

Decision No. 33246

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of Application of SOUTHERN PACIFIC)
COMPANY for an order authorizing the construction)
at grade of two (2) spur tracks across State High-) Application
way No. 1, near the Station of Gigling, County of) No. 23597
Monterey, State of California.)

BY THE COMMISSION:

O R D E R

In the above-entitled application Southern Pacific Company requests authority to construct two spur track crossings with State Highway in the vicinity of Gigling, Monterey County. These tracks are to be used as service tracks to serve Camp Clayton of the U. S. Army, which is now under construction. A third spur track crossing with this highway was previously requested in Application No. 23572 and authorized in Decision No. 33379 on July 30, 1940.

The State Highway to be crossed is the main road between Castroville and Monterey which at present lies to the south of and parallel to the Southern Pacific branch line track. Investigation indicates that eventually this highway will be relocated to the north of the tracks and the present through traffic will then be diverted from the spur track crossings requested in Applications Nos. 23597 and 23572.

Investigation also indicates that the second spur track requested in the present application is not necessary at this time and that the application, in so far as this track is concerned, should be denied.

Because of the volume and speed of traffic on the highway, the poor sight distances, and the nature and amount of rail traffic which will of necessity use the spur track crossing, protection superior to that ordinarily provided at spur crossings is necessary. Therefore the crossing to be authorized in this application, as well as that previously authorized in Application No. 23572, should be protected by flashing light signals. It is desirable that these signals be so

controlled that unnecessary operation be eliminated in so far as practical, and that the stopping of switching movements in such a manner as to block the highway while a derail on the far side of the highway is being attended to, should be avoided. Derails of the type which will permit of a continuous movement in one direction are suggested, but in any event applicant should be required to file plans of the signal and derail installation for the approval of the Commission. Flood lighting is also desirable.

The first spur track requested in this application will, therefore, be authorized, subject to the above recommendations.

IT IS HEREBY ORDERED that Southern Pacific Company is authorized to construct the first described track in Application No. 23597 across State Highway near the Station of Gigling, Monterey County, as more particularly shown on Coast Division Drawing 70297 attached to the amended application filed August 12, 1940, and described as follows:

Beginning at a point in the westerly line of State Highway right of way, said point being approximately 3340 feet southerly from the southerly line of Reynolds Road, thence northeasterly and crossing the State Highway to a point in the easterly line of State Highway right of way, said point being approximately 3210 feet southerly from the southerly line of Reynolds Road, produced to an intersection with the easterly right of way line of State Highway.

Said authority is granted subject to the following conditions:

- (1) Said crossing shall be identified as Crossing No. EE-119.5-C.
- (2) Applicant shall bear entire construction and maintenance expense. Construction shall be equal or superior to Standard No. 2 of General Order No. 72, without superelevation, and of a width to conform to the portion of the highway now graded, with tops of rails flush with roadway, and with grades of approach not exceeding two (2) per cent. Protection shall be by two Standard No. 8 crossing signals (G. O. 75-B). Before installation, plans for said signals shall be filed with the Commission for approval. Said crossing shall be further protected by floodlights.
- (3) Within thirty (30) days after completion pursuant to this order, applicant shall so advise the Commission in writing.

This authorization shall lapse and become void if not exercised within one (1) year from the date hereof, 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.

IT IS HEREBY FURTHER ORDERED that the application for a crossing at a point referred to in the application as follows:

Beginning at a point in the westerly line of State Highway right of way, said point being approximately 490 feet southerly from the southerly line of Reynolds Road, thence southeasterly and crossing the State Highway to a point in the easterly line of State Highway right of way, said point being approximately 630 feet, southerly from the southerly line of Reynolds Road, produced to an intersection with the easterly right of way line of State Highway;

is hereby denied.

This Order shall be effective immediately.

Dated at San Francisco, California, this 30th day of

August, 1940.

Ray L. Riley
Frank R. Weller

Justus J. Craven

Commissioners