

Decision No. 11362.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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In the matter of the application of  
Los Angeles & Salt Lake Railroad Com-  
pany to construct its line of railroad  
across twenty-five streets and public  
highways and the tracks of The Atchison,  
Topeka and Santa Fe Railway Company and  
the Pacific Electric Railway Company in  
the construction of its proposed branch  
line to Fullerton.

Application No. 2987

BY THE COMMISSION:

THIRD SUPPLEMENTAL ORDER

Los Angeles and Salt Lake Railroad Company having on December 7, 1922, filed with the Commission its third supplemental application in the above entitled proceeding wherein, because of a change of Exhibit "C" referred to in Decision No. 11181, it asks that said decision be modified and it appearing to the Commission that this is not a case in which a public hearing is necessary and that said application should be granted subject to certain conditions hereinafter specified,

IT IS HEREBY ORDERED, that Decision No. 11181 be and it is hereby amended in that the last paragraph on page three thereof reading as follows:

"IT IS HEREBY FURTHER ORDERED, that for the protection of the crossing of the tracks of The Atchison, Topeka and Santa Fe Railway Company applicant shall at the same time said crossing is installed, install a first-class interlocking switch and signal system; said interlocking switch and signal system to be installed in accordance with Commission's General Order No. 33, except detector circuits shall be installed in addition to, or in lieu of, detector bars. The expense of installing said interlocking switch and signal system shall be divided, both as to expense of construction and expense of maintenance as provided in Exhibit "C" attached to second supplemental application."

is hereby revoked and set aside and the following be and it is hereby substituted in lieu thereof:

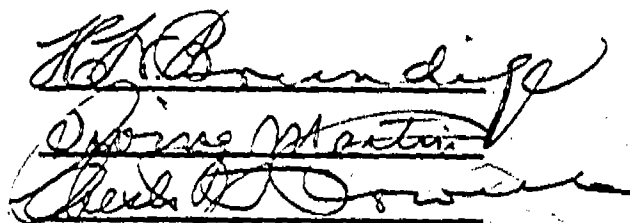
IT IS HEREBY FURTHER ORDERED, that for the protection of said crossing of the tracks of The Atchison, Topeka and Santa Fe Railway Company there shall be installed a first-class interlocking switch and signal system, said interlocking switch and signal system to be installed in accordance with the Commission's General Order No. 33, except that detector circuits shall be installed in addition to, or in lieu of, detector bars, and to be placed in operation within six months from the date the construction of applicant's line of railroad has reached such a stage of completion as to permit the operation of trains, engines and cars of applicant over said crossing. The expense of installing said interlocking switch and signal system shall be borne by applicant and the expense of maintenance thereafter shall be borne as provided in Exhibit "C" attached to second supplemental application.

IT IS HEREBY FURTHER ORDERED, that applicant shall, at all times, subsequent to the date of construction of said line of applicant to such an extent to permit operation of trains over said crossing and prior to the completion of said interlocking switch and signal system maintain three flagmen on duty, one to be stationed at said crossing and two along the line of The Atchison, Topeka and Santa Fe Railway Company, the latter being stationed on either side of said crossing and approximately 2500 feet therefrom and shall require its trains to stop before passing over said crossing and not to proceed thereover until said flagman at the crossing has given an appropriate signal to the other flagmen to hold trains approaching on the railroad of the Atchison, Topeka and Santa Fe, and shall require said crossing flagman not to allow its train.

to proceed until the signal of the other two flagmen has been acknowledged; said flagmen to be provided with flags, torpedoes and red lights for use at night. The trains of The Atchison, Topeka and Santa Fe Railway Company shall approach said crossing under control and shall not proceed thereover unless signalled by said flagman stationed thereat that it is safe so to do, or, in the absence of said flagman, until a competent trainman shall have proceeded to said crossing and shall have ascertained that it is safe to proceed thereover.

IT IS HEREBY FURTHER ORDERED, that all other conditions and requirments of the original order shall remain in full force and effect and that the Commission reserves the right to make such further orders relative to the location, construction, operation, maintenance and protection of said crossing as to it may seem right and proper, and to revoke its permission if, in its judgment, the public convenience and necessity demand such action.

Dated at San Francisco, California, this 15<sup>th</sup> day of December, 1922.

  
The signatures are written in cursive ink over three horizontal lines.

Commissioners.