company to construct its spur tracks at grade across a county road at Bay Point, Contra Costa County, California, described as follows:-

First - Commencing at a point on the easterly line of the County Road crossing the tracks of the Southern Pacific Company at Bay Point, said point being 26 feet northerly from, at right angles to the center line of the main line of said railroad, at engineer station 2167 plus 60, thence westerly across said county road 81 feet to a point on the westerly line of said county road.

Second - Commencing at a point on the southerly line of the County road running between Martinez and Bay Point, said point being 170 feet plus or minus westerly from the easterly end of said county road where it crosses the tracks

of the Southern Pacific Company at Bay Point, said point also being 50 feet northerly at right angles to the center line of said railroad at engineer station 2169 plus 52, thence northwesterly along the arc of a curve to the right with a radius of 477 feet a distance of 130 feet to a point on the northerly line of said county road said point being 295 feet plus or minus westerly from the aforesaid easterly end of the county road.

Third - An additional track parallel to and 13 feet north from the present main line of the Southern Pacific Co. at Bay Point, where said county road crosses the tracks of Southern Pacific Company, the easterly end of said crossing being opposite engineer station 2167 plus 62.

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 the county road 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.

(3) 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 25<sup>th</sup> day of August, 1917.

May Shuler  
H. J. Davidson  
Miss Gordon  
Edwin C. Egerton  
Frank P. Deven  
Commissioners.