

Decision No. 20103

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of application of SOUTHERN PACIFIC COMPANY for a permit to operate certain railroad tracks constructed and maintained at impaired clearances by the Parr Terminal Company, on the Parr Terminal wharf at Oakland Pier, County of Alameda, State of California.

ORIGINAL

Application No. 14867.

BY THE COMMISSION:

O R D E R

In the above entitled proceeding Southern Pacific Company applied for an order authorizing operation over certain tracks with less side clearance than is prescribed in the Commission's General Order No. 26-C, said tracks being owned and maintained by the Parr Terminal Company, on the Parr Terminal Wharf at Oakland Pier, County of Alameda, State of California. It is set forth in the application that the double track involved was constructed in 1918 at the time the wharf was constructed by the Parr Terminal Company and, subsequent to their construction, applicant has operated over these lines in serving the Parr Terminal Company.

Applicant alleges that the distance between the center lines of the two parallel tracks is eleven and four-tenths (11.4) feet and the minimum clearance between the center line of the connecting track and the adjacent building is eight and one-tenth (8.1) feet. Applicant takes the position that the benefit to be derived from correcting the impaired clearance under present operation does not justify the comparatively large expense that

would be incident to obtaining standard clearance along these tracks.

Our files show that, through an informal complaint filed by the Brotherhood of Railroad Trainmen, the Commission's attention has heretofore been called to the fact that standard clearance does not obtain along the tracks involved. Investigations have been made by representatives of the various interested parties, including the Commission's engineers. A tentative agreement, which is acceptable to the Commission, has been reached by these representatives relative to operations over these tracks.

It appearing to the Commission that this is not a matter in which a public hearing is necessary and that the application should be granted, therefore,

IT IS HEREBY ORDERED that permission and authority be and it is hereby granted to Southern Pacific Company to operate over those certain tracks referred to in this application and shown on Western Divn. Drawing 0-993 attached to the application, with less side clearance than is prescribed in the Commission's General Order No. 26-C. The impaired clearance referred to results from the fact that the distance between the center lines of the two parallel tracks is eleven and four-tenths (11.4) feet and the minimum clearance between the center line of the connecting track and the adjacent building is eight and one-tenth (8.1) feet. The authority herein granted is subject to the following conditions:

(1) In the event switching is performed during the night hours on any portion of these tracks where standard clearance is not maintained, the track and adjacent building must be adequately illuminated so as to afford the trainmen an opportunity to see adjacent structures during the time switching operation

is being conducted.

(2) The Parr Terminal Company is required to use their best efforts in berthing ships that require the use of both tracks opposite that portion of the track where standard clearance obtains, except, however, that, in the event of congestion, they will be permitted to use the tracks where impaired clearance exists if the other berthing spaces along the apron wharf are occupied and in use.

(3) Impaired clearance signs shall be erected and maintained at appropriate locations so as to give reasonable warning to the trainmen operating over such tracks, said signs to be illuminated at night.

The authority herein granted shall become effective on the date hereof.

Dated at San Francisco, California, this 12th day of August, 1928.

Leon Whitehall
Chairman
David L. Lott
Commissioners.