

CSE

Decision No. 83062

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of  
Southern Pacific Transportation  
Company for authority to relocate  
passenger station, to remove existing  
passenger station building and  
appurtenances from public service and  
replace with new passenger station  
building, to extend and modify passenger  
station tracks, and to remove several  
tracks and discontinue crossing watch-  
men at Crossing E-0.13, Fourth Street,  
at San Francisco, California.

Application No. 53498

SUPPLEMENTAL ORDER

The order in Decision No. 81138 dated March 27, 1973 authorized the Southern Pacific Transportation Company to construct a new passenger station building at Fourth Street and abandon the affected tracks located in Fourth Street.

With the relocation of the station, the crossing watchmen at Crossing E-0.13, Fourth Street in San Francisco, will no longer be necessary.

IT IS ORDERED that the following ordering paragraphs be added to Decision No. 31138:

9. The crossing watchmen at Fourth Street (Crossing E-0.13) may be removed after all the tracks which serve the present passenger station have been abandoned and removed from public service.

10. The tracks of Crossing E-0.13 which serve the San Francisco Harbor Belt Line lead are to be protected by preempted traffic signals. The preemption may be automatic or manual. One traffic signal and one cantilever signal shall be placed on the north-west side of the tracks at the intersection of King and Fourth Streets. These signals must face the Fourth Street vehicular traffic

proceeding southeast. This protection shall be installed and operative prior to the opening of the freeway on-ramp to State Route 280 at Fourth and King Streets. The cost apportionment of this crossing protection shall be by an agreement between the affected parties or by further order of this Commission if the parties fail to agree.

11. No train, engine or car shall be operated over the San Francisco Harbor Belt Line Lead crossing of Fourth Street unless said train, engine or car shall be first brought to a stop and traffic on the street protected by a member of the train crew or other competent employee acting as flagman until the required crossing protection in paragraph No. 10 has been installed and is operative.

In all other respects Decision No. 81188 shall remain in full force and effect. The effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 25<sup>th</sup>  
day of JUNE, 1974.

William L. Stevens  
President  
William J. Lyons  
William J. Lyons  
William J. Lyons  
William J. Lyons  
Commissioners