

ORIGINALDecision No. 74061

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 nine crossings
 at separated grades, and related work,
 over tracks of Southern Pacific Company,
 The Atchison, Topeka and Santa Fe Railway
 Company and the U.S. Government in connec-
 tion with construction of a viaduct to
 connect the East Approach of the San
 Francisco-Oakland Bay Bridge to West
 Grand Avenue at Peralta Street in the
 City of Oakland, referred to as "West
 Grand Avenue Viaduct".

Application No. 48399

FIRST SUPPLEMENTAL ORDER

By Decision No. 70764, dated May 24, 1966 in the subject application, the State Department of Public Works was authorized to construct a crossing at separated grades of West Grand Avenue over the tracks of Southern Pacific Company and The Atchison, Topeka and Santa Fe Railway Company at the Oakland Army Base in the City of Oakland, Alameda County.

In connection with the foregoing construction of West Grand Avenue Viaduct, applicant was authorized to construct two new crossings at grade across tracks of The Oakland Terminal Railway Company for an access road (Crossing No. 16-2.85-C) and an Eastbound off-ramp (Crossing No. 16-2.95-C). Said decision required automatic protection consisting of Standard No. 8 flashing light signals (General Order No. 75-B) be installed as protection at the two crossings mentioned.

By request dated April 19, 1968, applicant alleges that the viaduct has been opened to traffic and the latter roadways are now ready for use, but that the railroad cannot complete installation of the automatic protection ordered by said decision until the end of June 1968. Applicant further requests authority to open said

crossings for public use with two Standard No. 1 crossing signs and human flagman as temporary protection until the authorized protection is installed and placed in operation.

Investigation by the Commission staff reveals that the railroad installing the automatic protection should have said signals in operation by July 1, 1968 provided the necessary material is received on schedule. It appears that the applicant's request should be granted.

IT IS ORDERED that Decision No. 70764 is hereby amended to provide that protection at Crossings Nos. 16-2.85-C and 16-2.95-C shall be by Standard No. 8 crossing signals as ordered in said Decision No. 70764, except that during the interim period extending not beyond July 1, 1968, the crossings may be opened prior to the installation of such signals with crossing protection at each crossing to consist of two Standard No. 1 crossing signs (General Order No. 75-B) reflectorized with reflex-reflective sheet material provided that no train, engine, motor or car shall be operated over said crossings unless traffic on the roadways is protected by Oakland Army Base military police or a member of the train crew or other competent employee of the railroad acting as flagman.

The aforementioned operating restrictions shall expire and the Standard No. 1 crossing signs may be removed upon completion and operation of the automatic protection ordered for said crossings.

In all other respects Decision No. 70764 shall remain in full force and effect.

The effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 30th day of APRIL, 1968.

[Signature] President
[Signature]
[Signature]
[Signature] Commissioners

Commissioner William Symons, Jr., being necessarily absent, did not participate in the disposition of this proceeding.