

Decision No. 31414

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of THE ATCHISON, TOPEKA,)
AND SANTA FE RAILWAY COMPANY, a corporation, for authority)
to construct its line of railroad, to be relocated between) Appl.
Mile Post 24 plus 5172-8, and Mile Post 31 plus 5045,) No. 22202.
third district, in Orange, Riverside and San Bernardino)
Counties, across Railroad Street, Smith Street and Maple)
Street, in the City of Corona, Riverside County, and across)
Yorba Street and State Highway No. 18, in said County.)

BY THE COMMISSION:

FIRST SUPPLEMENTAL ORDER

In Decision No. 31301, dated September 26, 1938, the above crossings were authorized to be constructed, provided that each be protected by two Standard No. 4 wigwags (side-of-the-street type) in accordance with General Order No. 75-A.

Applicant now requests that this protection be modified so as to allow the installation of wigwag signals, as shown by its Drawing C.E.S. No. 5477, providing for a banner with a minimum height of 7' 4", said banner to be set back of the curb line 3 feet.

It appears that this request is reasonable and should be granted, therefore

IT IS HEREBY ORDERED that each of the following crossings at grade be protected by two wigwag signals, as shown by The Atchison, Topeka and Santa Fe Railway Company's Drawing C.E.S. No. 5477, in lieu of the protection prescribed in Decision No. 31301:

Railroad Street	Crossing No. 2B-25.6
Smith Street	Crossing No. 2B-25.8
Maple Street	Crossing No. 2B-26.1
Yorba Street	Crossing No. 2B-26.6
State Highway No. 18	Crossing No. 2B-27.2

In all other respects Decision No. 31301 shall remain in full force and effect.

The effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 31st day
of October, 1938.

Raymond
Iron
Frank
Ray & King

Commissioners.