

T/SD

Decision No. 92560 DEC 30 1980

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of THE ATCHISON, TOPEKA)
AND SANTA FE RAILWAY COMPANY for)
Authority to Maintain and Operate)
a Spur Track Across Douglas Street)
in the City of El Segundo, County)
of Los Angeles, State of California.)

Application No. 59908
(Filed August 28, 1980)

O P I N I O N

The Atchison, Topeka and Santa Fe Railway Company requests authority to construct an industrial spur track at its existing grade crossing of Douglas Street in the City of El Segundo, Los Angeles County.

The Commission is the lead agency for this project pursuant to the California Environmental Quality Act of 1970, as amended, Public Resources Code, Section 21000 et seq. The site of the proposed project has been inspected by the Commission staff.

The proposed spur track will provide rail service to new plant facilities of Northrop Corporation located on the east side of Douglas Street between Imperial Highway on the north and El Segundo Boulevard on the south. It is anticipated that there will not be more than six rail moves per week across the crossing at speeds of five to ten miles per hour. The area in the vicinity of the crossing is entirely industrial and there are numerous other crossings in the area.

Northrop Corporation advises that it requires rail service by January 12, 1981, and, therefore, requests that the usual thirty-day effective date on an order be waived.

Notice of the application was published in the Commission's Daily Calendar on September 4, 1980. No protests have been received. A public hearing is not necessary.

Findings of Fact

1. Applicant should be authorized to construct an industrial spur track at its existing grade crossing of Douglas Street in the City of El Segundo, Los Angeles County, at the location and substantially as shown by the plan attached to the application, to be identified as a portion of existing Crossing No. 2H-13.4-C.

2. Construction of the crossing should be equal or superior to Standard No. 2 of General Order 72-B.

3. Clearances should conform to General Order 26-D. Walkways should conform to General Order 118.

4. Protection at the crossing should be two Standard No. 8-A automatic flashing light signals with cantilevers (General Order 75-C), which will be installed under a California Department of Transportation service contract.

5. For a period not to exceed one year from date of this order, protection at the crossing may be two Standard No. 1-R crossing signs (General Order 75-C). The signs should be lettered, both sides, on reflectorized white background. No on-rail vehicle should operate over the crossing unless it is first brought to a stop and traffic on the roadway protected by a member of the train crew, or other competent employee of the railroad, acting as a flagman. The flagman should place a minimum of two fusees on each side of the track prior to entry of the on-rail vehicle into the crossing.

6. Written instructions should be issued by the railroad to trainmen, operating over the crossing, to comply with the flagging instructions. A copy of the instructions should be filed with the Commission within thirty days after installation of the industrial spur track crossing. Suitable signs should be installed on both sides of Douglas Street, calling the attention of trainmen to the flagging instructions. The flagging instructions outlined herein should remain in full force until the required automatic protection is installed and operative.

7. Construction expense of the crossing should be borne by the applicant.

8. Maintenance of the crossing should conform to General Order 72-B. Maintenance cost of the automatic protection should be shared equally by applicant and the City of El Segundo pursuant to the provisions of Section 1202.2 of the Public Utilities Code.

9. The Commission is the lead agency for this project pursuant to the California Environmental Quality Act of 1970, as amended.

10. It can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment.

11. Northrop Corporation, the industry to be served, has need for rail service by January 12, 1981, and, therefore, the usual thirty-day effective date on the order should be waived.

Conclusion of Law

We conclude that the application should be granted as set forth in the following order.

O R D E R

IT IS ORDERED that:

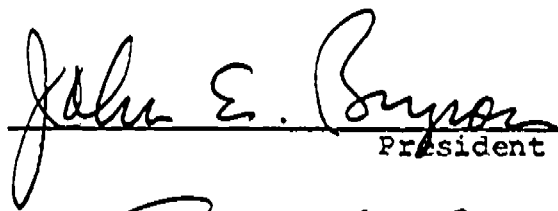
1. The Atchison, Topeka and Santa Fe Railway Company is authorized to construct an industrial spur track at its existing grade crossing of Douglas Street in the City of El Segundo, Los Angeles County, as set forth in the findings of this decision.

2. 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 one year unless time be extended or if the above conditions are not complied with. Authorization may be revoked or modified if public convenience, necessity, or safety so require.

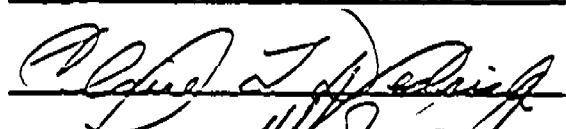
The effective date of this order is the date hereof.

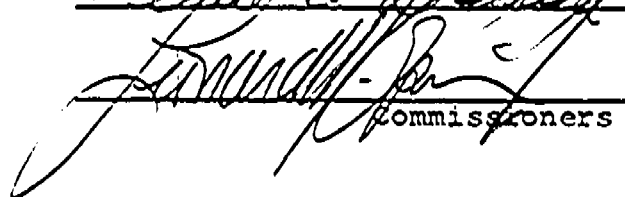
Dated DEC 30 1980, at San Francisco, California.



President







Commissioners

Commissioner Vernon L. Sturgeon, being necessarily absent, did not participate in the disposition of this proceeding.