

ORIGINALDecision No. 84C15

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 in-)
 dustrial spur track in upon and)
 across Eastside Road in the City of)
 Redding, County of Shasta, State of)
 California.)

Application No. 55168
 (Filed September 11, 1974)

O P I N I O N

Southern Pacific Transportation Company (applicant) seeks an order of the Commission authorizing the construction, at grade, of an industrial spur track across Eastside Road in the City of Redding, County of Shasta.

This industrial spur track will serve McGregor Development Company and Sears, Roebuck and Company, who now have warehouse facilities under construction.

The City of Redding is the lead agency for the construction of the warehouse facilities to be served by the industrial spur track. On May 7, 1974, the city found that the construction of the warehouse would have no substantial adverse impact upon the environment and directed that a Negative Declaration be filed with the County Clerk as required by the "Guidelines for Implementation of the California Environmental Quality Act of 1970", as amended.

The applicant has stated in the application that the industry to be served has immediate need for track service.

The staff has recommended and the applicant has agreed by letter to the Commission dated December 17, 1974, to install two Standard No. 8 flashing light signals as protection for the crossing.

Notice of the application was published in the Commission Daily Calendar on September 16, 1974. No protests have been received. A public hearing is not necessary.

F I N D I N G S

After consideration, the Commission finds:

1. The proposed construction will provide rail service to a new warehouse now under construction.

2. Applicant should be authorized to construct an industrial spur track, at grade, across Eastside Road in the City of Redding, County of Shasta, at the location and substantially as shown by the plan attached to the application.

3. Costs of constructing the crossing should be borne by the applicant.

4. Installation and maintenance costs of the automatic protection should be borne by the applicant.

5. The Commission has considered the applicant's Negative Declaration in rendering its decision on this project and finds that the environmental impact of this proposed action is not significant.

6. The industry to be served is extremely anxious to receive service over this track and the applicant should be authorized to proceed with construction with interim protection consisting of Standard No. 1-R crossing signs (General Order No. 75-C) with all movements over the crossing protected by a member of the train crew until automatic protection can be placed in service.

7. Dimensions, configurations, clearances and walkways should be substantially in accordance with the plan as set forth in the application and comply with applicable rules and general orders of the Commission.

C O N C L U S I O N S

On the basis of the foregoing findings, 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. The Southern Pacific Transportation Company (applicant) is authorized to construct an industrial spur track across Eastside Road in the City of Redding, County of Shasta, at the location and substantially as shown by the plan attached to the application.
2. The crossing, to be identified as Crossing No. C-256.37-C, shall be protected by two Standard No. 8 flashing light signals (General Order No. 75-C).
3. Costs of constructing the crossing shall be borne by the applicant.
4. Construction of the crossing shall be equal or superior to Standard No. 1 (General Order No. 72-B). Crossing widths shall conform to the existing street with tops of rails flush with the street.
5. Clearances shall conform to General Order No. 26-D. Walkways shall conform to General Order No. 118.
6. Installation and maintenance costs of the automatic protection shall be borne by the Southern Pacific Transportation Company.
7. Maintenance of the crossing shall be in accordance with General Order No. 72-B.
8. For a period not to exceed one year from the date of this order, protection at the crossing may be two Standard No. 1-R signs (General Order No. 75-C) and no on-rail vehicle shall be operated over said crossing unless it shall first be brought to a stop and traffic on the street protected by a member of the crew

or other competent employee of the railroad acting as a flagman. Written instructions shall be issued by the railroad to trainmen, operating over said crossing, to comply with said flagging instructions. Copy of said instructions shall be filed with the Commission within thirty days after installation of said crossing. Flagging procedures outlined herein shall remain in full force until the automatic protection required herein is installed.

9. 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 two years 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 28th day of JANUARY, 1975.

Vernon L. Stenger
President
William Simon J.
Leonard Ross

Commissioners