

Decision No. 938.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application of
NORTHWESTERN PACIFIC RAILROAD COMPANY
for permission to construct its Second
Main Track at grade across the County
Road between Baltimore Park and Detour,
Marin County, California.
.....

Application No. 733.

O R D E R

By the Commission,

NORTHWESTERN PACIFIC RAILROAD COMPANY, a corporation, having on September 6, 1915, filed with the Commission an application for permission to construct its second main track at grade across the County Road between Baltimore Park and Detour, Marin County, California, as hereinafter indicated, and it appearing to the Commission that this is not a case in which a public is necessary, that this crossing is not within the incorporated limits of a city or town, and therefore permission of Board of Supervisors is not necessary, that applicant has a statutory right to construct said track, and that the application should be granted subject to the conditions hereinafter specified,

IT IS HEREBY ORDERED that permission be hereby granted Northwestern Pacific Railroad Company to construct its second main track at grade across the County Road between Baltimore Park and Detour, Marin County, California, at engineer's station 380 plus 00, as shown by the map attached to the application and subject to the following conditions, viz.:

- (1) The entire expense of constructing the crossing, together with the cost of its maintenance thereafter in good and first-class condition for the safe and convenient use of the public shall be borne by applicant.

(2) Applicant shall provide the necessary plank or guard rails for said crossing and shall construct same of a width not less than twenty-four (24) feet, sufficient to accommodate road traffic. Said crossing shall be constructed with grades of approach not exceeding six (6) per cent, and shall be ballasted with first-class stone or gravel ballast to a depth of not less than six (6) inches.

(3) The standard electric ten-inch crossing bell which is now installed at the crossing shall be connected with the second main track and operated by track circuit so that trains approaching the crossing from either direction will cause the crossing bell to operate.

(4) 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 11th day of September, 1913.

John M. Eastman

Max Thelen

Edwin O. Edgerton

Commissioners.