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Decision No. 83004

**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the Application of  
SOUTHERN PACIFIC TRANSPORTATION COMPANY  
for an order authorizing the construction  
at grade of an industrial drill track in  
the Cities of Brea and Fullerton and the  
County of Orange, across Palm Street and  
Bonita Place, State of California.

Application No. 54913  
(Filed May 30, 1974)

O P I N I O N

Applicant seeks an order of the Commission authorizing the construction, at grade, of an industrial drill track across Palm Street and Bonita Place in the Cities of Brea and Fullerton, and County of Orange.

Notice of the application was published in the Commission's calendar on May 31, 1974. No protest has been received. A public hearing is not necessary.

FINDINGS

1. Applicant should be authorized to construct an industrial drill track, at grade, across Palm Street and Bonita Place at the locations and in accordance with the plans set forth in the application to be identified as Crossing Nos. BBJ-506.76-C and BBJ-507.22-C, respectively.

2. Construction and maintenance costs of the industrial drill track and installation of the automatic crossing protection should be borne by the applicant.

3. It is reasonably certain that the project involved in this proceeding will not have a significant effect on the environment.

4. Applicant's request for waiver of the 20-day waiting period and authority to operate across Palm Street on an interim basis until automatic protection has been placed in service should be granted.

CONCLUSIONS

We conclude that the application should be granted as set forth in the following order:

O R D E R

IT IS ORDERED that:

1. Southern Pacific Transportation Company is authorized to construct, maintain, and operate across Palm Street and Bonita Place in the Cities of Brea and Fullerton and County of Orange, an industrial drill track as set forth in its application and the attached prints of Los Angeles Division Drawings No. B-5965, (Sheet No. 1, revised April 17, 1974) and No. B-5987 (Sheet No. 1, revised April 17, 1974).

2. The crossing, to be identified as Palm Street (Crossing No. BBJ-506.76-C) shall be protected by the installation of two Standard No. 9A signals (General Order No. 75-C); however, during the interim period ending September 1, 1974 the crossing may be protected by two Standard No. 1R signs (General Order No. 75-C) and a competent member of the train crew acting as a flagman. The crossing, to be identified as Bonita Place (Crossing No. BBJ-507.22-C) shall be protected by the installation of two Standard No. 8A signals (General Order No. 75-C). Finished grades of approach shall conform to the existing roadways. Crossing construction shall be equal or superior to Standard No. 2 (General Order No. 72-B).

3. Clearances, including any curbs, shall conform to General Order No. 26-D. Walkways adjacent to the crossing shall conform to General Order No. 118.

4. Construction costs of the crossings and installation of automatic protection shall be borne by the applicant.

5. Maintenance cost of the crossings within lines two feet outside of rails shall be borne by the applicant. Maintenance cost of the automatic protection shall be borne by the applicant.

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 the above conditions are not complied with. This 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 18th day of JUNE 1, 1974.

William L. Sturgeon  
President  
William L. Sturgeon  
William L. Sturgeon  
William L. Sturgeon  
William L. Sturgeon  
Commissioners