

ORIGINALDecision No. 47870

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of THE ATCHISON, TOPEKA & 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

FIRST SUPPLEMENTAL ORDER

Sacramento Northern Railway by its petition dated December 19, 1951, as amended September 23, 1952, requests that the Commission modify Decision No. 46610, dated January 3, 1952, in the above application, by eliminating Conditions 2, 3 and 4 thereof as referring to or requiring that its trains, engines, motors and cars be stopped before proceeding over railroad crossing at grade near Pittsburg, Contra Costa County, State of California. In lieu thereof it proposes that a railroad grade crossing gate substantially according to specifications shown on Exhibit "A" attached to the amended petition be installed and that conditions shown on Exhibit "B" attached thereto be substantially substituted for said conditions.

The Atchison, Topeka & Santa Fe Railway Company has agreed in writing to these proposals and investigation by the Commission's Operations-Safety Section staff discloses that such modification will improve operations and preserve safety in the use of this rail crossing.

It appearing that a public hearing is not necessary herein and that the request is reasonable and should be granted,

IT IS ORDERED that Conditions Nos. 2, 3 and 4 of the order in Decision No. 46610, dated January 23, 1952, be and they hereby are canceled and in lieu thereof the following conditions shall be substituted:

2. Applicant The Atchison, Topeka & Santa Fe Railway Company shall erect permanent stop signs not less than fifty (50) feet from said crossing on its line of railroad and shall erect distance warning signs one thousand (1000) feet from said crossing on Sacramento Northern Railway's line of railroad. Applicant The Atchison, Topeka & Santa Fe Railway Company shall install at said crossing a gate substantially in accordance with the specifications shown in Drawing CE System No. 5770 attached to the Amended Petition herein as Exhibit "A", provided that the sign

shown thereon shall be reflectorized and the locking of such gate may be mechanical rather than electrical, and further provided that the switch lamp shown thereon may be of reflex lens type.

3. Said gate referred to in Condition 2 normally shall be locked in position across the line of railroad of applicant The Atchison, Topeka & Santa Fe Railway Company and all trains, motors, engines and cars of applicant shall stop before proceeding across said crossing and said gate shall not be unlocked and moved from its normal position until a member of the train crew or other competent employee has gone upon the crossing to ascertain that it is safe to do so. As soon as trains, motors, engines and cars of applicant have proceeded across said crossing such gate shall be returned to its normal position.

4. Trains, motors, engines and cars of Sacramento Northern Railway shall approach said crossing at speeds not in excess of fifteen (15) miles per hour, prepared to stop in the event such crossing is occupied by trains, motors, engines or cars of applicant or in the event such gate is in other than its normal position, and one long blast of the engine whistle shall be sounded by Sacramento Northern Railway when approaching said crossing in accordance with its "Rules and Regulations of the Transportation Department".

In all other respects Decision No. 46610 shall remain in force and effect.

This order shall become effective twenty (20) days after the date hereof.

Dated at San Francisco, California, this 28th day of October, 1952.

[Signature]
President
Justice J. Casner
Harold A. Hill
[Signature]
[Signature]
Commissioners