

Decision No. 25848.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the matter of Application of  
SOUTHERN PACIFIC COMPANY, LOS  
ANGELES & SALT LAKE RAILROAD  
COMPANY, and PACIFIC FRUIT EXPRESS  
COMPANY for permission to maintain  
and construct icing platforms with  
impaired clearances.

Application No. 14011.

Mr. H. W. Hobbs, Attorney, Southern Pacific Company.  
Mr. H. D. White, General Manager, Pacific Fruit  
Express Company.  
Mr. Harry See, Brotherhood of Railroad Trainmen.  
Mr. E. A. McMillan, Brotherhood of Railroad Clerks.

WEITSELL, COMMISSIONER:

SECOND SUPPLEMENTAL ORDER

**ORIGINAL**

Southern Pacific Company, one of the applicants herein, having on December 20, 1932, filed application with the Commission requesting an extension of time in which to comply with Condition (4) of the Commission's order in Decision No. 19458, the matter was set for formal hearing at 10:00 A.M. March 24th, 1933, in the Court Room of the Commission at San Francisco, California, at which time Mr. H. W. Hobbs, attorney for applicant, stipulated that Southern Pacific Company, if granted an extension of time, would arrange to shift the following tracks to provide a side clearance of 7'8" within a period of one year from March 10, 1933:

Calexico .....Icing dock tracks Nos. 1 and 2,  
Los Angeles .....Icing dock track No. 1,  
Watsonville Jct. ....Icing dock track No. 120,

and within a period of two years from March 10, 1933, would reconstruct precooling plant located at Colton, California, so as to provide a side clearance of 7'8" at all locations along

track No. 6 and improve conditions on track No. 7, it being understood that it is impractical to provide a side clearance of 7'8" along this track due to the necessity of using precooler shafts which extend out from platforms to a connection with car doors.

Mr. Hobbs further stipulated that his company would consider the shifting of the north icing dock track located at Santa Barbara, California, within a period of one year from March 10, 1933.

The file shows that on March 31, 1933, the Commission was advised by letter by Southern Pacific Company that the north icing dock track at Santa Barbara will be included in the list of tracks to be shifted to a side clearance of 7'8" within the period of one year from March 10, 1933.

The program for correcting the clearance of icing dock tracks, as stipulated by Mr. Hobbs, being satisfactory both to this Commission and the representatives of the Railroad Brotherhoods and it appearing that the request of applicant herein is reasonable and should be granted, therefore,

IT IS HEREBY ORDERED that the time limit of compliance with Condition (4) of the Commission's order in Decision No. 19458, dated March 10, 1928, with regard to correction of clearances along icing dock tracks Nos. 1 and 2 at Calexico, track No. 1 at Los Angeles, track No. 120 at Watsonville Junction, and north icing dock track at Santa Barbara, California, be and it is hereby extended to March 10, 1934, provided further that the time limit of compliance with Condition (4) of the Commission's order in Decision No. 19458, dated March 10, 1928, with regard to correction of side clearances along icing dock tracks Nos. 6 and 7 at Colton, California, be and it is hereby extended to March 10, 1935.

In all other respects this Commission's Decision No. 19458 of March 10, 1928, in this matter shall remain in full force and effect.

The foregoing Opinion and Order are hereby approved and ordered filed as the Opinion and Order of the Railroad Commission of the State of California.

Dated at San Francisco, California, this 17<sup>th</sup> day of April, 1933.

C. C. Henry  
Leon A. Williams  
W. H. Con  
M. B. Harris  
W. H. [unclear]  
Commissioners.