

Decision No. 74237

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 two new crossings at separated grades whereby Route 15 will be carried over tracks of The Atchison, Topeka and Santa Fe Railway Company, referred to as GISH OVERHEAD and ALRAY OVERHEAD, and one new crossing at separated grades whereby Route 15 will be carried over tracks of Southern Pacific Company, referred to as NORTH ALRAY OVERHEAD, in San Bernardino County.

Application No. 50084
(Filed March 11, 1968)
(Amended April 22, 1968)

ORDER

The State of California Department of Public Works in connection with the realignment and construction of Interstate Route 15 in San Bernardino County is hereby authorized to perform the following crossing separation work at the locations and substantially as shown by plans (Exhibit B) attached to the application:

<u>Crossing No.</u>	<u>Name</u>	<u>Railroad</u>	<u>Work to be Performed</u>
2-60.1-A	Gish Overhead	AT & SF Ry.	Construct
2-60.0-B	Gish Underpass	" " " "	Modify
2-59.9-A	Alray Overhead	" " " "	Construct
2-59.6-B	Alray Underpass	" " " "	Modify
BB-467.5-A	North Alray Overhead	So. Pac. Co.	Construct
BB-467.2-B	North Alray Underpass	" " "	Close

Construction and maintenance expense shall be borne in accordance with an agreement to be entered into between the parties relative thereto, and copy of said agreement, together with plans of said crossings approved by the Southern Pacific Company and The Atchison, Topeka and Santa Fe Railway Company, shall be filed with the Commission prior to commencing construction. Should the parties fail to agree, the Commission will apportion the costs of construction

maintenance by further order.

Clearances shall be in accordance with General Order No. 26-D, except that during the period of construction of the Gish and Alray structures, a clearance of not less than 21'3" above top of rail is authorized and The Atchison, Topeka and Santa Fe Railway Company is authorized to operate with such reduced overhead clearances, and during construction of the North Alray structure, a clearance of not less than 21'9" above top of rail is authorized and Southern Pacific Company is authorized to operate with such reduced clearance, provided each railroad involved issues, and files with the Commission, appropriate bulletins to train and engine crews advising them of the temporarily impaired clearance conditions and forbidding trainmen to ride on tops of cars while operating beneath the structures.

Applicant shall notify the Commission and each of the railroads involved at least 15 days but not more than 30 days in advance of the date when the temporarily impaired clearances will be created.

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

Dated at Los Angeles, California, this 11th day of JUNE, 1968.

[Signature]
President

[Signature]
[Signature]
Commissioners

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