



the railroad on the Oroville-Lumpkin Road in S.E. $\frac{1}{4}$  of N.W. $\frac{1}{4}$  of Section 22, T. 20N., R. 6 E., M.D.B. and M., is not a crossing of a railroad over a county road, and therefore not a matter requiring the permission or decision of the Commission; and it further appearing that it is not reasonable nor practicable to avoid a grade crossing with said Oroville-Lumpkin Road; and it appearing to the Commission that this is not a case in which a public hearing is necessary; and that this application should be granted subject to the conditions hereinafter specified,

IT IS HEREBY ORDERED, that permission be hereby granted The Hutchinson Lumber Company to construct a railroad at grade across the Oroville-Quincy Road and at grade across the Oroville-Lumpkin Road, Butte County, California, described as follows:

(1) Across the Oroville-Quincy Road in N.W. $\frac{1}{4}$  of N.W. $\frac{1}{4}$  of Section 32, T.20 N., R. 5 E., M.D.B. and M., at engineer's station 97 plus 40, said crossing being located approximately 234 feet S. 47° 50' W. from the Native Sons' Monument near Bidwell Bar, and

(2) Across the Oroville-Lumpkin Road in N.E. $\frac{1}{4}$  of S.E. $\frac{1}{4}$  of Section 15, T.20 N., R. 6 E., M.D.B. and M., at engineer's station 776 plus 50, being located approximately one mile northeasterly from Field's Ranch.

All of the above as shown by the maps 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 Oroville-Quincy Road and the Oroville-Lumpkin Road now graded, with grades of approach not exceeding ten (10) 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) Applicant shall not operate any locomotive or train in a westerly direction over the crossing of the Oroville-Quincy Road near Bidwell Bar, without first stopping such locomotive or train within one hundred (100) feet of said crossing and sounding suitable blast of locomotive whistle immediately preceding such westerly movement over the crossing.

(4) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of said crossings.

(5) The authorization herein granted for the installation of said crossings shall lapse and become void one (1) year from the date of this order unless further time is granted by subsequent order.

(6) 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 26<sup>th</sup> day of October, 1921.

H. D. Howard  
Charles H. Rowley  
J. J. Remondet  
Commissioners.