

**ORIGINAL**Decision No. 70724

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Investigation on the Commission's own motion into the safety, maintenance, operation, use and protection of all public grade crossings over the Southern Pacific Company's El Paso Line, between Los Angeles and Ontario, the Union Pacific Railroad Company's main line between Los Angeles and Ontario, and The Atchison, Topeka and Santa Fe Railway Company's main line between Los Angeles and Upland and between Los Angeles and La Mirada.

Case No. 7521

SECOND SUPPLEMENTAL ORDER

By Decision No. 67887, dated September 22, 1964, the Commission ordered, among other things, the installation of automatic gates on or before June 30, 1966, at 14 crossings on the El Paso Line of Southern Pacific Company. By application dated April 20, 1966, Southern Pacific Company has requested a two months' extension for the installation of automatic protection at six of the crossings named in Decision No. 67887.

Five of the 14 ordered installations have been completed, and three more are expected to be done by June 30, 1966. The six for which a two-month extension is requested are:

B-483.3	Workman Street, Los Angeles
B-483.4	Sichel Street, Los Angeles
B-483.5	Griffin Avenue, Los Angeles
B-483.6	Johnston Street, Los Angeles
B-493.6	Baldwin Avenue, El Monte
B-494.8	Tyler Avenue, El Monte

The Southern Pacific Company alleges the completion of these installations has been delayed by its inability to obtain sufficient men and material for such work.

In addition to the grade crossings at which gates are ordered to be installed by June 30, 1966, Decision No. 67887 ordered that approach circuits and timing relays be adjusted at certain

existing gate-protected grade crossings so that the gate arms will be in lowered position for approximately 25 seconds in advance of the normally fastest train in all locations where the grade crossing is within 200 feet of a signalized intersection. The adjustment of such approach circuits and timing relays was ordered to be done by June 30, 1966. One of these crossing is Anaheim-Puente Road, Crossing B-502.4. Construction of a grade separation, which will result in closure of Anaheim-Puente Road, Crossing B-502.4, is expected to be completed by April 1967. It is estimated that the cost of changing the approach circuits and timing relays at Anaheim-Puente Road will be approximately \$5,000. Applicant alleges that expenditure of \$5,000 to change circuits and timing relays at a grade crossing which will be eliminated approximately nine months later cannot be justified and constitutes a waste of materials which are in short supply and a waste of the funds of both the railroad and the public agencies involved.

Good cause appearing IT IS ORDERED that the completion date for the installation of the Standard No. 8 flashing light signals, supplemented with automatic gates, at the following crossings is extended to August 31, 1966:

B-483.3	Workman Street, Los Angeles
B-483.4	Sichel Street, Los Angeles
B-483.5	Griffin Avenue, Los Angeles
B-483.6	Johnston Street, Los Angeles
B-493.6	Baldwin Avenue, El Monte
B-494.8	Tyler Avenue, El Monte

Anaheim-Puente Road, Crossing No. B-502.4, is hereby deleted from the crossings described in Paragraph No. 4 of the Order contained in Decision No. 67887 at which the 25-second gate downtime shall be provided on or before June 30, 1966.

In all other respects, Decision No. 67887, as heretofore amended, shall remain in full force and effect.

Dated at San Francisco, California, this 17<sup>th</sup> day of MAY, 1966.

Frederick B. Holdhoff  
President  
W. E. Mitchell  
George T. Hoover  
Augustus  
William B. Binnell  
Commissioners