



and protection shall be by two Standard No. 1 crossing signs (G. O. 75-B) reflectorized with reflex-reflecting sheet material.

Upon completion of the grade separation and upon rail service being restored to its original alignment, as shown upon Exhibits "B" and "C", the shoofly track and temporary grade Crossing No. BJ-545.69-C shall be abandoned and removed.

Applicant is further authorized to alter and improve existing Mulberry Street (Crossings Nos. BJ-545.7-C and 3-58.5-C) as described in Exhibit "A" and in the manner as shown by Exhibit "C". Width of the crossings shall be not less than 24 feet and grades of approach not greater than five per cent. Protection shall be by two Standard No. 8 flashing light signals (G. O. 75-B).

Construction and maintenance expenses shall be borne in accordance with agreements to be entered into between applicant, Southern Pacific Company and Union Pacific Railroad Company and a copy of said executed agreements, 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.

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

Dated at San Francisco, California, this 19<sup>th</sup> day of March, 1956.

Peter E. Mitchell  
President  
Justus F. Craven  
Ray L. Winter  
William D. ...  
R. Hardy  
Commissioners