

Decision No. 52003**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of the State of California, )  
 Department of Public Works, for an order )  
 authorizing construction of a crossing )  
 at separated grades, the alteration of )  
 an existing crossing at grade for use )  
 as a temporary detour, the abandonment )  
 of three existing crossings at grade )  
 between State Highway Route 26 and the )  
 transfer tracks of the Southern Pacific )  
 Company to The Atchison, Topeka and )  
 Santa Fe Railway Company, also serving )  
 the Globe Mill, the Atchison, Topeka and )  
 Santa Fe main line, the transfer tracks )  
 from the Santa Fe main line to the )  
 Southern Pacific Company and the Union )  
 Pacific Railroad Company tracks and the )  
 transfer track from the Santa Fe main )  
 line to the Southern Pacific Company )  
 main line, all of which are located in )  
 the vicinity of Sixth Street in the City )  
 of Colton, San Bernardino County, some- )  
 times referred to as "Colton Overhead". )

Application No. 36963

O R D E R

The Department of Public Works of the State of California is authorized to construct State Route 26 at separated grades in the City of Colton, San Bernardino County, over Southern Pacific Company's transfer track between that company and The Atchison, Topeka and Santa Fe Railway Company together with connection to the Globe Mill industry spur; the two main line tracks of The Atchison, Topeka and Santa Fe Railway Company; the transfer track operated by Union Pacific Railroad Company between Southern Pacific Company's Colton Yard tracks and The Atchison, Topeka and Santa Fe Railway Company's eastbound main line track; and the transfer track

between the main line of The Atchison, Topeka and Santa Fe Railway Company and Southern Pacific Company in its proposed new location, in the manner described in Exhibit "A" and as shown on Exhibits "B" and "C" attached to the application. All of the above tracks now comprise Crossing No. 2B-3.2, and, with the construction of the overpass, shall be identified as Crossing No. 2B-3.2-A.

During the construction of the separation structure, the railroads are temporarily authorized to deviate from the clearances prescribed by General Order No. 26-D to the extent of a horizontal clearance of 9' 0" from the center lines of tracks and a vertical clearance of 20' 0" above tops of rails, and to operate under such structure, subject to the following conditions:

1. Appropriate notices shall be issued to railroad employees calling their attention to the existence of the temporary impairment of clearances and prohibiting them from riding on the tops and sides of cars while operating under this structure.
2. Illuminated signs reading "Impaired Overhead and Side Clearances" shall be installed at appropriate locations on each side of the structure, to warn railroad employees of the existence of impaired clearance conditions.
3. Telltale warning devices of proper height shall be installed at appropriate distances from each side of the structure over the interchange and main line tracks, to warn any person who might be on top of an approaching train.

During the construction of the undercrossing structure under the freeway, applicant is also authorized to close Third Street (Crossing No. B-538.4) temporarily and to relocate the two Standard No. 8 flashing light signals therefrom to Fourth Street (Crossing No. B-538.5) for the purpose of a temporary detour during the construction period.

Upon completion of the Third Street undercrossing beneath the freeway, the two Standard No. 8 flashing light signals shall be restored to Crossing No. B-538.4 and that crossing shall be widened to a minimum width of 40 feet. Upon restoration of traffic to Third Street, Fourth Street (Crossing No. B-538.5) shall be immediately abandoned and closed.

Upon completion of the freeway across Rancho Avenue, Crossing No. B-538.2 shall be immediately abandoned and closed.

Prior to or upon completion of the construction of the "Colton Overhead" (Crossing No. 2B-3.2-A), J Street (Crossing No. 2B-3.2) shall be abandoned and closed.

Construction and maintenance expenses shall be borne in accordance with an agreement to be entered into between applicant and The Atchison, Topeka and Santa Fe Railway Company, Southern Pacific Company, and Union Pacific Railroad Company, and a copy of said executed agreement, together with plans of said crossing approved by said railroads, shall be filed with the Commission prior to commencing construction. Should the parties fail to agree, the Commission will apportion the cost of construction and maintenance by further order.

Within thirty days after completion or removal of each crossing pursuant to this order, applicant shall so advise the Commission in writing. This authorization shall become void if not exercised within two 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.

Applicant declares that construction is being retarded pending receipt of Commission authority and requests a waiver of the usual 20-day clause. For this reason the effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 27<sup>th</sup> day of September, 1955.

*E. Mitchell* President  
*Justice J. G. ...*  
*Paul ...*  
*Matthew ...*  
*W. ...* Commissioners