

Decision No. 80015

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of the State of California,
Department of Public Works, for an
order authorizing the reconstruction
and widening of existing Taylor Yard
Overhead over the tracks of the South-
ern Pacific Transportation Company,
and Delay Drive Overhead over the
tracks of the Union Pacific Railroad
Company, in the City and County of
Los Angeles.

Application No. 53121
(Filed February 1, 1972)

O R D E R

State of California Department of Public Works is hereby authorized to reconstruct crossings at separated grades of State Route 2 (Glendale Freeway) over the tracks of the Southern Pacific Transportation Company and the Union Pacific Railroad Company, referred to as the Taylor Yard Overhead and the Delay Drive Overhead, respectively, in Los Angeles in the County of Los Angeles at the location and substantially as shown by plans (Exhibit B) attached to the application, identified as Crossing Nos. B-478.2-A and 3C-5.5-A, respectively.

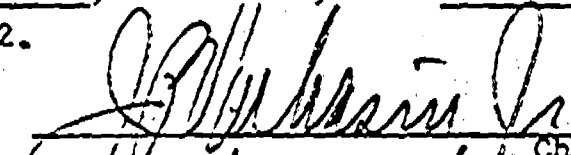
Construction and maintenance expense shall be borne in accordance with agreements to be entered into between the parties relative thereto, and copies of said agreements, together with plans of said crossings approved by the affected railroad companies shall be filed with the Commission prior to commencing construction. Should the parties fail to agree, the Commission will apportion the cost of construction and maintenance by further order.

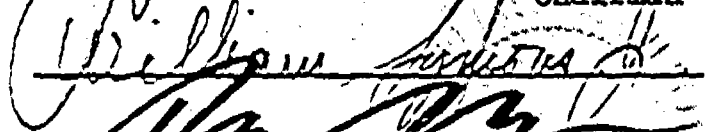
Clearances shall be in accordance with General Order No. 26-D, except that during the period of construction a clearance of not less than 21'6" above top of rail is authorized and the Southern Pacific Transportation Company and Union Pacific Railroad Company are authorized to operate over their respective tracks


provided that instructions are issued by the railroads and filed with the Commission forbidding employees to ride on tops of cars. The applicant shall notify the Commission and the affected railroads at least 15 but not more than 30 days in advance of the date when the temporary impaired clearances will be created. Walkway areas adjacent to the railroad tracks shall be maintained free of obstruction and shall promptly be restored to their original condition in the event of damage during construction.

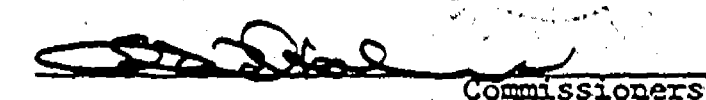
Within thirty days after completion pursuant to this order applicant shall so advise the Commission in writing. This authorization shall expire if not exercised within three years unless the time be extended or if conditions are not complied with. Authorization may be revoked or modified if public convenience, 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 2nd
day of MAY, 1972.



Chairman






Commissioners

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