

SD

Decision No. S1004 NOV 6 1979

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of the City of San Jose, a municipal corporation of the State of California, for permission to construct at-grade crossings over the Southern Pacific Transportation Company's railroad tracks at Ringwood Avenue, Concourse Drive, Fortune Drive, Lundy Avenue and Trade Drive, in the County of Santa Clara, State of California.

Application No. 56512

SUPPLEMENTAL ORDER

By Decision No. 86481, dated October 5, 1976, the City of San Jose was authorized to construct Ringwood Avenue (Crossing DA-43.06-C), Concourse Drive (Crossing DA-43.24-C), Fortune Drive (Crossing DA-43.52-C), Lundy Avenue (Crossing DA-43.44-C) and Trade Drive (Crossing DA-43.57-C), at grade across the tracks of the Southern Pacific Transportation Company in the City of San Jose, Santa Clara County. By Decision No. 86889, dated January 25, 1977, Decision No. 86481 was modified to provide that the crossings be constructed equal or superior to Standard No. 1 instead of Standard No. 2 of General Order 72-B.

The railroad, by letter dated September 11, 1979, has requested that the time limit for exercise of the authority granted by Decision No. 86889 be extended to February 28, 1980. The railroad has also requested authority to operate over the crossings for a period not to extend beyond February 28, 1980, with all movements over the crossings protected by a member of the train crew. In justification therefor, the railroad states that, although the tracks are in place and the crossings are otherwise complete, it has been unable to complete the installation of the required automatic protection due to delays in obtaining the necessary electrical power supply from the Pacific Gas and Electric Company.

By letter of September 28, 1979, the City of San Jose has indicated that it has no objection to the railroad's request.

IT IS FURTHER ORDERED that:

1. For a period not to extend beyond February 28, 1980, protection at each crossing may be two Standard No. 1-R crossing signs (General Order 75-C). The signs shall be lettered, both sides, on reflectorized white background. No on-rail vehicle shall operate over the crossings unless it is first brought to a stop and traffic on the roadway protected by a member of the train crew, or other competent employee of the railroad, acting as a flagman. The flagman shall place a minimum of two fuseses on each side of the track prior to entry of the on-rail vehicle into the crossing.

2. Written instructions shall be issued by the railroad to trainmen, operating over the crossings, to comply with the flagging instructions. A copy of the instructions shall be filed with the Commission within thirty days after the crossings are placed in service. Suitable signs shall be installed on both sides of the street at each crossing, calling the attention of trainmen to the flagging instructions. Flagging procedures outlined herein shall remain in full force until the required automatic protection is installed and operative.

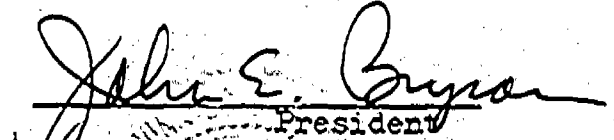
3. The time limit within which applicant may exercise the authority granted by Decision Nos. 86481 and 86889 is hereby extended to February 28, 1980.

In all other respects, Decision Nos. 86481 and 86889 shall remain in full force and effect.

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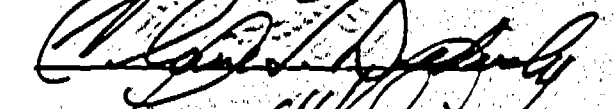
The effective date of this order is the date hereof.

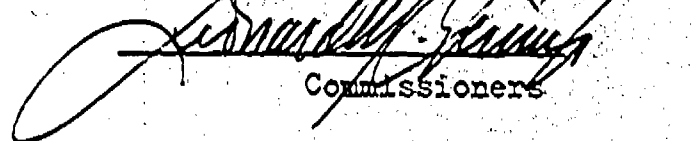
Dated NOV 6 1979, at San Francisco,
California.


President








Commissioners