

ORIGINALDecision No. 54216

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 con-)
 struct a siding extension across)
 Big Break Road, in unincorporated)
 territory of the County of Contra)
 Costa, State of California.)

Application No. 37408
(As amended)

In the matter of the application)
 of the County of Contra Costa, State)
 of California, for a relocation of a)
 crossing at grade of the tracks of)
 The Atchison, Topeka and Santa Fe)
 Railway Company, in the Oakley Area,)
 Contra Costa County, California.)

Application No. 38321

FIRST SUPPLEMENTAL ORDER

By Decision No. 53917, County of Contra Costa was granted authority to relocate Big Break Road approximately 350 feet easterly from its present location at intersection with The Atchison, Topeka and Santa Fe Railway Company main line in Contra Costa County. In the same decision, Application No. 37408 (As Amended) of said railway for authority to construct trackage at the existing crossing was dismissed.

As the relocated Big Break Road has not been completed by the County of Contra Costa, The Atchison, Topeka and Santa Fe Railway Company requests an immediate temporary authority to construct the two spur tracks as planned; therefore,

IT IS ORDERED that Application No. 37408 is hereby reinstated and that The Atchison, Topeka and Santa Fe Railway Company is hereby temporarily authorized to construct two spur tracks at grade across existing ("old") Big Break Road near Dupont, Contra Costa County, as described in Application No. 37408 (Amended) to be identified as portions of Crossing No. 2-1147.3. Construction of said

temporary crossing shall be equal or superior to Standard No. 2 of General Order No. 72, without superelevation and of a width to conform to the portion of the road now graded, with tops of rails flush with the roadway and with grades of approach not exceeding three percent. Protection shall be by two Standard No. 1 crossing signs (General Order No. 75-B) reflectorized with reflex-reflective sheet material. No train, engine, motor or car shall be operated over said two spur tracks at the crossing unless said train, engine, motor or car shall be first brought to a stop and traffic on the highway protected by a member of the train crew or other competent railroad employee acting as flagman. The Atchison, Topeka and Santa Fe Railway Company shall bear entire construction and maintenance expense.

Upon completion of the relocated ("new") Big Break Road grade crossing (Crossing No. 2-1147.2) as authorized in Decision No. 53917 or by November 6, 1957, whichever occurs first, the crossing herein authorized shall be abandoned and closed by The Atchison, Topeka and Santa Fe Railway Company.

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 the time limits set forth above unless time be extended, or if above conditions are not complied with. Authority may be revoked or modified if public convenience, necessity, or safety so require.

The Atchison, Topeka and Santa Fe Railway Company has requested expeditious handling in order to complete its portion of the project. Therefore, the effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 11th day of DECEMBER, 1956.

John E. Mitchell President
Ray C. Winter
Wm. D. ...
R. ...
C. ... Commissioners