

Decision No. 85

In the matter of the application of,)
Sacramento and Woodland Railroad Company,)
a corporation, for permission to construct)
its track, at grade, over the tracks operated)
by the Southern Pacific Company, at Mikon,)
Yolo County, State of California.)

Application
No. 57.

Appearances

F. T. C. Gregory for applicant
H. C. Booth for Southern Pacific Company

ORIGINAL

ORDER

Gordon, Commissioner.

✓ Sacramento and Woodland Railroad Company having heretofore filed with this Commission its application for permission to construct its track at grade across the tracks of the Southern Pacific Company at Mikon, Yolo County, California, and public hearings having been held on said application before this Commission in the City of Sacramento, California, on the 17th day of May, 1912, and in San Francisco, California, on the 27th day of May, 1912; and it appearing from the testimony taken at said hearings and from the maps and profiles filed with the application and from the report of the engineer of this Commission that it is not reasonable or practicable to avoid a grade crossing at the point of proposed crossing with the tracks of the Southern Pacific Company, and that said application should be granted, subject to the conditions hereinafter specified,

IT IS HEREBY ORDERED that permission be hereby granted to Sacramento and Woodland Railroad Company to construct its railroad at grade across the railroad operated by the Southern Pacific Company at Mikon, Yolo County, California, in accordance with the plans and profiles submitted by Sacramento and Woodland Railroad Company, subject to the following conditions:

crossings

(1) The crossing frogs necessary for the said grade shall be furnished by the Sacramento and Woodland Railroad Company and shall forever hereafter be maintained in good and first-class condition at the expense of said company.

(2) The Sacramento and Woodland Railroad Company shall install at its own expense for the protection of said crossing a first-class standard electric interlocking device of such plan and design as shall be approved by this Commission and it shall conform to the following general specifications, viz.:

(a) The derails installed on the tracks of the Southern Pacific Company protecting the normal directions of approach of traffic shall be not less than 500 feet from the crossing.

(b) The derails installed for the protection of back-up movements on the Southern Pacific Company's tracks shall be not less than 200 feet from the crossing.

(c) The derails on the track of the Sacramento and Woodland Railroad Company shall be not less than 400 feet from the crossing.

(d) Home signals shall be installed not less than 55 feet in advance of the derails.

(e) Distant signals shall be installed not less than 2000 feet in advance of the home signals on the Southern Pacific Company's tracks.

(f) All tracks shall be protected with electric track circuits within signal limits.

(g) The layout and character of installation shall in general conform to the specifications governing the installation of electric interlocking devices of the Southern Pacific Company, and said device shall be completed to the satisfaction of this company.

(h) Plans for said device shall be submitted in triplicate to this Commission for its approval before the work of construction is begun.

(3) The expense of maintaining and operating said interlocking device after its installation shall be divided between the Sacramento

and Woodland Railroad Company and the Southern Pacific Company in the proportion of the number of functions necessary to operate the tracks of each.

(4) After the completion of said interlocking device it shall not be placed in operation until it has been inspected by and received the approval of this Commission and an order issued authorizing its operation.

(5) Until the order is issued by this Commission approving and authorizing the operation of said device, all trains passing over said crossings shall come to a full stop within 200 feet thereof and after giving proper signals shall pass over said crossings under full control.

(6) Sacramento and Woodland Railroad Company shall complete said device ready for inspection and approval by this Commission within 60 days after the installation of the crossing frogs.

(7) The interlocking device shall hereafter be maintained and operated subject to such rules and regulations as this Commission may hereafter issue governing in such matters.

(8) The terms and conditions specified in this order relating to said crossings as protection thereof shall hereafter be subject to such further revision and modification as to this Commission may seem just and proper and this Commission reserves the right to revoke its permission if public convenience and necessity demands such action.

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

Dated at San Francisco, California, this the 30th day of May, 1912.

W. Gordon

Max Thelen

Edwin O. Edgerton

Commissioners.