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Decision No. 21616.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

<p>In the Matter of the Application of SACRAMENTO NORTHERN RAILWAY for permission to construct, maintain and operate a line of railroad at grade across County Road No. 374, near Creed Station, Solano County, California.</p>	}
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Application No. 15939.

BY THE COMMISSION:

ORDER

Sacramento Northern Railway, a corporation, filed the above entitled application with this Commission on the 7th day of September, 1929, asking for authority to construct its branch and side tracks at grade across County Road No. 374 in the County of Solano, State of California, as hereinafter set forth. The necessary franchise or permit (Resolution dated September 3, 1929,) has been granted by the Board of Supervisors of said county for the construction of said crossings at grade. It appears to this Commission that the present proceeding is not one in which a public hearing is necessary; that it is neither reasonable nor practicable at this time to provide grade separations or to avoid grade crossings at the points mentioned in this application with said County Road No. 374 and that this application should be granted subject to the conditions hereinafter specified, therefore

IT IS HEREBY ORDERED that permission and authority be

and it is hereby granted to Sacramento Northern Railway to construct its branch and side tracks at grade across County Road No. 374 in the County of Solano, State of California, at the locations hereinafter particularly described and as shown by the map (Exhibit "A") attached to the application.

DESCRIPTION OF CROSSINGS

The two tracks to cross County Road No. 374 consist of the west leg of the wye connection and a switch lead out of said wye connection being the west end of passing track. The location of center lines of said proposed tracks being described as follows:

Commencing at the point of switch in the center line of the main track of the Sacramento Northern Railway approximately 270' south of the said County Road No. 374; thence by a No. 8½ turnout to the left and continuing on said lead to left a distance of approximately 170 feet to the point of west switch of the passing track connection with west leg of wye; thence continuing ahead on the last mentioned lead of the wye connection, and to the right on the lead of a No. 7 switch of the passing track connection, both leads crossing the center line of said County Road No. 374 at points 35 feet and 25 feet west along said center line of road from the point where the present main line track crosses same.

The above crossing shall be identified as a portion of Crossing No. SM-60.8.

Said crossings to be constructed subject to the following conditions, and not otherwise:

(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 equal or superior to type shown as Standard No. 2, in General Order No. 72 of this Commission and shall be constructed of a width to

conform to that portion of said road now graded, with the tops of rails at same elevation as main line rails and flush with the roadway, and with grades of approach not exceeding two (2) per cent; shall be protected by a Standard No. 1 crossing sign as specified in General Order No. 75 of this Commission and shall in every way be made suitable for the passage thereover of vehicles and other road traffic.

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

(4) If said crossings shall not have been installed within one year from the date of this order, the authorization herein granted shall then lapse and become void, unless further time is granted by subsequent order.

(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 authority herein granted shall become effective on the date hereof.

Dated at San Francisco, California, this 27th day of September, 1929.

David L. Lott
George L. Lott
Ernest Lott
Leon Whittell
W. J. Lott
 Commissioners.