

50 feet with grades of approach not greater than five percent.

The protection at the main line portion of the detour crossing during the period when said portion of the crossing is in operation shall be by two Standard No. 8 (General Order No. 75-B) flashing light signals supplemented with automatic crossing gates.

The protection at the shoofly portion of the detour crossing during the period when said portion of the crossing is in operation shall be by two Standard No. 8 (General Order No. 75-B) flashing light signals supplemented with automatic crossing gates. The crossing shall not be opened to vehicular traffic until such protection has been placed in service.

Upon completion of Crossing No. 2-170.5-B and its being open to use by the public, Detour Crossing No. 2-170.53 shall be physically abandoned and closed.

Construction and maintenance expenses shall be borne in accordance with terms of an agreement to be entered into between the parties relative thereto and a copy of said agreement, together with plans approved by The Atchison, Topeka and Santa Fe Railway Company, shall be filed with the Commission prior to commencement of construction. Should the parties fail to agree, the Commission will apportion the costs of construction and maintenance by further order.

Within thirty days after completion, pursuant to this order, applicant shall so advise the Commission in writing. This authorization shall expire if not exercised within three years, unless time be extended, or if above conditions are not complied with. Authorization may be revoked or modified if public convenience,

necessity or safety so require.

The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, this 1st day of SEPTEMBER, 1966.

Robert E. Whitely President
George H. Hoover
Walter
William W. Beaud

Commissioners

Commissioner Frederick B. Holoboff, being necessarily absent, did not participate in the disposition of this proceeding.