

Decision No. 87232

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of THE ATCHISON,)
 TOPEKA AND SANTA FE RAILWAY)
 COMPANY, in connection with con-)
 struction of a classification)
 yard facility, for an order to)
 construct three grade separations,)
 abolish two at-grade crossings)
 and one grade separation and)
 relocate main tracks in the City)
 of Barstow, County of San)
 Bernardino, California.)

Application No. 54547

SUPPLEMENTAL ORDER

By Decision 83716, dated November 13, 1974, The Atchison, Topeka and Santa Fe Railway Company was authorized to construct three grade separations, abolish two at-grade crossings and one grade separation in connection with construction of a classification yard in the City of Barstow, San Bernardino County. By Petition for Modification filed February 4, 1976, the railway requested that Decision 83716 be modified to provide for continued use of the two grade crossings, namely, Ramirez Road (Crossing 2-748.5) and Community Boulevard (Crossing 2-750.2).

By its transmittal letter of February 2, 1976, which accompanied the Petition for Modification, the railway indicated that it had originally intended to remove the track at the crossings of Ramirez Road and Community Boulevard as part of its classification yard construction project. The railway now desires to retain approximately 4.2 miles of its former Mojave District Main Track and Wye Track Tail for potential use as an industrial spur to serve the Barstow area. Present rail traffic on the spur amounts to one or two trips weekly to the mound of ballast at the end of the spur. When the supply of ballast is exhausted in a year or two, trips over

the line are expected to be nil until such time as future industries are located in the area.

By its letter of February 19, 1976, the City of Barstow endorsed the railway's Petition for Modification. The State of California, Department of Transportation (CALTRANS), however, expressed objections to the modification by its letter of March 10, 1976. CALTRANS was concerned that, after negotiating with the railway for removal of the involved trackage, its continued existence as a spur track might have an impact on the cost of possible future Route 58 freeway construction.

By letter of November 22, 1976, CALTRANS advised the Commission that it had reached an agreement with the railway on this matter and would withdraw its objection to the Petition for Modification provided that the order authorizing reactivation of the involved trackage include the following stipulation:

"Santa Fe agrees to the stipulation that the Public Utilities Commission, on its own motion at the time the State of California constructs Route 58, will evaluate if there is sufficient economic and environmental justification for the spur's continued existence."

By letter of November 30, 1976, the railway agreed to CALTRANS' stipulation and its incorporation in the order authorizing reactivation of the involved trackage.

F I N D I N G S

After consideration, the Commission finds that:

1. The Atchison, Topeka and Santa Fe Railway Company should be authorized to convert an approximate 4.2-mile portion of its former Mojave District Main Track and Wye Track Tail to a spur track in the City of Barstow, San Bernardino County.

2. The former main line crossings of Ramirez Road (Crossing 2-748.5) and Community Boulevard (Crossing 2-750.2) should be converted to spur track crossings to be identified as Crossings 2-753.9-C and 2-752.2-C, respectively.

3. The existing automatic protection at the Ramirez Road Crossing should be removed and replaced with two Standard No. 1-R crossing signs (General Order 75-C). Protection at the Community Road Crossing should continue to be two Standard No. 1-R signs.

4. The Standard No. 1-R signs should be lettered in black on both sides on reflectorized white background.

5. Cost of removing the existing automatic protection and installing and maintaining the Standard No. 1-R signs should be borne by the railway.

6. No on-rail vehicle should be operated over the Ramirez Road and Community Boulevard crossings unless it first be brought to a stop and traffic on the street protected by a member of the train crew or other competent employee of the railway acting as a flagman.

7. Written instructions should be issued by the railway to trainmen, operating over the crossings, to comply with the flagging instructions. A copy of the instructions should be filed with the Commission within thirty days after conversion of the involved crossings to spur track crossings.

8. Santa Fe agrees to the stipulation that the Public Utilities Commission, on its own motion at the time the State of California constructs Route 56, will evaluate if there is sufficient economic and environmental justification for the spur's continued existence.

9. Should the Commission determine that changed conditions in the future dictate the need for installation of automatic protection at the Ramirez Road and Community Boulevard Crossings,

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installation and maintenance cost of the automatic protection ordered to be installed by the Commission should be borne by the railway.

O R D E R

IT IS ORDERED that:

The Atchison, Topeka and Santa Fe Railway Company is authorized to convert an approximate 4.2-mile portion of its former Mojave District Main Track and Wye Track Tail to a spur track and to convert the former main line crossings of Ramirez Road and Community Boulevard to spur track crossings in the City of Barstow, San Bernardino County, as set forth in the findings of this decision.

In all other respects, Decision 83716 shall remain in full force and effect.

The effective date of this order is the date hereof.

Dated at San Francisco, California, this 19th day of APRIL, 1977.

President

William J. Squires Jr.
Samuel L. Stinson
Richard D. Howell

Commissioners

Commissioner Robert Batinovitch, being necessarily absent, did not participate in the disposition of this proceeding.