

ORIGINALDecision No. 70282

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Joint application of The Atchison, Topeka)
 and Santa Fe Railway Company, a corporation,)
 and Southern Pacific Company, a corporation,)
 for authority to construct, reconstruct, } Application No. 47942
 maintain and operate a railroad industrial }
 track in and across Norris Road in the }
 County of Kern, State of California. }

F I R S T S U P P L E M E N T A L O R D E R

By Decision No. 69856, dated October 26, 1965, The Atchison, Topeka & Santa Fe Railway Company and Southern Pacific Company were jointly granted authority to construct Crossing No. BAH-308.34-C, a spur track at grade across Morris Road near Oil Junction, Kern County. One of the requirements of that decision is that two Standard No. 8 crossing signals shall be installed at the spur track crossing.

By correspondence dated December 14, 1965, one of the applicants alleges it has not yet received delivery of signal materials and, desiring to serve an industry located on the spur track, has requested temporary permission to operate over the crossing by flagging the vehicular traffic. The railroad company has issued the necessary timetable bulletin providing for flagging and has stated that a period of ninety days should be sufficient time to complete the signal installation. Investigation having been made, it is found that applicant's request should be granted.

Good cause appearing, IT IS ORDERED that Decision No. 69856 is HEREBY amended to provide that protection at Crossing No. BAH-308.34-C, Norris Road, shall be two Standard No. 8 crossing signals (General Order No. 75-B) equipped with reflectorized "STOP ON RED SIGNAL" signs except that for a period of ninety days from the effective date of this order the crossing may be opened prior to the installation of such signals with

crossing protection as follows:

- (1) Two Standard No. 1 crossing signs (General Order No. 75-B) reflectorized with reflex-reflective sheet material.
- (2) No train, engine, motor or car shall be operated over said crossing unless said train, engine, motor or car shall be first brought to a stop and vehicular traffic on Norris Road protected by a member of the train crew or other competent railroad employee of The Atchison, Topeka and Santa Fe Railway Company or Southern Pacific Company acting as a flagman.

The flagging requirement, by either railroad, shall not be required after the two Standard No. 2 crossing signals are placed in operation.

In all other respects Decision No. 69356 shall remain in full force and effect.

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

Dated at San Francisco, California, this 25th day of JANUARY, 1966.

Frederick B. Holdhoff
President

John E. [unclear]

George Hoover

Augustus [unclear]

William L. [unclear]
Commissioners