

SD

Decision No. 90899 OCT 10 1979

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the Application of the City and County of San Francisco, a Municipal Corporation, for an order authorizing the construction at grade of a relocated industrial drill track in, upon and across Quint Street, Jerrold Avenue, Rankin Street, Evans Avenue and Davidson Avenue; the construction at grade of an industrial spur track in, upon and across Quint Street and an industrial spur track in, upon and across Rankin Street; and the construction at grade of a runaround track in, upon and across Rankin Street, all in the City and County of San Francisco, State of California.

Application No. 57244

SUPPLEMENTAL ORDER

By Decision No. 88091, dated November 8, 1977, the City and County of San Francisco requested authority to relocate and construct an industrial drill track in, upon and across Quint Street, Jerrold Avenue, Rankin Street, Evans Avenue, and Davidson Avenue and to construct a runaround track in, upon and across Rankin Street, all in the City and County of San Francisco.

By letter dated May 3, 1979, the City and County of San Francisco has advised that, due to delay in the installation of the automatic warning devices at Davidson Street, Crossing 2SF-2.22; Evans Avenue, Crossing 2SF-2.35; Jerrold Avenue, Crossing 2SF-2.62; and Quint Street, Crossing 2SF-2.77, authority is requested to permit rail operations over these crossings for a period not to exceed 180 days with interim protection at each crossing consisting of No. 1-R crossing signs (General Order 75-C) with all train movements over the crossings to be protected by a member of the train crew, or other competent employee of the railroad, acting as a flagman.

Pursuant to the discussion at the on-site meeting held on May 1, 1979, with representatives of the City and County of San Francisco, The Atchison, Topeka and Santa Fe Railway Company, the Southern Pacific Transportation Company and the Commission staff,

all parties agreed that automatic protection should be installed at Davidson Street, Crossing 2SF-2.22, in lieu of the four Standard No. 1-R crossing signs which were ordered to be installed pursuant to Decision No. 88091.

By letters of July 27, 1979, and August 13, 1979, The Atchison, Topeka and Santa Fe Railway Company and the Southern Pacific Transportation Company, respectively, indicated that they were agreeable to the City and County's proposal for operation over the crossings with interim protection.

IT IS FURTHER ORDERED that:

1. For a period not to extend beyond November 8, 1979, protection at the Evans Street, Jerrold Avenue and Quint Street crossings may be two Standard No. 1-R signs and at the Davidson Street crossing may be four Standard No. 1-R signs (General Order 75-C). No on-rail vehicle shall be operated over the crossings unless it shall 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 railroad, acting as a flagman. The flagman shall place a minimum of two fusees on each side of the track prior to the entry of the on-rail vehicle into the crossing.
2. Written instructions shall be issued by the railroad to trainmen, operating over the crossings, to comply with the flagging instructions. A copy of the instructions shall be filed with the Commission within thirty days after installation of the crossings. Suitable signs shall be installed on both sides of Evans Street, Jerrold Avenue, Quint Street, and Davidson Street, calling the attention of trainmen to the flagging instructions. Flagging procedures outlined herein shall remain in full force until the required automatic protection is installed and operative.
3. By agreement of the parties, i.e., the City and County of San Francisco, the Southern Pacific Transportation Company, The Atchison, Topeka and Santa Fe Railway Company and the Commission staff, automatic protection shall be installed at the Davidson Street Crossing, Crossing 2SF-2.22.

4. The type of protection to be installed at the Davidson Street crossing shall be as agreed to by the parties listed in ordering Paragraph 3. Should the parties fail to agree, the type of automatic protection to be installed at the Davidson Street crossing shall be determined by further order of the Commission.

In all other respects, Decision No. 88091 shall remain in full force and effect.

The effective date of this order is the date hereof.

Dated OCT 10 1979, at San Francisco, California.

John E. Conroy  
President

Joseph L. Stuyven  
Robert W. Howell

Lawrence J. Quinn  
Commissioners

Commissioner Claire T. Dedrick, being necessarily absent, did not participate in the disposition of this proceeding.