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Decision No. \_\_\_\_\_

57906

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of )  
SOUTHERN PACIFIC COMPANY for an order )  
authorizing the construction at grade )  
of a drill track across Harrison, Edi- )  
son and Church Streets and across three )  
tracks of The Atchison, Topeka & Santa )  
Fe Railway Company in the City of Stock- )  
ton, County of San Joaquin, State of )  
California. )

Application No. 11644  
First Supplemental

FIRST SUPPLEMENTAL ORDER

Southern Pacific Company, a corporation, on November 25, 1958, filed its First Supplemental Application herein asking that Decision No. 16962, dated June 19, 1926, in the above application, be modified by the elimination of Conditions Nos. 2 and 3 in the second ordering paragraph of said decision which requires rail equipment to be brought to a stop, an employee to provide flag protection before proceeding over the above rail crossings, and the installation of derails on applicant's tracks. Compliance with these conditions has resulted in long trains blocking street crossings located in the vicinity of the rail crossings causing citizens to complain. In order to provide a more continuous movement of rail traffic over the street crossings located in this vicinity the interested parties are agreeable to the cancellation of said conditions and to substitute in lieu thereof the operating procedures hereinafter set forth.

It appearing that a public hearing is not necessary herein; that the cancellation of said Conditions Nos. 2 and 3 are reasonable and necessary; and that the First Supplemental Application should be granted,

IT IS ORDERED that Conditions No. 2 and No. 3 in the second ordering paragraph of Decision No. 16962, dated June 19, 1926, in Application No. 11644, are hereby cancelled and in lieu thereof the following conditions shall be in effect:

2. In the use of the rail crossings, all locomotives, cars or trains approaching the crossings on each line of railroad shall come to a stop not less than 10 feet nor more than 50 feet from the nearest rail of the crossings and shall not proceed thereafter until it has been ascertained that no locomotives, cars or

trains are approaching from either direction on the conflicting route under conditions which will render it possible for an interference to occur with the movement about to be made over the crossing.

3. In the case of fog, inclement weather or other conditions restricting visibility, all locomotives, cars or trains of each railroad shall stop at a distance of not less than 10 feet nor more than 50 feet from the nearest rail of the crossings before proceeding across said crossings and shall not pass thereover until a member of the train crew or other competent employee has gone upon the crossing and has ascertained that no locomotive, car or train is approaching from either direction upon the conflicting route within a distance and at a speed which will in anyway render them liable to conflict with the movement about to be made over the crossing, following which said employee must give a suitable signal to proceed.

In all other respects Decision No. 16962 shall remain in force and effect.

This order shall be effective 20 days after the date hereof.

Dated at San Francisco, this 20th day  
of January, 1959.

E. L. Fox President  
E. L. Mitchell  
William J. Malone  
Theodore Deemer  
Commissioners