

Decision No. 40244

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the application of  
THE WESTERN PACIFIC RAILROAD COMPANY  
for temporary authority to operate  
over its main switching lead and  
industry track with impaired clear-  
ances at Evans Avenue near Army Street,  
in the City and County of San Francisco,  
State of California.

**ORIGINAL**

Application No. 28379

O R D E R

The Western Pacific Railroad Company on April 25, 1947, applied for authority to conduct operations adjacent to temporary impaired overhead clearance of 17' above top of rail and temporary side clearance of 7' from center line of track on a 10° curve and a superelevation of 4". The temporary impairments requested are necessitated in connection with the erection of falsework by the contractors, Eaton and Smith, for the purpose of constructing an overpass over the main switching lead and industry track of applicant on Evans Avenue near Army Street in the City and County of San Francisco, State of California. The applicant states that said falsework will remain in place from the time of erection to approximately September 1, 1947.

It appearing that a public hearing is not necessary herein; that the temporary impairments are reasonable and necessary during the erection of the grade separation structure; and that the application should be granted, subject to certain conditions,

IT IS HEREBY ORDERED that The Western Pacific Railroad Company is hereby authorized to operate engines, cars, and trains adjacent to impaired clearances hereinbefore described for the period necessary to construct the grade separation structure over the applicant's switching lead at Evans Avenue near Army Street in the City and County of San Francisco, State of California, subject to the following conditions:

- (1) All switching movements operated adjacent to the impairments herein authorized shall be

conducted with the motive power on the head end, except when shoving to spot at the Federated Metals Spur, and brought to a stop not less than 50' from the falsework construction. Switchmen will get off cars at this stop and not again board until impairments have been passed. After making the required stop, signal to proceed will not be given until watchman on duty has indicated that it is safe to do so.

- (2) A qualified watchman will be on duty at all such times as switching operations are being conducted adjacent to the impairments. Suitable and safe walkways shall be provided for the use of switchmen in walking beneath the falsework.
- (3) Existing superelevation of curve shall be reduced 3" in the track adjacent to the impairments herein authorized during the time that such impairments are in place.
- (4) Operating bulletins calling the attention of all concerned to the existence of impaired side and overhead clearances at the instant location and requiring employees to conduct switching operations adjacent to the impairments in the manner herein required shall be issued and copy filed with the Commission before the date operations adjacent to the impairments are commenced.
- (5) The Commission shall be advised in writing of the date on which the impairments herein authorized are created and of the date on which such impairments have been eliminated.

This authorization shall become void if its conditions are not complied with and may be revoked or modified if the construction which necessitates the impairments is not carried on with reasonable dispatch or if public convenience, necessity, or safety so require. This order shall be effective on the date hereof.

Dated at San Francisco California, this 6<sup>th</sup> day of

May, 1947.

Harold Huls

Charles R. Rouse

R. J. Zimmerman

Harriet L. Lott  
Commissioners.