

ORIGINAL

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Decision No. _____

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application of)	
the COUNTY OF GLENN, by and through)	
its Board of Supervisors, for permission)	Application No. 3281.
to construct public highway crossings)	
over the Southern Pacific Railway.)	
.....)	

Ben F. Geis for Applicant.

George D. Squires for Southern Pacific Company.

GORDON, Commissioner.

O P I N I O N.

In this application Glenn County asks the Commission to authorize the construction of three grade crossings over the tracks of the Southern Pacific Company.

First, a north and south crossing over the Hamilton Branch of the Southern Pacific Company near Wyo, in Section 18, Township 22 North, Range 2 West, M. D. B. and M.

Second, an east and west crossing of the main line of the Southern Pacific Company in Section 3, Township 22 North, Range 3 West, M. D. B. and M.

Third, a north and south crossing of Washington Street over the Fruto Branch of the Southern Pacific Company in Section 4, Township 19 North, Range 3 West, M. D. B. and M.

The first of these crossings is located between

crossings now open and one-half mile away in each direction, which do not, it is claimed, adequately serve the public. It is located in a section bounded on the north by the Railroad tracks and on the south by Stony Creek, and, as there is no bridge over Stony Creek, the only means of access is by crossings over the tracks. The existing crossings are not satisfactory because the one to the east of the proposed crossing is over low ground impassable in the winter, and the one to the west is not in the line of travel. Applicant believes that this crossing to the west can be closed provided the proposed crossing is opened, and as such a proceeding would not add to the existing number of crossings or to the general crossing hazard in the vicinity I believe the Commission should permit this proposed crossing to be opened under those terms.

The second proposed crossing is in a new irrigation district which is being rapidly settled and is needed principally to permit school children and the rural delivery postman to cross the tracks without making the long detour necessary to use the existing crossings either north or south. It will unquestionably add greatly to the convenience of the ranchers in this district and it seems entirely reasonable that it should be opened, since without it much of the traffic going south is obliged to cross two railroad tracks, one on the main line at Wyo and another on the Hamilton Branch at the same point.

The third crossing is over the Fruto Branch of the Southern Pacific Company and is located between Butte Street and Pacific Avenue, both of which have open crossings. It will permit Washington Street in a subdivision north of the

track to be connected with the same street in the town of Willows, south of the track, and will form the most convenient route to and from the town.. I do not believe, however, that the need for an additional crossing at this time is sufficient to offset the increased hazard. Pacific Avenue to the west is very little used and if that crossing can be closed Washington Street crossing would take its place and it would be entirely reasonable to permit it to be opened.

I recommend the following form of order:

O R D E R.

GLENN COUNTY, California, having applied to the Commission for permission to open three crossings over the tracks of the Southern Pacific Company, described in the foregoing opinion; and a public hearing having been held, and it appearing to the Commission that this application should be granted subject to certain conditions;

IT IS HEREBY ORDERED, That permission be and the same hereby is granted Glenn County, California, to construct the public highways described in the preceding opinion at grade over the tracks of the Southern Pacific Company at the points and in the manner shown by the maps attached to the application, subject to the following conditions, and not otherwise:

(1) The entire expense of constructing the crossings, together with the cost of their maintenance thereafter, shall be borne by applicant, except for the maintenance of those portions between the rails and two (2) feet outside thereof, the cost of which shall be borne by Southern Pacific Company.

(2) Said crossings shall be constructed of a width

of not less than thirty (30) feet, 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 permission to construct the crossing referred to in the foregoing opinion as Crossing No. 1 shall be effective only upon the condition that the existing crossing approximately one-half mile west of the proposed crossing shall be closed and abandoned to public travel.

(4) The permission to construct the crossing referred to in the foregoing opinion as Crossing No. 3 shall be effective only upon the condition that the public highway crossing known as Pacific Avenue shall be closed and abandoned to public travel.

(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.

The foregoing opinion and order are hereby approved and ordered filed as the opinion and order of the Railroad Commission of the State of California.

Dated at San Francisco, California, this 24th day of November, 1917.

Max Thelen

Alexander

Howard D. Perkins

Commissioners.