

Decision No. 25030.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

<p>THE COUNTY OF KINGS, Plaintiff. vs. THE SOUTHERN PACIFIC RAILROAD COMPANY, a corporation, Defendant.</p>	ORIGINAL
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Case No. 1234.

BY THE COMMISSION:

FIRST SUPPLEMENTAL ORDER

Southern Pacific Company, defendant herein, on July 7, 1932, requested, in writing, that it be allowed to discontinue the human flagman protection now provided at the grade crossing of Lake Avenue over the company's Coalinga Branch, in the unincorporated town of Armona, Crossing No. BD-229.5. Condition (1) of the Commission's Decision No. 5610, dated July 26, 1918, requires defendant to protect said grade crossing by means of a human flagman between the hours of 7:00 A.M. and 7:00 P.M. during the period from June 1st to December 31st of each year. Defendant alleges that the rail traffic has been reduced to a total of two local train movements and from four to six switching movements daily, except Sunday, most of which operate over the crossing between the hours of 7:30 A.M. and 11:00 A.M.; that all switching movements are protected by a member of the train crew; that some of the switching movements are made after the flagman is off duty and that on account of the small amount of train traffic the expense of maintaining this human flagman is no longer justified.

The Board of Supervisors has indicated, in writing, that it is not opposed to the granting of the railroad's request to discontinue the maintenance of this human flagman, provided the company installs and maintains an automatic crossing signal.

In comparing the hazard situation at this crossing under present-day conditions with other grade crossings in the State which are not provided with special protection, it is apparent that this one is not among the first that should receive special treatment. From the information now before us, including a report from one of the Commission's engineers, it is apparent that in view of the reduced number of train movements over this crossing, operated at comparatively slow speeds, the hazard has been materially lessened as compared with the situation that existed when the former order above referred to was issued.

After a careful consideration of the entire matter it is concluded that the company's request to discontinue this human flagman protection should be granted, with a provision that the speed of trains operated over this crossing should not exceed twenty (20) miles per hour, therefore,

IT IS HEREBY ORDERED that Condition (1) of Decision No. 5610, dated July 26, 1918, be and it is hereby rescinded, subject, however, to the following condition:

- (1) No train, motor, engine or car shall enter upon said crossing at a speed greater than twenty (20) miles per hour, and for all switching movements over the crossing, traffic shall be protected by a member of the train crew or other competent employee acting as flagman.

In all other respects Decision No. 5610 shall remain in

full force and effect.

The effective date of this order shall be twenty (20) days from the date hereof.

Dated at San Francisco, California, this 14th day of August, 1932.

C. S. Leavelle
Leon Whitely
W. A. Am
M. B. Harris
Fred G. Cleveland
 Commissioners.