

Decision No. 52714

**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 between State Route  
 VIII-Riv-78-D and the Ferris Branch Line  
 of The Atchison, Topeka and Santa Fe  
 Railway Company, and the U.S. Government  
 owned spur track to be relocated adjacent  
 to the Santa Fe's right of way, construc-  
 tion of a new crossing at grade with the  
 spur track owned by the U.S. Government,  
 alteration of an existing crossing at  
 grade of the spur track owned by the U.S.  
 Government, and closure of two existing  
 crossings at grade, in Riverside County,  
 sometimes referred to as "March Field  
 Road Overcrossing".

Application No. 37395

O R D E R

The Department of Public Works of the State of California is authorized to construct State Route VIII-Riv-78-D (Air Force Base Access Road) at separated grades over the Ferris Branch Line of The Atchison, Topeka and Santa Fe Railway Company, referred to herein as "March Field Road Overcrossing", in the County of Riverside, to be identified as Crossing No. 2X-8.9-A, in the manner described in Exhibit "A" and as shown on Exhibits "B" and "C" attached to the application.

In exercising this authority applicant may deviate from the provisions of General Order No. 26-D during the period of construction to the extent of a 20' 0" overhead clearance above top of rail, and The Atchison, Topeka and Santa Fe Railway Company is authorized to operate during the existence of said impaired

clearances provided that operating bulletins shall be issued advising train crews of the existence of the impaired clearance conditions and forbidding them to ride on the tops of cars while passing beneath the structure.

Upon completion of Crossing No. 2X-8.9-A and its being opened to public use, 37th Street (Crossing No. 2X-9.3) shall be immediately closed and abandoned.

Applicant is also authorized to construct a crossing at grade of southeast ramp from State Route 78 to the access road across the U.S. Government-owned spur track at the location as shown upon the map (Exhibit "B") attached to the application, to be identified as Crossing No. 2X-9.1-C. Width of this crossing shall be not less than 14 feet and grade of approach not greater than one per cent. Construction shall be equal or superior to Standard No. 2 of General Order No. 72, with tops of rails flush with roadway. Protection shall be by one Standard No. 1 crossing sign (General Order No. 75-B), reflectorized with reflex reflecting sheet material.

Applicant is also authorized to widen Crossing No. 2X-9.29-C (State Route 78) at grade across the U.S. Government-owned spur track to accommodate the southeast ramp crossing from State Route 78 to the access road, as shown upon the map (Exhibit "B") attached to the application. Width of the crossing shall be increased not less than 22 feet in order to construct the proposed cross-section of the ramp and grade of approach not greater than two per cent. Construction shall be equal or superior to Standard No. 2 of General Order No. 72, with tops of rails flush with roadway. Protection at this crossing shall be by two Standard No. 8 flashing light signals (General Order No. 75-B), already ordered by the Commission in Decision No. 51595, dated June 21, 1955.

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, and a copy of said executed agreement, together with plans of said crossing approved by the railway, 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.

The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, this 10<sup>th</sup> day of March, 1956.

(John L. Mitchell)  
President  
Justin J. Cisneros  
Paul G. Winterman  
Walter D. Spalen  
P. Hardy  
Commissioners