

Decision No. 45520**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of )  
 SACRAMENTO-YOLO PORT DISTRICT for an )  
 order of the Public Utilities Com- )  
 mission, authorizing said District )  
 to construct, operate and maintain )  
 a belt railroad across certain spur )  
 railroad tracks and certain County )  
 Roads. )

Application No. 32206

O R D E R

Sacramento-Yolo Port District is authorized to construct a belt railroad spur track at grade across Riverview Road, Stockton Street also known as Soule Street and Jackson Street in West Sacramento, Yolo County, at the locations described in the application, to be identified as follows: Riverview Road as a portion of Crossing No. 8-92.2; Stockton Street as a portion of Crossing No. 78-1.2; Jackson Street as a portion of Crossing No. 78-1.3. Construction of said crossings shall be equal or superior to Standard No. 2 of G. O. No. 72, without superlevation and of a width to conform to the portion of the street now graded, with tops of rails flush with the roadway and with grades of approach not exceeding two per cent. Protection shall be by two Standard No. 1 crossing signs and one Standard No. 3 wigwag at Crossing No. 8-92.2 and by one Standard No. 1 crossing sign at Crossing No. 78-1.2 and at Crossing No. 78-1.3. Applicant shall bear entire construction and maintenance expense.

Applicant is also authorized to construct said belt line railroad track at grade across the so-called Soule spur track of Sacramento Northern Railway Company and the so-called Harriet Street spur track of Southern Pacific Company at the locations shown on the map attached to the application and subject to the following conditions:

1. The entire expense of constructing and thereafter maintaining the rail crossings of Sacramento Northern Soule spur and Southern Pacific Harriet Street spur in first class condition for safe and convenient railway use shall be borne by the Belt Railroad.

2. In the use of the two rail crossings delineated on the Port of Sacramento's drawing, identified as Exhibit A, all engines, cars or trains of the Belt Railroad shall come to a stop not less than 10 feet nor more than 50 feet from the nearest rail of each crossing and shall not thereafter proceed until it has been observed or it is known that no engines or cars are approaching from either direction on each of the conflicting routes under conditions which will render it possible for an interference to occur with the movement about to be made over the crossing. The engines or cars of the Sacramento Northern Railway and the Southern Pacific Company shall have precedence in the use of their respective rail crossings.

3. Operating bulletins of the Sacramento Northern Railway, Southern Pacific Company, and the Belt Railroad, governing the use of the rail crossings under the conditions herein outlined shall be filed with the Commission on or before the date when operations over the crossings are commenced.

Within thirty days after completion pursuant to this order, applicant shall so advise the Commission in writing. This authorization shall become void if not exercised within one year unless time be extended or if above conditions are not complied with. Authorization may be revoked or modified if public convenience, necessity, or safety so require.

The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, April 9, 1951.

Arthur J. D. [Signature]  
Julius F. Craswell  
Harold P. Hub  
Samuel H. [Signature]  
Edith L. [Signature]  
COMMISSIONERS