

ORIGINALDecision No. 55818

BEFORE THE PUBLIC UTILITIES 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 lay down, construct,)
 operate and maintain an additional)
 interchange track upon and along)
 Taylor Street, and across Ophir and)
 Pilgrim Streets, in the City of)
 Stockton, California.)

Application No. 21209

FIRST SUPPLEMENTAL ORDER

On June 1, 1937 this Commission issued Decision No. 29828, authorizing The Atchison, Topeka and Santa Fe Railway Company to construct an additional interchange track upon and along Taylor Street and across Ophir and Pilgrim Streets (Crossings Nos. 2-1120.4 and 2-1120.5, respectively) in the City of Stockton, San Joaquin County.

Paragraph (4) of said decision reads as follows:

"No train, motor, engine or car shall enter upon said crossing at a speed greater than ten (10) miles per hour and unless traffic on the highway be protected by a member of the train crew or other competent employee acting as flagman. After having entered upon the crossing, it shall be cleared as quickly as is practicable."

At that time protection was afforded by a single Standard No. 3 wigwag signal at each crossing. During July 1957 two Standard No. 8 flashing light signals were installed at each crossing in lieu of the single wigwag signals.

On September 6, 1957 The Atchison, Topeka and Santa Fe Railway Company filed a petition for modification of the aforesaid

Paragraph (4) of Decision No. 29828. Consequently, IT IS HEREBY ORDERED that said Paragraph (4) be and is hereby modified to read as follows:

No train, motor, engine or car shall enter upon said crossing at a speed greater than ten (10) miles per hour. After having entered upon the crossing, it shall be cleared as quickly as is practicable.

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

Dated at San Francisco, California, this 12th day of November, 1957.

John E. Parker
 President

Raymond L. Utterman

Walter H. Gale

R. Haliday

Tom Fox
 Commissioners