

Decision No. 75208

**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA.

Investigation into the status, safety, maintenance, use and protection or closing of all main line crossings at grade of the tracks of THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY between South Avenue 61 and Avenue 33 through the Highland Park section of the City of Los Angeles.

Case No. 8373

SUPPLEMENTAL ORDER  
AMENDING DECISION AND EXTENDING TIME

The Atchison, Topeka and Santa Fe Railway Company has requested an order of the Commission granting an extension of time of one year within which to comply with ordering paragraphs 4, 7 and 8 of Decision No. 72251.

The City of Los Angeles has not constructed necessary median islands to accommodate the ordered automatic crossing protection at the South Figueroa Street Crossing, No. 2-137.7, and the parties are not in agreement as to channelization of traffic at the North Figueroa Street and South Avenue 61 Crossings, Nos. 2-135.55 and 2-135.5, respectively.

The railway expects to complete three other crossing protection installations in lieu of the above during January 1969 at Avenues 54, 55 and 56, Crossing Nos. 2-136.2, 2-136.1 and 2-136.0, respectively, previously ordered to be completed by December 31, 1969.

The parties are in agreement to modify the activation of the "No Left Turn" signal at the intersection of Artesian Street

and Avenue 33, Crossing Nos. 2-138.3 and 3B-2.75 as ordered in Ordering Paragraph 1. The modification will eliminate activation of the "No Left Turn" signal only upon movements by Union Pacific Railroad Company's branch line train movements to eliminate the possibility of vehicles being required to turn right in front of oncoming trains.

IT IS ORDERED that:

1. The time within which to install automatic crossing protection as set forth in Ordering Paragraphs 4, 7 and 8 of Decision No. 72251 is hereby extended to December 31, 1969.

2. The portion of Ordering Paragraph 1 of Decision No. 72251 reading, "All the automatic grade crossing protection devices at these crossings shall be installed so as to be activated by trains on any of the tracks involved" and the portion of the first paragraph of page 5 of said decision reading, "The automatic protection here will be interconnected so that a train on any of these tracks will activate the protective devices, including the restrictive turn signals." is hereby amended to read: "All the automatic protection at these crossings shall be interconnected so that a train on any of these tracks will activate the protective devices, including the restrictive 'No Right Turn' signal. The restrictive 'No Left Turn' signal shall be activated by a train on any of the tracks involved except on the Union Pacific Railroad Company's branch line track."

In all other respects, Decision No. 72251 shall remain in full force and effect.

Dated at San Francisco, California, this 21st day of JANUARY, 1969.

William Sproule Jr.  
President  
Augusta  
Fred P. Monassey  
J. P. ...  
Commissioners

Commissioner Thomas Moran, being necessarily absent, did not participate in the disposition of this proceeding.