

ORIGINAL

66781

Decision No. _____

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
 the CITY OF RED BLUFF for the
 recognition and continuance in use
 of an existing Walton Avenue crossing
 over the tracks of the SOUTHERN
 PACIFIC COMPANY under the provisions
 of Sections 1201-1205 of the Public
 Utilities Code.

Application No. 40976

Investigation into the safety, main-
 tenance, operations, use and protec-
 tion of crossings at grade with public
 highways and streets with the lines of
 the SOUTHERN PACIFIC COMPANY in the
 CITY OF RED BLUFF, State of
 California.

Case No. 6527

ORDER MODIFYING DECISION NO. 65811
AS AMENDED BY DECISION NO. 66131

By Decision No. 65811, dated July 30, 1963, this Commis-
 sion ordered the installation of automatic crossing protection at
 all grade crossings in the City of Red Bluff, with the exception of
 Oak Street, already protected by two "No. 8" flashing light signals,
 and Walnut Street, which previously had been protected by two
 "No. 5" flashing light signals. The decision noted (pages 12 and
 13) that evidence was introduced to show the cost of improving the
 automatic protection at Oak and Walnut and a finding was made (on
 page 21) that proper automatic signal protection should be provided
 at these crossings. The decision did not order the parties to
 improve the circuits for signal protection at Oak and Walnut, how-
 ever, and when Decision No. 65811 was amended by Decision No. 66131,
 dated October 4, 1963, the finding concerning the need for increased
 automatic signal protection at Oak and Walnut Streets was deleted.

The Southern Pacific Company filed a Petition for Modification of Decision No. 65811, as amended by Decision No. 66131, on December 6, 1963. The petition alleges that Oak and Walnut are the most frequently used streets in Red Bluff and if the circuits activating the automatic signals at these crossings are not modernized and coordinated with the new circuits at the other crossings the traffic on Oak and Walnut will be unnecessarily delayed by the old-fashioned wiring whenever railroad equipment is within the control circuit. It is further alleged that the petitioner is anxious to modernize the circuits at Oak and Walnut Streets before the work at the other crossings is terminated so all necessary work can be completed as one job.

The petition requests that the petitioner be authorized to install improved circuits on the automatic signals at Oak and Walnut Streets to eliminate the excess operation of these signals and that the cost of improving the circuits be borne 50% by the Southern Pacific Company and 50% by the City of Red Bluff, with the cost of maintaining such improved circuits to be borne 100 percent by Southern Pacific Company.

Copies of the petition were served on all parties of record and no objection has been received.

IT IS ORDERED that Decision No. 65811, as amended by Decision No. 66131, is modified by the inclusion of the following additional finding and conclusions.

We hereby find that the operating circuits on the automatic warning signals at the Oak and Walnut Street crossings in the City of Red Bluff are now obsolete and are not designed to eliminate excess operation of the signals.

