

ORIGINAL

Decision No. 46610

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of THE ATCHISON, TOPEKA AND)
SANTA FE RAILWAY COMPANY, a corporation,)
for authority to construct a spur track)
across the Pittsburg Branch of the)
Sacramento Northern Railway near the)
City of Pittsburg, Contra Costa County,)
State of California.)

Application No. 33000

O R D E R

The Atchison, Topeka & Santa Fe Railway Company, a corporation, on December 19, 1951, applied for authority to construct, maintain and operate one spur track at grade across the track of the Sacramento Northern Railway in the vicinity of Pittsburg, County of Contra Costa, State of California. The Sacramento Northern Railway has consented in writing to the construction of the said crossing at grade across its branch line track.

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 Atchison, Topeka & Santa Fe Railway Company is hereby authorized to construct its spur track at grade across the track of Sacramento Northern Railway Company in the vicinity of Pittsburg, County of Contra Costa, State of California, at the location more particularly described in the application and shown on print of Valley Division Drawing V-18-384, dated November 23, 1951, attached thereto, subject to the following conditions:

1. The entire expense of construction and thereafter maintaining the crossing in good and first class condition for safe and convenient railroad use shall be borne by applicant in accordance with the terms of an agreement to be approved by this Commission, a certified copy of which shall be filed within one hundred eighty (180) days after the date of this order. Should said agreement

not be filed within the above time and further time not be granted by subsequent order, said costs will be apportioned by supplemental order.

2. Applicant shall erect permanent stop signs not less than fifty (50) feet from said crossing on each line of railroad, and distance warning signs one thousand (1000) feet from crossing on Sacramento Northern Railway Company's line.

3. All trains, motors, engines and cars of applicant and of Sacramento Northern Railway Company shall stop before proceeding across said crossing and shall not pass thereover until a member of the train crew or other competent employee has gone upon the crossing to ascertain that it is safe so to do and shall have given a suitable signal to proceed.

4. In event that locomotives, motors, trains or cars of either railroad have approached the crossing and made the stop, as herein above required, and any locomotives, motors, trains or 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 locomotives, motors, trains or cars approaching upon the conflicting route have been brought to a stop. The Sacramento Northern Railway shall take precedence in the use of the crossing in the event of simultaneous stops.

5. 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.

6. The authorization herein granted shall become void if not exercised within one (1) year from the date hereof, unless further time is granted by subsequent order.

7. The Commission reserves the right to make such further orders, relative to the location, construction, operation, maintenance and protection of said crossing, as to it may seem right and proper and to revoke this

authorization if, in its judgment, public convenience, necessity and safety demand such action.

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

Dated at San Francisco, California, this 3rd day
of January, 1952.

R. E. Dunning
President
James F. Quince
Harold A. Kula
Bennett Pott
Ed E. Mitchell
Commissioners