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Decision No. _____

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

APPLICATION OF THE ATCHISON, TOPEKA)
AND SANTA FE RAILWAY COMPANY, a)
corporation, for Authority to Extend)
the Existing Irvine Lead Track)
Through a Portion of the CITY OF)
IRVINE, and to Cross VON KARMAN)
AVENUE and McGAW AVENUE, IRVINE,)
County of ORANGE, State of)
California.)

Application No. 53581

SUPPLEMENTAL ORDER

By Decision No. 80594 dated October 11, 1972, in Application No. 53581, The Atchison, Topeka and Santa Fe Railway Company was authorized, among other things, to construct and operate a lead track across Von Karman Avenue and McGaw Avenue in the City of Irvine, County of Orange, to be identified as Crossings Nos. 2-181.4-C and 2-181.7-C, respectively.

By letter the railway requested that the Von Karman Avenue and McGaw Avenue crossing numbers be changed and due to inability to obtain signal equipment necessary to be installed at the two crossings, the railway also requested that the above decision be modified to allow operation across the two crossings with human flagmen for a period of 90 days to complete the required crossing protection installation.

IT IS ORDERED that the fifth line of the first paragraph of the order in Decision No. 80594 which now reads as follows:

"Crossing Nos. 2-181.4-C and 2-181.7-C, respectively" is hereby amended to read as follows:

"Crossings Nos. 2-181.26-C and 2-181.6-C, respectively".

IT IS FURTHER ORDERED that the portion of the first paragraph of the order in Decision No. 80594 which now reads as follows:

" . . . No obstructions shall be placed or remain near the crossings which will impair the motorists' view of the signals. No train, engine or car shall be operated over either crossing until after the automatic protection ordered herein is installed."

is hereby amended to read as follows:

" . . . However, during an interim period ending June 15, 1973, each crossing may be protected by two Standard No. 1-R crossing signs (General Order 75-C) and traffic on the highway protected by a member of the train crew or other competent employee of the railroad acting as flagman. No train, engine or car shall be operated over either crossing until after the protection ordered herein is installed."

In all other respects, Decision 30594 shall remain in full force and effect.

Dated at Los Angeles, California, this 27th
day of MARCH, 1973.

Vernon L. Steyer
President
William J. Symons, Jr.
J. M. McKinnis
John W. Brown
Samuel D. Brown
Commissioners