

**ORIGINAL**

Decision No. 71785

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of the COUNTY OF LOS ANGELES )  
for authority to relocate Crossings No. )  
3A-3.4 and No. 2-147.13-C across the )  
Union Pacific Railroad Company and The )  
Atchison, Topeka and Santa Fe Railway )  
Company tracks in connection with the )  
realignment and improvement of Bandini )  
Boulevard in the City of Vernon and the )  
County of Los Angeles. )

Application No. 48886  
(Filed October 20, 1966)

O R D E R

The County of Los Angeles is hereby authorized to relocate the crossing of Bandini Boulevard at grade with tracks of Union Pacific Railroad Company and The Atchison, Topeka and Santa Fe Railway Company, the relocated crossings to be identified as Crossing Nos. 3A-3.4 and 2-147.1-C in the City of Vernon and the County of Los Angeles, as described and substantially as shown in the application. Width of crossings shall be not less than 84 feet and grades of approach not greater than two percent. Construction shall be equal or superior to Standard No. 2 of General Order No. 72. Protection at Crossing No. 3A-3.4 shall be by four Standard No. 8 crossing signals (General Order No. 75-B) augmented with automatic gate arms and protection at Crossing No. 2-147.1-C shall be by two Standard No. 8 flashing light signals (General Order No. 75-B).

Clearances shall be in accordance with the provisions of General Order No. 26-D and walking conditions adjacent to the track shall be in accordance with General Order No. 118.

Traffic signals at the intersection of Bandini Boulevard and Downey Road shall be interconnected with the railroad signals at both crossings in order that in the pre-emption phase initiated by an approaching train, the traffic signals shall first display a green interval of sufficient length to clear all vehicles from the track areas.

The signals at The Atchison, Topeka and Santa Fe Railway Company Crossing No. 2-147.1-C shall be interconnected with the automatic gates at the Union Pacific Railroad Company Crossing No. 3A-3.4 in order that eastbound traffic will not be backed up on the Union Pacific Railroad Company tracks in the event of the approach of a train on the Union Pacific Railroad Company tracks.

No trains shall enter Crossing No. 2-147.1-C or actuate its warning devices while traffic is backed up in crossing area or while a train is at the adjacent Crossing No. 3A-3.4.

Construction and maintenance costs shall be borne in accordance with an agreement to be entered into between the parties and a copy of said executed agreement, together with plans approved by the parties involved, shall be filed with the Commission prior to commencement of construction. Should the parties fail to agree, the Commission will apportion the costs of construction and maintenance by further order.

Within thirty days after completion, pursuant to this order, applicant shall so advise the Commission in writing. This authorization shall expire if not exercised within one year unless time

be extended or if above conditions are not complied with.  
Authorization may be revoked or modified if public convenience,  
necessity or safety so require.

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

Dated at San Francisco, California, this 29<sup>th</sup> day  
of DECEMBER, 1966.

*[Signature]* President

*George J. Traver*

*[Signature]*

Commissioners

Commissioner Frederick B. Holoboff did  
not participate in the disposition of  
this proceeding.

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