

ORIGINAL

Decision No. 76930

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of the State of California)
 Department of Public Works for an order)
 authorizing the construction of six)
 crossings at separated grades and three)
 crossings at grade, the reconstruction)
 of one crossing at separated grades and)
 two crossings at grade, the relocation)
 of seven crossings at grade and the)
 elimination of twenty-eight crossings)
 at grade in connection with the con-)
 struction of a portion of Interstate)
 Route 5 in the City of Stockton, re-)
 ferred to as the "Stockton Channel)
 Viaduct".)

Application No. 50790

SECOND SUPPLEMENTAL INTERIM ORDER

Decision No. 76076, dated August 26, 1969, granted interim authority to the State of California Department of Public Works to construct six crossings at separated grades of Interstate Route 5 and State Route 4 and to alter, construct, relocate and abolish numerous grade crossings across various individual or joint tracks of The Atchison, Topeka and Santa Fe Railway Company, Southern Pacific Transportation Company and The Western Pacific Railroad Company in the City of Stockton.

In connection with the foregoing construction, applicant is to construct three new spur track leads known as the Garfield Lead, the Double Track Joint Lead and the Washington Extension to replace existing tracks which are to be abandoned because of their location in the construction area. At the locations where the new tracks cross public streets the Commission has, by said Decision No. 76076, ordered the resulting crossings to be protected with automatic protection.

Applicant, on October 2, 1969, filed a petition for authority to operate trains on the new tracks under temporary conditions. It is alleged that because of shortages of signal material

and qualified workers, the ordered automatic protection will not be installed and placed in service until nine months to one year after the new tracks are completed. Placing of embankment material in the area now occupied by the railroads is the key to the entire project and if delayed will result in applicant incurring additional costs.

Applicant, therefore, seeks authority to install interim protection consisting of Standard No. 1 crossing signs (General Order No. 75-B) reflectorized with reflex-reflective sheet material. The staff has reviewed the proposal and the sought authority appears reasonable with the condition that train moves over these crossings be protected by flagmen.

IT IS ORDERED that for a period not to exceed one year from the date hereof or until the automatic protection is installed, interim protection consisting of Standard No. 1 crossing signs (General Order No. 75-B) reflectorized with reflex-reflective sheet material may be installed at each of the following crossings authorized by Decision No. 76076:

<u>Crossing Identification</u> (Exhibit B, Sheet 1, Revised)	<u>Location</u>
NGX-3	Hazelton Avenue
RCX-1	Church Street
NGX-2	Sonora Street
RCX-2	West Washington at Garfield Street
RGX-3	Lincoln at West Weber Avenue
RGX-4	West Main Street
RGX-5	West Market Street
RGX-6	West Washington Street
RGX-7	West Lafayette Street
NGX-1	West Weber Avenue

Train moves over these above listed crossings, for a period not to exceed one year or until the automatic protection is installed, shall be protected by flagmen provided by applicant.

Upon installation of said interim protection, The Atchison, Topeka and Santa Fe Railway Company, Southern Pacific Transportation Company and The Western Pacific Railroad Company are hereby authorized to operate trains over their respective tracks and abandon the existing tracks as shown by plan, (Exhibit B, Sheet 1, Revised).

In all other respects Decision No. 76076, as amended, shall remain in full force and effect.

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

Dated at San Francisco, California, this 10th day of MARCH, 1970.

William S. ...
 President
Augusta ...
AP ...
Thomas ...
Vernon L. Sturgeon
 Commissioners