

ORIGINAL

Decision No. 57453

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application )	
of the City of Fullerton for an )	
order authorizing the construction )	
of an Underpass Grade Crossing in )	Application No. 39587
lieu of the existing Surface Grade )	
Crossing over the Atchison, Topeka )	
& Santa Fe Railway and Union )	
Pacific Railway lines at Nicolas )	
Avenue in the City of Fullerton. )	

FIRST SUPPLEMENTAL ORDER

Decision No. 57019 authorized the City of Fullerton to construct Nicolas Avenue at separated grades under track of The Atchison, Topeka and Santa Fe Railway Company and Union Pacific Railroad Company (Crossings Nos. 2-163.9-B and 3Y-16.3-B, respectively) and further authorized the construction of a temporary detour across said tracks (Crossings Nos. 2-163.95 and 3Y-16.35).

Applicant, The Atchison, Topeka and Santa Fe Railway Company, and Union Pacific Railroad Company have informed the Commission that it will be necessary to construct a shoofly across the temporary detour during the initial stages of construction of the underpass structure. Therefore, good cause appearing,

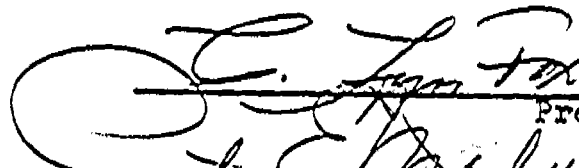
IT IS ORDERED that the order in Decision No. 57019, dated July 22, 1958, be and it hereby is amended to include the following:

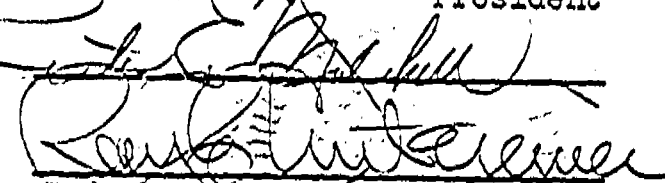
During the initial stages of construction of the underpass and prior to the opening of Crossings Nos. 2-163.95 and 3Y-16.35, The Atchison, Topeka and Santa Fe Railway Company and Union Pacific Railroad Company are authorized to construct, and operate trains over, a shoofly around the construction site and across the Nicolas Avenue detour,

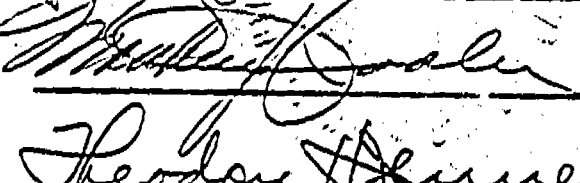
thereby creating two temporary shoofly grade crossings, to be identified as Crossings Nos. 2-163.94 and 3Y-16.34, respectively. Construction of the temporary crossings shall be equal or superior to Standard No. 2 of General Order No. 72 and not less than 24 feet in width, with grades of approach not to exceed two per cent. Protection at the above crossings during the shoofly operation shall be by two Standard No. 3 wigwag signals (General Order No. 75-3) interconnected and coordinated so that train movements on any track will activate both signals. Upon completion of the structure and restoration of track thereon, said shoofly tracks and Crossings Nos. 2-163.94 and 3Y-16.34 shall be abandoned and removed. Simultaneously with the abandonment of the above crossings, Crossings Nos. 2-163.95 and 3Y-16.35 shall be immediately opened to the public.

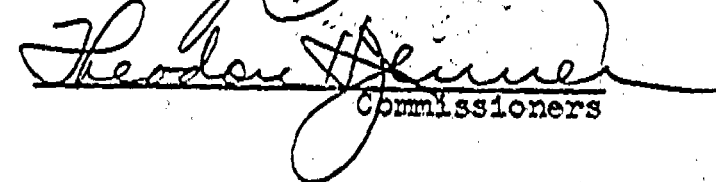
In all other respects Decision No. 57019 shall remain in full force and effect.

Dated at San Francisco, California, this 15<sup>th</sup> day of October, 1958.

  
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President

  
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Commissioners

  
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Commissioners

  
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Commissioners