

Decision No. 78337

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of SOUTHERN PACIFIC COMPANY for an order prescribing its established timetable speeds as the permissible speeds for the operation of trains within the San Fernando Valley portion of the City of Los Angeles.

Application No. 44596

Commission investigation into the safety, maintenance, operations, use and protection of certain crossings at grade of public streets and the tracks of the Southern Pacific Company in the San Fernando Valley portion of the City of Los Angeles, the City of Burbank and the City of San Fernando, all in the State of California.

Case No. 7406

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

Investigation on the Commission's own motion into the safety, maintenance, operations, use and protection of grade crossings over the Pacific Electric Railway Company's tracks in the Cities of La Verne and Pomona at: White Avenue Crossing No. 6T-29.18; San Antonio Avenue, Crossing No. 6T-30.76; Garey Avenue (St. Rte. 19), Crossing No. 6T-30.08.

Case No. 7739

W44

A-44596, C-7406, C-7521, C-7739,
A-48286 and A-51025 - LR

At that hearing the parties stipulated that paragraph 2. of the order of Decision No. 64377 in Case No. 7406, which now provides as follows:

"Where gate-protected crossings are now or in the future within 200 feet of a signalized street intersection, the respective traffic signals and railroad signals shall be inter-connected so that the preemption phase initiated by an approaching train shall display a green interval of sufficient length to clear vehicles from the tracks."

be amended to require "an adequate clearance interval" rather than "a green interval", in accordance with the City's petition, insofar as Crossing No. BY-460.1, Fulton Street, and Crossing No. BY-460.2, Burbank Boulevard only, and that the remaining portions of the petition be dismissed.

Now therefore in accordance with the stipulation of the parties,

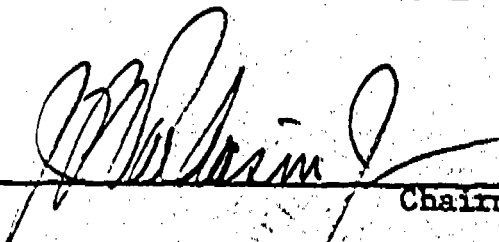
IT IS ORDERED that Decision No. 64377 dated October 9, 1962 in Case No. 7406 is amended to provide that, as to Crossing No. BY-460.1, Fulton Street, and Crossing No. BY-460.2, Burbank Boulevard only, upon preemption, the traffic signals shall display "an adequate clearance interval of sufficient length to clear vehicles from the track."

A-44596, C-7406, C-7521, C-7339,
A-48286 and A-51025 - LR

IT IS FURTHER ORDERED that in all other respects Decision No. 64377 shall remain in full force and effect, and the petition of the City of Los Angeles for authority to amend the other orders set forth in the caption herein is dismissed.

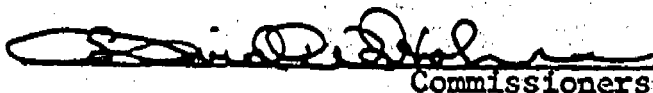
The effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 22nd day
of FEBRUARY, 1971.



Chairman





Commissioners

Commissioner William Symons, Jr., being necessarily absent, did not participate in the disposition of this proceeding.

Commissioner Vernon L. Sturgeon, being necessarily absent, did not participate in the disposition of this proceeding.