

ORIGINAL

Decision No. 75690

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
SOUTHERN PACIFIC COMPANY for an order
authorizing the construction at grade
of two (2) industrial drill tracks across
Wilmington Avenue, Walnut Street and
Anderson Avenue in the City of Compton,
County of Los Angeles, State of California.)

)
) Application No. 51034
) (Filed April 25, 1969)

O R D E R

Southern Pacific Company is hereby authorized to construct at grade one industrial drill track (Track "C") across Wilmington Avenue and one industrial drill track (Track "B") across Walnut Street, Anderson Avenue and Wilmington Avenue in the City of Compton, Los Angeles County, at the locations described in the application, to be identified as Crossings Nos. BBH-496.47-C, BBH-496.45-C, BBH-496.66-C and BBH-496.13-C, respectively. Construction of said crossings shall be equal or superior to Standard No. 2 of General Order No. 72, without superelevation and of a width to conform to the portion of the street now graded, with tops of rails flush with the roadway and with grades of approach not exceeding two percent. Protection shall be as follows:

- (1) Wilmington Avenue (Track "C"), Crossing No. BBH-496.47-C, four Standard No. 3 flashing light signals, two of which shall be supplemented by automatic crossing gates (General Order No. 75-B). Backlights may be omitted from the flashing light signals on center of roadway of median strips.

- (2) Walnut Street (Track "B"), Crossing No. BBH-496.45-C, two Standard No. 8 flashing light signals supplemented by similar flashing lights on cantilever arms (General Order No. 75-B).
- (3) Anderson Avenue (Track "B"), Crossing No. BBH-496.66-C, two Standard No. 8 flashing light signals (General Order No. 75-B).
- (4) Wilmington Avenue (Track "B"), Crossing No. BBH-496.18-C, four Standard No. 8 flashing light signals, two of which shall be supplemented by automatic crossing gates (General Order No. 75-B). Backlights may be omitted from the flashing light signals on center of roadway median strips.

Applicant states that the industrial park to be served by these tracks is in need of immediate service in order to avoid expensive delay to warehouse operations and that shortage of material at the present time causes installation of the above signals to be delayed. As a consequence, it proposes to provide protection for an interim period by a trainman who will act as a flagman during train moves over these crossings. Therefore, in lieu of protection as hereinabove required for these crossings, applicant is authorized to operate over these crossings between the daytime hours of 6:00 a.m. and 7:00 p.m. (P.D.S.T.) for a period not to exceed 120 days from the date hereof with protection to be provided as follows:

- (1) Two Standard No. 1 crossing signs (General Order No. 75-B) reflectorized with reflective sheet material.

(2) Appropriate railroad instructions as well as signs installed on the railroad approaches to said grade crossing that advise railroad operating personnel of the following requirements:

No train, engine, motor or car shall be operated over said crossing unless said train, engine, motor or car shall be first brought to a stop and traffic on the highway protected by a member of the train crew or other competent railroad employee acting as a flagman.

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 one year 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 the date hereof.

Dated at San Francisco, California, this 20th day of MAY, 1969.

William J. Sproule, Jr.
President

August

John P. Monahan

[Signature]
Commissioners