

Decision No. 43620

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the application of)	
SACRAMENTO NORTHERN RAILWAY for)	
authority to construct an industrial)	Application No. 30780
lead track over and across certain)	
tracks of the Columbia Steel Company)	
at Pittsburg, California.)	

O R D E R

The Sacramento Northern Railway on November 17, 1949, applied for authority to construct and operate over an additional industrial lead track connecting with the trackage of Columbia Steel Company which will necessitate the installation of a rail crossing at grade across the track owned and operated by said Columbia Steel Company, as a connection with the rail lines of The Atchison, Topeka and Santa Fe Railway Company. Filed with its application, marked Exhibits B and C, are copies of letters from the Columbia Steel Company dated October 28, 1949, consenting to the crossing, and from The Atchison, Topeka and Santa Fe Railway Company dated September 27, 1949, not opposing the proposed crossing at the location shown on Exhibit A attached to the instant application.

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 rail crossing at grade in the City of Pittsburg, County of Contra Costa, State of California, at the location more particularly described in the application, and as shown marked in yellow by the map marked Exhibit A attached thereto, subject to the following conditions:

- (1) The entire expense of constructing and thereafter maintaining the crossing in good and first-class condition for safe and convenient railway use, shall be borne by applicant.
- (2) All trains, motors, engines and cars of applicant, The Atchison, Topeka & Santa Fe Railway, and Columbia Steel Company shall come to a stop not less than ten feet (10') nor more than fifty feet (50') from the nearest rail of the crossing, and shall not proceed thereafter until a member of the train crew or other competent employee has gone upon the crossing and has ascertained that it is safe so to do and shall have given a suitable signal to proceed. In event the trains, motors, engines and cars of either railroad have approached the crossing and made the stop, as hereinbefore required, and any trains, motors, engines and cars are approaching upon the conflicting route within a distance which will render them in any way liable to conflict with the movement over the crossing about to be made, such movement shall not be made until the trains, motors, engines and cars approaching upon the conflicting route have been brought to a stop.
- (3) Operating bulletins issued by the appropriate authority of the Columbia Steel Company, The Atchison, Topeka & Santa Fe Railway Company, and Sacramento Northern Railway, governing the use of the rail crossing herein authorized under the conditions herein outlined, shall be filed with the Commission on or before the date when operation over the crossing is commenced.

Within thirty (30) days after completion pursuant to this order, the Commission shall be so advised in writing. This authorization shall become void if not exercised within one (1) year, unless time be extended, or if its conditions are not complied with. This authorization may be revoked or modified if public convenience, necessity, or safety so require.

This order shall be effective immediately.

Dated at San Francisco, California, this 10th day of

January, 1950.

A. J. Anderson
Robert L. Quinn
Harold A. Kala
Frederick P. Potter
 Commissioners.