

Decision No. 85644

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of the CITY OF OAKLAND, a)
 municipal corporation, acting by and)
 through its Board of Port Commissioners,)
 for permission to construct new spur) Application No. 55994
 track crossings at grade, to alter and)
 remove existing track crossings at grade,)
 and to construct new tracks within a public)
 right-of-way, on Ferry Street and on Pier)
 Street, at the Port of Oakland Outer Harbor,)
 in the City of Oakland.)

S U P P L E M E N T A L O R D E R

By Decision 85212 dated December 2, 1975, the City of Oakland, acting by and through its Board of Port Commissioners, was authorized to alter and remove existing trackage, and to construct new track crossings at and along Ferry Street, across Terminal Street and across Pier Street in the Outer Harbor Terminal area of the Port of Oakland, in the City of Oakland, Alameda County. Automatic warning devices ordered installed were two Standard No. 8-A cantilever signals (General Order 75-C) and two no-turn traffic signals at Ferry Street, Crossing A-4.36-C, and three Standard No. 8-A cantilever signals and one Standard No. 8 signal (General Order 75-C) at Ferry and Pier Streets, Crossing A-4.80-C.

By letter dated February 19, 1976, the Port of Oakland has informed the staff that rail service by the Port's tenants will be required as early as April 1, 1976; however, the Port has been advised by its contractors that the automatic warning devices will probably not be installed by that date. The Port of Oakland has, therefore, requested authority to operate over the two crossings with interim warning devices to consist of Standard No. 1-R crossing signs (General Order 75-C) until such time as the contractor can install the required automatic warning devices. Because of the imminent need for rail service, the usual 20-day waiting period should be waived.


IT IS FURTHER ORDERED that:


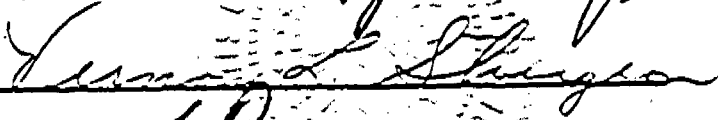
For a period not to exceed six months from the date of this order, protection at each crossing may be two Standard No. 1-R signs (General Order 75-C) and no on-rail vehicle shall be operated over said crossings unless it shall first be brought to a stop and traffic on the street protected by a member 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 crossings, to comply with said flagging instructions. Copy of said instructions shall be filed with the Commission within thirty days after the installation of said crossings. Flagging procedures outlined herein shall remain in full force until the automatic protection required herein is installed.

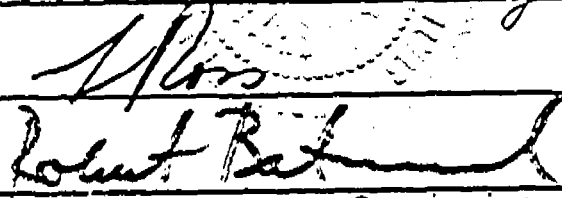
In all other respects Decision 85212 shall remain in full force and effect.

The effective date of this order is the date hereof.

Dated at San Francisco, California,
this 30th day of MARCH, 1976.



President





Commissioners