

**ORIGINAL**

Decision No. 67029

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 two crossings  
at separated grades whereby State Route  
I-Hum-20-A will be carried over the  
tracks of The Arcata & Mad River Railroad  
Company, the relocation of an existing  
crossing at grade, the relocation of a  
portion of said railroad, and the alter-  
ation of an existing crossing at grade,  
in Humboldt County, referred to as  
"Glendale Overhead" and "Blue Lake  
Overhead".

Application No. 46044

O R D E R

State of California, Department of Public Works, is hereby authorized to construct two crossings at separated grades referred to as "Glendale Overhead" and "Blue Lake Overhead", over the tracks of The Arcata and Mad River Railroad Company on State Route 20 in Humboldt County, to relocate an existing crossing at grade, relocate a portion of said railroad, and alter an existing crossing at grade at the location described in Exhibits "A" through "C", inclusive, of the above numbered application and substantially as set forth in the application, the authorization being summarized in the following table and being subject to the conditions named therein:

Table of Crossing Data

<u>P.U.C. Crossing No.</u>	<u>Name of Road</u>	<u>Work Authorized</u>
13-8.7	State Route 20	Close crossing
13-8.7-A	State Route 20	Construct grade separation (over crossing) (Glendale Overhead)
13-8.75	State Route 20 (To become County Road).	Construct grade crossing. Protection to be 2 Standard No. 1 crossing signs reflectorized with reflex-reflective sheet material. Railroad to stop and flag train movements over crossing.
13-10.3-A	State Route 20	Construct grade separation (over crossing) (Blue Lake Overhead)
13-10.7	Chartin Road	Alter grade crossing. Protection to be 2 Standard No. 1 crossing signs reflectorized with reflex-reflective sheet material.

Widths of roadways and grades of approach of Crossings Nos. 13-8.75 and 13-10.7 shall be as shown in the application. Construction shall be equal or superior to Standard No. 2 of General Order No. 72.

Expense of construction and maintenance of the work herein authorized shall be borne in accordance with agreements to be entered into between the parties involved, and a copy of said agreements together with plans of said construction authorized and approved by The Arcata and Mad River Railroad Company shall be filed with the Commission within 180 days from the date hereof. Should the parties fail to agree, the Commission will apportion such costs by subsequent order.

Clearances shall be in accordance with the requirements of General Order No. 26-D, except that during the period of construction of the "Glendale Overhead", a clearance of 21'0" above top of rail is authorized provided The Arcata and Mad River Railroad Company issues

appropriate bulletins to train and enginemen advising them of the temporarily impaired clearance condition and forbidding trainmen to ride on tops of cars while operating beneath the structure.

Upon completion as authorized herein, main line Crossing No. 13-8.7 shall be abolished by physical closing by The Arcata and Mad River Railroad Company.

No train, motor, engine or car shall be operated over Crossing No. 13-8.75 without first having been brought to a stop and traffic on the highway protected by a member of the train crew or other competent employee of railroad acting as flagman. Suitable signs calling attention of trainmen to the flagging requirement shall be erected at the track crossing.

Within thirty days after completion pursuant to this order, applicant shall so advise the Commission in writing. This authorization shall expire if not exercised within three years unless time be extended or if 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 31st day of March, 1964.

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President

*Edmund G. ...*

*Everett ...*

*George G. ...*

*Fredrick B. ...*

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Commissioners

- 3 - Commissioner William M. Bennett, being necessarily absent, did not participate in the disposition of this proceeding.