

Decision No. 55347**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the application of)
 SACRAMENTO NORTHERN RAILWAY for)
 authority to abandon automatic)
 crossing signals on stub line be-)
 tween Pittsburg and Lafayette,)
 California.)

Application No. 39154

O R D E R

In this application Sacramento Northern Railway requests authority to abandon the present automatic grade crossing protection at a number of grade crossings on its stub line between Pittsburg and Lafayette, Contra Costa County. The applicant states that at the time the signals were installed, regular passenger schedules at high speed were in operation between Pittsburg and Oakland, California; that this passenger service was discontinued approximately fifteen years ago; that the portion of applicant's line between Lafayette and Oakland was abandoned on February 28, 1957 and that freight service presently consists of one round trip daily between Walnut Creek and Pittsburg, Monday through Friday, with service on the spur between Walnut Creek and Lafayette only when required.

The applicant alleges that the crossing signals at the locations in question were operated by power supplied by the overhead trolley system, and to convert the control of such signals to track circuits which would function properly with diesel operation would, considering present rail and vehicular traffic, require an unwarranted expenditure.

An investigation has been made by a member of the Commission's engineering staff at each location listed, and it is the recommendation of the engineering staff that the signal be retained for the present at one of the crossings and discontinued at the others provided certain restrictions as to stopping, train speeds and signs are placed into effect.

It appears that a public hearing is not necessary on this application; that the application should be granted in part and partly denied; therefore,

IT IS HEREBY ORDERED that Sacramento Northern Railway is authorized to discontinue the operation of and remove the crossing signals now protecting the following locations:

<u>Crossing No.</u>	<u>Name of Road</u>	<u>Type of Signal</u> (GO #75-B)
8-24.7	Reliez Road	1 #4 wigwag
8-27.4	Trinity Avenue City of Walnut Creek	2 #8 flashing lights
8-37.8	Norman Road	1 #3 wigwag
8-39.2	Main Street Port Chicago	1 #3 wigwag
8-41.0	Nichols Road	1 #3 wigwag

This authority is granted subject to the conditions that no train, motor, engine or car be operated at a speed in excess of fifteen miles per hour over the above-named crossings, and that the crossings be protected by two Standard No. 1 crossings signs (General Order No. 75-B) reflectorized with reflex-reflecting sheet material;

That no train, motor, engine or car shall be operated over Crossing No. 8-24.7 without first having been brought to a stop at the crossing;

That no train, motor, engine or car shall be operated over Crossing No. 8-27.4 without first having been brought to a stop and unless traffic on the highway be protected by a member of the train crew or other competent employee acting as flagman.

Suitable signs shall be erected at Crossings Nos. 8-24.7 and 8-27.4 calling attention of trainmen to the above restrictions.

The application with respect to Bonanza Street (Crossing No. 8-27.3) in the City of Walnut Creek will be disposed of by subsequent order.

Within thirty days thereafter applicant shall notify the Commission of the removal of the aforementioned signals and the placing into effect of the other requirement of this order.

Applicant has advised that due to freeway construction in the Reliez Road area, immediate authority is requested.

Therefore, the effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 5th day of August 1957.

Paul E. Madhell
President

Wm. J. Dale

R. H. White

E. J. Fox

Commissioners