

Decision No. 85270**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of )  
 LOS ANGELES & SALT LAKE RAILROAD )  
 COMPANY and its Lessee, UNION PACIFIC ) Application No. 55533  
 RAILROAD COMPANY, for an order authorizing ) (Filed March 3, 1975)  
 the construction, maintenance, and operation ) (Amended October 6, 1975)  
 of an industry lead track over and across )  
 Railroad Street and San Jose Avenue and an )  
 industry spur track across San Jose Avenue )  
 in the City of Industry, County of )  
 Los Angeles, State of California. )

O P I N I O N

As part of the project for development of the Nogales Industrial Park, the Los Angeles and Salt Lake Railroad Company and its lessee, Union Pacific Railroad Company, request authority to construct, maintain and operate over an industrial lead track at grade across Railroad Street and San Jose Avenue in the City of Industry, Los Angeles County.

The City of Industry is the lead agency for the project to develop the Nogales Industrial Park pursuant to the Environmental Quality Act of 1970, as amended. On July 25, 1974, the City Council of the City of Industry approved an Environmental Impact Report which permitted construction of the industrial park.

The Environmental Impact Report adopted by the City of Industry has given consideration to the rail traffic which will be generated by construction of the proposed lead track as well as to the impact of the new grade crossings. Trains presently pass through the area at the rate of 3,000 cars per day and this number of cars should not be significantly increased by development of the Industrial Park. The report also notes that installation of automatic protection at the proposed crossings will provide a beneficial health and safety impact for the project.

Notices of the application and amendment were published in the Commission's Daily Calendars on March 5, 1975 and October 8, 1975,

respectively. No protests have been received. A public hearing is not necessary.

### F I N D I N G S

After consideration, the Commission finds:

1. The proposed construction will provide rail service to a newly developing industrial complex in the City of Industry.
2. Applicant should be authorized to construct, maintain and operate an industrial lead track at grade, across Railroad Street and San Jose Avenue in the City of Industry, Los Angeles County, at the location and substantially as shown by Exhibit "A" attached to the application, as amended.
3. Costs of constructing the crossings should be borne by the applicant.
4. Installation and maintenance costs of the automatic protection should be borne by the applicant.
5. Dimensions, configurations, clearances and walkways should be substantially in accordance with the plan attached to the application, as amended, and comply with applicable rules and general orders of the Commission.
6. The Commission has considered the railroad's Environmental Data Statement and the city's Environmental Impact Report and finds with reasonable certainty that this project will not have a significant effect on the environment.

### C O N C L U S I O N S

On the basis of the foregoing findings, we conclude that the application should be granted as set forth in the following order:

### O R D E R

IT IS ORDERED that:

1. The Los Angeles and Salt Lake Railroad Company and its lessee, Union Pacific Railroad Company (applicant), are authorized to construct, maintain and operate an industrial lead track, at grade, across Railroad Street and San Jose Avenue in the City of Industry, Los Angeles County, at the location and substantially as shown by

Exhibit "A" attached to the application, as amended, to be identified as Crossings Nos. 3-22.05-C and 3-22.19-C, respectively.

2. Construction of each crossing shall be equal or superior to Standard No. 2 (General Order No. 72-B). Width of each crossing shall conform to the ultimate width as shown on the city's master plan of streets with tops of rails flush with the streets.

3. Clearances shall conform to General Order No. 26-D. Walkways shall conform to General Order No. 118.

4. Protection at each crossing shall be two Standard No. 9-A automatic signals (General Order No. 75-C).

5. Construction expense of each crossing and installation cost of the automatic protection shall be borne by the applicant.



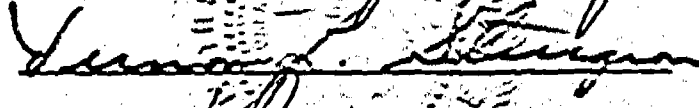
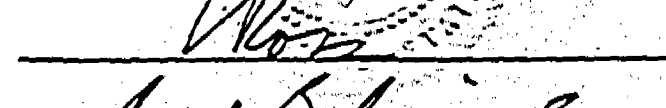
6. Maintenance of each crossing shall be in accordance with General Order No. 72-B. Maintenance cost of the automatic protection shall be borne by the applicant.

7. 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 the 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 30th day of DECEMBER, 1975.

  
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President  
  
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Commissioners