

Decision No. 22278.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of the COUNTY OF LOS ANGELES and the CITY OF VERNON for order authorizing a separation of grades on Washington Boulevard over the tracks of the Los Angeles and Salt Lake Railroad Company.

ORIGINAL

Application No. 16351.

BY THE COMMISSION:

ORDER

The County of Los Angeles and the City of Vernon filed the above entitled application with this Commission on the 7th day of March, 1930, asking for authority to construct Washington Boulevard under the tracks of the Los Angeles and Salt Lake Railroad Company as hereinafter set forth. Said Los Angeles and Salt Lake Railroad Company has signified by letter of March 18th, 1930, that it has no objection to the construction of said under-grade crossings and it appears to this Commission that the present proceeding is not one in which a public hearing is necessary; that it is in the interest of public convenience and necessity that the subway be constructed; that an agreement has been entered into between the interested parties relative to the division of cost of constructing and maintaining the said subway; and, that this application should be granted subject to the conditions hereinafter specified; therefore,

IT IS HEREBY ORDERED that the County of Los Angeles and the City of Vernon be and they are hereby authorized to construct a subway under the wye tracks of the Los Angeles and Salt Lake Railroad Company at the location and substantially as shown by

the plans marked Exhibit "A" and Exhibit "B", attached to the application.

The crossing of Washington Boulevard under the San Pedro main line tracks shall be identified as Crossing No.

3A-2.99-B. The crossing of Washington Boulevard under the easterly wye track shall be identified as Crossing No. 3-3.99-BC.

Said crossings shall be constructed subject to the following conditions:

(1) Said crossings shall be constructed with clearances conforming to the provisions of this Commission's General Order No. 26-C.

(2) The cost of constructing said undergrade crossings shall be borne in accordance with the terms of the agreement, dated October 4, 1927, entered into between the interested parties, said agreement being marked Exhibit "D" and attached to the application.

(3) Applicant shall, before commencing the construction of said undergrade separation, file with this Commission a complete set of plans of the proposed subway.

(4) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of said subway.

(5) If said subway shall not have been installed, within one year from the date of this order, the authorization herein granted shall then lapse and become void, unless further time is granted by subsequent order.

(6) The Commission reserves the right to make such further orders relative to the location, construction, operation, maintenance and protection of said undergrade crossings as to it

may seem right and proper and to revoke its permission if, in its judgment, the public convenience and necessity demand such action.

(7) The existing public crossing of Spence Street, across the tracks of The Los Angeles and Salt Lake Railroad Company and located near the center of the easterly approach to the proposed subway, shall be legally abandoned and effectively closed to public use and travel.

For all other purposes, the effective date of this order shall be twenty (20) days from and after the date hereof.

Dated at San Francisco, California, this 2nd day of <sup>April</sup> ~~March~~, 1930.

Cl. Scavely

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David L. Lott

M. J. Kim  
Commissioners.