

Decision No. 68046

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of SAN FRANCISCO BAY AREA)	} Application No. 46842
RAPID TRANSIT DISTRICT for a public	
grade crossing over the Sacramento	
Northern Railway line at grade on a	
new street known as Noname Street in	}
the County of Contra Costa.	

FIRST SUPPLEMENTAL ORDER

By Decision No. 67819, dated September 4, 1964, San Francisco Bay Area Rapid Transit District was granted authority to construct an extension of Systron Way (Noname Street) at grade across a track of Sacramento Northern Railway near the City of Concord, Contra Costa County. Said crossing, identified as Crossing No.8-33.1, was to be protected by four Standard No. 8 crossing signals (General Order No. 75-B) equipped with reflectorized "STOP ON RED SIGNAL" signs.

A Petition for Modification of Decision No. 67819 dated September 24, 1964, has been filed by San Francisco Bay Area Rapid Transit District alleging that in order for Applicant's contractor to complete construction of Applicant's test track across Systron Way (Noname Street) within contractual time allotted, said Systron Way (Noname Street) is required to be opened prior to the time when the Standard No. 8 crossing signals can be installed. Applicant requests that until such time as said crossing signals are installed Applicant provide a human flagman during that portion of the day when train movements take place. Investigation having been made, it is found that applicant's request should be granted.

Good cause appearing, IT IS ORDERED that Decision No.67819 is HEREBY amended to provide that protection at Crossing No. 8-33.1,

Systron Way (Noname Street), shall be four Standard No. 8 crossing signals (General Order No. 75-B) equipped with reflectorized "STOP ON RED SIGNAL" signs except that the crossing may be opened prior to the installation of such signals with crossing protection as follows:

- (1) Four Standard No. 1 crossing signs (General Order No. 75-B) reflectorized with reflex-reflective sheet material.
- (2) A human flagman shall be provided by Sacramento Northern Railway between the hours of 8:00 a.m. and 4:00 p.m., P.S.T., Monday through Saturday, until such time as the crossing is protected with four Standard No. 8 crossing signals.
- (3) Should any train, engine, motor or car be operated by Sacramento Northern Railway over Crossing No. 8-33.1, Systron Way (Noname Street), during a time the human flagman is not present, and prior to the time the four Standard No. 8 crossing signals are placed in operation, 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 employee of Sacramento Northern Railway acting as flagman.

The cost of providing such flagman shall be borne by San Francisco Bay Area Rapid Transit District. The four Standard No. 8 crossing signals shall be placed in operation not later than December 31, 1964.

The flagging requirement, either by the Sacramento Northern Railway flagman or a member of the train crew acting as flagman, shall not be required after the four Standard No. 8 crossing signals are placed in operation.

In all other respects Decision No. 67819 shall remain in full force and effect.

The effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 13th day of OCTOBER, 1964.

Frederick B. Hallock
President
George G. Grover
William W. Page
William W. Page

Commissioners

Commissioner George G. Grover, being necessarily absent, did not participate in the disposition of this proceeding.