

Decision No. 76094

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)	
THE WESTERN PACIFIC RAILROAD COMPANY)	
for authority to construct a track at)	
grade across Illinois Street and across)	Application No. 50697
a joint Southern Pacific Company - The)	(Filed November 21, 1968)
Atchison, Topeka and Santa Fe Railway)	
Company track in such street, all in)	
the City and County of San Francisco,)	
State of California.)	

I N T E R I M O R D E R

The Western Pacific Railroad Company is hereby authorized to construct a track at grade in Illinois Street, across Marin Street and across a joint Southern Pacific Company-The Atchison, Topeka and Santa Fe Railway Company track, in the City and County of San Francisco, at the location and substantially as described in the application, the track across Marin Street to be identified as a portion of Crossing No. 2SF-1.88. Construction of said crossing in Marin Street 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 as shown in the application.

Since agreement has not been obtained as to the protection necessary for the Marin Street Crossing (No. 2SF-1.88), the protection herein required shall be for the interim period pending further order of the Commission.

Protection of the Marin Street Crossing (No. 2SF-1.88) shall be as follows:

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

Applicant shall bear entire construction and maintenance expense for crossings of Illinois Street and Marx Street (Crossing No. 2SF-1.38).

Movements over the rail-across-rail crossing shall be governed by the following:

1. A stop sign reading, "STOP" in letters of not less than six inches in height, with a one-half inch stroke shall be installed on both sides of the crossing on The Western Pacific Railroad Company track, at a distance of not less than ten feet, nor more than 50 feet from the crossing.
2. All movements on The Western Pacific Railroad Company track shall be brought to a stop in accordance with the sign required by Condition 1 hereof, and shall not proceed over the crossing until it is ascertained that no movements are approaching on the conflicting route, under conditions which might render it possible for an interference to occur with the movement about to be made over the crossing.

3. All movements on the joint Southern Pacific Company-The Atchison, Topeka and Santa Fe Railway Company track shall approach the crossing at a speed not to exceed six m.p.h., and shall be brought to a stop if a movement is approaching on the conflicting route under conditions which will render it possible for an interference to occur with the movement about to be made over the crossing. Movements on the Southern Pacific Company and The Atchison, Topeka and Santa Fe Railway Company joint track shall have precedence in the use of the crossing.

Within thirty days after completion 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.

This track will serve the Port of San Francisco at the new Army Street Terminal. The Port desires early commencement of rail service from the track herein authorized.

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

Dated at San Francisco, California, this 26th day of AUGUST, 1969.

William Seymour J.
President
Arthur
George P. Minns
John
Commissioners