

ORIGINAL

Decision No. 7461

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of the SACRAMENTO NORTHERN RAILROAD for and Order permitting the crossing at grade of County Road and Tracks of SAN FRANCISCO AND SACRAMENTO RAILROAD in Yolo County, California.

Application No. 5485.

Chas. R. Detrick - for Applicant.

E. A. Mitchell - for San Francisco and Sacramento Railroad.

MARTIN, Commissioner.

O P I N I O N

In this application, filed March 22, 1920, the Sacramento Northern Railroad asks permission to construct a spur track, at grade, across the main line track of the San Francisco and Sacramento Railroad and the County Road parallel with and on the south side thereof in Yolo County near Sacramento City. As it appeared necessary to install protective devices at this railroad crossing, the matter was heard at a public hearing on April 5, 1920.

The spur track of the Sacramento Northern will probably be used more and more frequently as the yard which it is designed to serve is gradually constructed. The service at present is limited and the view of the crossing is unobstructed, but train service on the San Francisco and

Sacramento Railroad and the street car service of the applicant over the main line are frequent and the signals protecting the M. Street Bridge are not far from the crossing, all of which renders adequate protection of this track intersection necessary.

Ordinarily, this protection would be installed in the nearby interlocking tower but, in this case, the tower is at the center of the M. Street draw span. This is a poor location for interlocking purposes which look to the routing of trains, as the steel draw span obstructs the towerman's view of the tracks so that he is required to use mirrors to see the approaches to the draw. It was proposed by the railroad companies to protect the proposed crossing and the existing spur track crossing about two hundred feet distant toward the M. Street Bridge with hand operated deraills on the spur tracks, which are to be normally open and to be thrown by the train crew of the Sacramento Northern Railroad before passing over the crossing. Further safety provisions are to be installed in the shape of automatic signals and track circuits which will allow of the selective routing of trains. These will allow of the removal of all interlocking functions from the bridge tower except those found necessary to protect trains upon the opening of the draw. With these protective devices, the bridge tender can devote all of his time to the bridge, as was originally intended when this plant was installed. Under the above plan main line trains will have the double protection afforded by both automatic signals and hand thrown signals when the bridge is open. As the above mode of protection appears to be satisfactory to this case and an improvement over existing conditions, and as the county

officials have notified the Commission that there are no objections to the crossing of the county road at grade, it is recommended that this application be granted with the following form of Order:

O R D E R

The Sacramento Northern Railroad, a corporation, having filed this application with the Commission; 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 is hereby granted the Sacramento Northern Railroad to construct a spur track, at grade, across the track of the San Francisco and Sacramento Railroad and across the county road on the east side thereof near the west approach of the M. Street Bridge in Yolo County, California, at the point and in the manner shown on the map attached to the application, said crossings to be constructed subject to the following conditions and not otherwise:

1. For the protection of the railroad crossing granted in this application, there shall be installed hand-operated derails on the track of the Sacramento Northern Railroad on both sides of the crossing, so arranged that they can be thrown from a point adjacent to the crossing, where a good view of the tracks of the San Francisco and Sacramento Railroad can be had; these derails to be normally open and to be thrown by the train men of applicant. This crossing is also to be protected by light signals on the tracks of the San Francisco and Sacramento Railroad, which are to normally show clear track but which are to auto-

natically show "Danger" when the spur track derails are closed or the M. Street Bridge is open.

2. Apparatus similar to the above, to be used in conjunction with it, is to be installed on the existing spur track crossing about two hundred feet nearer the bridge, except that this switch on the main line of the Woodland Branch may be used as one of the derails, on account of the short distance between it and the crossing. Track circuits for selective train routing to be used in conjunction with the above lighting signals are to be installed on all of the tracks approaching and using the M. Street Bridge on both sides of the river.

3. The existing signals and derails operated manually from the bridge shall be used only for protective purposes when the bridge is opened.

4. The entire expense of constructing the railroad crossing with the necessary protective devices together with the maintenance thereafter shall be borne by the applicant.

5. The cost of installing the necessary protective devices, other than those required for the crossing applied for in this application, shall be divided between the two railroad companies on the basis of the number of functions required to protect the tracks of each, subject to such agreements as have been made or may be made between them.

6. Trains of the San Francisco and Sacramento Railroad shall approach the crossing under control.

7. Plans for these protective devices shall be submitted to the Commission for approval before their installation.

8. During the period of installation of this crossing, and the protective devices, all trains shall

come to a full stop before proceeding over the crossing.

9. The entire expense of constructing the crossing of the county road, 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.

10. Said crossing shall be constructed of a width and type of construction to conform to that portion of the county road now graded, with grades of approach not exceeding 5 per cent, shall be protected by a suitable crossing sign and shall, in every way, be made safe for the passage thereover of vehicles and other road traffic.

11. 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 21<sup>st</sup> day of April, 1920.

*Edwin C. Edgerton*  
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*Frank R. Berlin*  
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*H. C. Brundage*  
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Commissioners.