

ORIGINAL

Decision No. 68302

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Investigation into the safety,
 maintenance, operation, use and
 protection of the following
 crossings, at grade, of SOUTHERN
 PACIFIC COMPANY in the City of
 Turlock, County of Stanislaus:
 Crossing No. B-126.0, Crossing No.
 B-126.1 and Crossing No. B-126.2;
 and in the County of Stanislaus:
 Crossing No. B-126.7 and Crossing
 No. B-125.4.

Case No. 7687

ORDER MODIFYING DECISION AND DENYING REHEARING

The City of Turlock, having filed a petition requesting a rehearing with respect to Ordering Paragraph No. 7 of Decision No. 66993 in this proceeding, and the Commission having considered said petition and each and every allegation therein, and being of the opinion that said Decision No. 66993 should be amended as ordered herein,

IT IS ORDERED that:

1. The findings and conclusions in said Decision No. 66993 are amended to read as follows:

"The Commission finds that:

"1. Public health, safety, convenience and necessity require that the crossings, subjects of this investigation, be protected as follows:

"A. With Standard No. 8 flashing light signals with back lights:

(a) North Broadway No. B-125.4.

(b) "F" Street No. B-126.7.

"B. With Standard No. 8 flashing light signals equipped with automatic crossing gate arms:

"(a) West Olive Street No. B-126.0.

(b) West Main Street No. B-126.1.

(c) Marshall Street No. B-126.2.

"2. To secure to the public the maximum use and benefit of the public streets and highways in Turlock and vicinity it is necessary:

"A. For the five crossings named in finding No. 1 to be equipped with such circuits and devices that the interval between first warning and arrival of the train will be substantially the same regardless of train speed.

"B. For switching over the northernmost track in West Olive Street, the northernmost track in Marshall Street and the crossover in Marshall Street to be restricted to a minimum as provided by the following order and for said track in Olive Street to be excluded from the crossing protection circuits herein required.

"C. To permit Southern Pacific Company to increase the speed of its trains so as to reduce the down time of the automatic gates provided by the following order, thereby reducing traffic delays on the streets crossing the railroad as well as on Highway 99 adjacent and parallel to the railroad.

"3. It is fair and reasonable for the cost of the increased protection herein required to be allocated as provided by the following order.

"4. Public convenience and necessity require that common carriers by rail transport persons and property as expeditiously as possible.

"5. If protection of the five crossings which are the subject of this investigation is raised to the standards set forth

in finding No. 1 the public health and safety will not be adversely affected by an increase in train speeds to a limit of not to exceed 65 miles per hour for the following reasons:

- A. The proposed increased protection would provide adequate protection against increased train speed.
- B. Uniform warning time would be afforded at each crossing irrespective of the speed of trains.
- C. In other more congested areas in the state, in which there is much higher density of passenger train traffic traveling at speeds up to 79 miles per hour, experience with crossing gate arms has been found to afford a high degree of protection to the public safety.

"The Commission concludes that:

"1. Protection of the five crossings mentioned in finding No. 1 should be as set forth in that finding.

"2. Costs should be allocated as provided by the following order.

"3. Switching should be restricted as provided by the following order.

"4. The Southern Pacific Company should be authorized to increase the train speed limit to 65 miles per hour."

2. Rehearing of Decision No. 66993, as modified herein, is denied.

The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, this 30th day of November, 1964.

Frederick B. Goldhoff
President
George H. Hoover
Commissioners