

ORIGINAL

In the Matter of the Application of
SACRAMENTO NORTHERN RAILWAY for per-
mission to construct, operate and
maintain a main line track and second
track at grade across a County Road
near the Town of Broderick in the
County of Yolo, State of California.

BY THE COMMISSION:

FIRST SUPPLEMENTAL ORDER

Sacramento Northern Railway, a corporation, on June 19, 1934, filed its supplement to the above numbered application asking for authority to construct a second track or siding at grade across a county road near the Town of Broderick, County of Yolo, California.

In Decision No. 27130, dated June 4, 1934, applicant was authorized to construct its main line at grade across said county road. Applicant now proposes to construct a second track across said county road adjacent to said main line track. The necessary franchise or permit has been granted by the Board of Supervisors of said County for the construction of said crossing at grade. It appearing that a public hearing is not necessary herein; that it is neither reasonable nor practicable at this time to provide a grade separation or to avoid a grade crossing at the point mentioned and that the application should be granted subject to certain conditions,

IT IS HEREBY ORDERED that Sacramento Northern Railway

is hereby authorized to construct a side track at grade across a county road in the unincorporated town of Broderick, County of Yolo, State of California, at the location more particularly described in the application and as shown in dotted yellow by the map (Exhibit A) attached thereto, subject to the following conditions:

- (1) The above crossing of said county road shall be identified as a portion of Crossing No. 8-92.2.
- (2) The entire expense of constructing and thereafter maintaining the crossing in good and first-class condition for safe and convenient use of the public shall be borne by applicant.
- (3) Said crossing shall be constructed equal or superior to the type shown as Standard No. 2, in our General Order No. 72, 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 four (4) per cent, and shall be protected by two (2) Standard No. 1 crossing signs as specified in our General Order No. 75-A.
- (4) No train, motor, engine or car shall enter upon said crossing unless traffic on the highway be protected by a member of the train crew or other competent employee acting as flagman. After having entered upon the crossing, it shall be cleared as quickly as is practicable.
- (5) No cars or equipment shall be stored upon said side track within a distance of one hundred and fifty (150) feet on either side of said crossing.
- (6) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of said crossing and of its compliance with the conditions hereof.
- (7) The authorization herein granted shall lapse and become void if not exercised within one (1) year from the date hereof unless further time is granted by subsequent order.
- (8) The Commission reserves the right to make such further orders relative to the location, con-

struction, operation, maintenance and protection of said crossing as to it may seem right and proper and to revoke its permission if, in its judgment, public convenience and necessity demand such action.

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

Dated at San Francisco, California, this 25th day of June, 1934.

A. L. Leamer
Leon Whitely
M. A. Carr
Commissioners.