DFG

Decision No. _____ 63190

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the application of the)
Sacramento-Yolo Port District for "order)
to construct a track-over-track crossing) Application No. 43789
with Sacramento Northern Railway easterly)
of railway crossing of State Sign Route 99)
in West Sacramento".   )

O R D E R

The Sacramento-Yolo Port District on September 22, 1961,
applied for authority to construct a track of the Port District Belt
Railroad at grade across the track of the Sacramento Northern Railway,
easterly of the railway crossing of State Sign Route 99, in West
Sacramento, County of Sacramento, State of California. The Sacramento
Northern Railway has consented in writing to the construction of said
crossing at grade across its track provided that a stop board be
located on the north or Sacramento side of the No. 10 turnout of the
crossing, restricting movements on the Port District Belt Railroad
track. The Port District has agreed to said provision.

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 ORDERED that the Sacramento-Yolo Port District is
authorized to construct a track of the Port District Belt Railroad
at grade across the track of the Sacramento Northern Railway in West
Sacramento, County of Sacramento, State of California, at the location
more particularly described in the application and as shown by drawings
file numbers 42-2 and 42-3, revised 8/31/61, attached thereto, subject
to the following conditions:

- 1 -

1.   The entire expense of constructing and thereafter maintaining the crossing, including protective devices therefor, in good and first-class condition for safe and convenient railway use shall be borne by applicant.

2.   Applicant shall install a permanent stop board on the north or Sacramento side of the No. 10 turnout, not less than 50' from the clearance point of conflicting movements on said crossing. Said stop board shall have the word "STOP" in 6" letters on a white background requiring movements on the Port District Belt Railroad to stop.

3.   When a stop has been made in accordance with Condition 2 hereof, the movement may be resumed over the crossing with caution provided, however, that when a movement on the conflicting route is so close as to constitute a hazard of interference, applicant's movement shall not be made until the conflicting movement has been completed over the crossing or brought to a stop before reaching the crossing.

4.   Applicant shall, within 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.

5.   The Commission reserves the right to make such further orders relative to the location, construction, operation, and additional protection of said crossing as it may deem right and proper, and to revoke this authorization, if, in its judgment, public convenience and necessity demand such action.

The authority herein granted shall become effective 20 days after the date hereof.

Dated at _____San Francisco_____, California, this _26th_ day of _____JANUARY_____, 1962.

<div align="right">

_____
President

_____

_____

_____

_____

Commissioners

</div>

Peter E. Mitchell
Commissioner........C. Lyn Fox........, being necessarily absent, did not participate in the disposition of this proceeding.