

Decision No. 13710

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
Los Angeles & Salt Lake Railroad)
Company, a corporation, for authority,)
under the provisions of Section 45 of)
the Public Utilities Act, to construct,)
maintain and operate certain steam)
railroad tracks at grade, along and)
across Jurupa Avenue and across Feld-)
spar Street, in the vicinity of Bly)
Junction, in the County of Riverside,)
State of California.)

Application No. 10088

BY THE COMMISSION:

O R D E R

Los Angeles and Salt Lake Railroad Company, a corporation, filed the above entitled application with this Commission on the 19th day of May 1924, asking for authority to construct its tracks at grade across Jurupa Avenue and Feldspar Street in the County of Riverside, State of California, as hereinafter set forth. The necessary franchise or permit (No. 154) has been granted by the Board of Supervisors of said County for the construction of said crossings at grade, and it appears to this Commission that the present proceeding is not one in which a public hearing is necessary; that it is neither reasonable nor practicable at this time to provide separated grade crossings at the points mentioned in this application, or to avoid grade crossings with said roads and that this application should be granted subject to the conditions hereinafter specified.

THEREFORE, IT IS HEREBY ORDERED, that permission and authority be and it is hereby granted to Los Angeles and Salt Lake Railroad Company to construct its tracks at grade across Jurupa

ORIGINAL

Avenue and Feldspar Street, in the County of Riverside, State of California, as follows:

Track "A"
Across Jurupa Avenue

BEGINNING at the northwest corner of Feldspar Street and Jurupa Avenue, which point is the southeast corner of Lot 7, Subdivision of a portion of the Jurupa Ranch, as recorded in Book 9, Page 26, Records of San Bernardino County, California, being a portion of Sec. 14, T. 2 S. R. 6 W., S. B. M.; thence S. $74^{\circ}05'30''$ W. along the northerly line of Jurupa Ave. a distance of 258.9 feet to a point in the center of proposed Track "A", which is the true point of beginning of said Tract "A"; thence southerly on a curve to the right with a radius of 5745.65 Ft. parallel to and 16.0 Ft. easterly of the center line of the main track of the Los Angeles & Salt Lake Railroad Company a distance of 111.7 Ft. to the southerly line of Jurupa Ave., said point being S. $74^{\circ}05'30''$ W. a distance of 184.35 Ft. measured along the southerly line of Jurupa Ave. from the southwest corner of Jurupa Ave. and Feldspar St.; said corner being southerly 104.24 Ft. measured along the westerly line of Feldspar Street from the southeast corner of Lot 7, above described.

Track "A"
Across Feldspar Street

BEGINNING at the northwest corner of Feldspar St. and Jurupa Ave., which point is the southeast corner of Lot 7, Subdivision of a portion of the Jurupa Ranch, as recorded in Book 9, Page 26, Records of San Bernardino County, California, being a portion of Sec. 14, T. 2 S., R. 6 W., S.B.M.; thence southerly measured along the westerly line of Feldspar St. a distance of 358.6 Ft. to a point in the center line of proposed Track "A", which is the true point of beginning of said Track "A"; thence southerly on a curve to the right with a radius of 5745.65 Ft. parallel to and 16.0 Ft. easterly of the center line of the main track of the Los Angeles & Salt Lake Railroad Company, a distance of 97.5 Ft. to the easterly line of Feldspar St., said point being 433.3 Ft. southerly measured along the easterly line of Feldspar St. from the northeast corner of Feldspar St. and Jurupa Ave., which point is the southwest corner of Lot 8, Subdivision of a portion of the Jurupa Ranch, said Subdivision being more fully described above.

Track "B"

BEGINNING at the northwest corner of Feldspar St. and Jurupa Ave., which point is the southeast corner of Lot 7, Subdivision of a portion of the Jurupa Ranch, as recorded in Book 9, Page 26, Records of San Bernardino County, California, being a portion of Sec. 14, T. 2 S., R. 6 W., S.B.M.; thence easterly a distance

of 117.8 Ft. measured along the northerly line of Jurupa Ave.; thence at right angle to the right a distance of 65.0 Ft. to the center line of the Bly Quarry Spur track at engineers station 6 x 07. which point is engineers station 0x00 and the true point of beginning of proposed Track "B"; thence northeasterly on a standard No. 9 turnout to the left a distance of 73.7 Ft. to a point of No. 9 frog; thence N. 67°43'30" E. a distance of 32.37 Ft.; thence on a curve to the right with a radius of 762.80 Ft. a distance of 84.70 Ft.; thence No. 74°05'30" E. a distance of 1043.46 Ft. parallel to and 13.0 Ft. northerly of the center line of the Bly Quarry spur track; thence on a curve to the right with a radius of 762.80 Ft. a distance of 84.7 Ft.; thence N. 80°27'30" E. a distance of 32.37 Ft. to point of No. 9 frog; thence on a standard No. 9 turnout to the left a distance of 73.7 Ft. to point of switch and end of track, in the center line of Bly Quarry spur track at engineers station 20x31.34; said point of switch and end of track being S. 15°54'30" E. 65.0 Ft. from the northerly line of Jurupa Ave. and N. 74°05'30" E. 157.0 Ft. from the southeast corner of Lot 9, Subdivision of a portion of the Jurupa Ranch, which subdivision is more fully described above.

Track "C"

BEGINNING at the northwest corner of Feldspar St. and Jurupa Ave., which point is the southeast corner of Lot 7, Subdivision of a portion of the Jurupa Ranch, as recorded in Book 9, Page 26, Records of San Bernardino County, California, being a portion of Sec. 14, T. 2 S., R. 6 W., S. B. M.; thence easterly a distance of 101.8 Ft. measured along the northerly line of Jurupa Ave.; thence at right angle to the right a distance of 65.0 Ft. to the center line of the Bly Quarry spur track at engineers station 5x91, which point is engineers station 0x00 and the true point of beginning of proposed Track "C"; thence southwesterly on a standard No. 9 turnout to the left a distance of 73.7 Ft. to point of No. 9 frog; thence on a curve to the left with a radius of 2307.39 Ft. a distance of 73.7 Ft.; thence S. 74°05'30" W. parallel to and 62.64 Ft. southerly of the northerly line of Jurupa Ave., to end of track."

All of the above as shown by the map (Exhibit "B") attached to the application; said crossings to be constructed subject to the following conditions, viz:

(1) The entire expense of constructing the crossings, together with the cost of their maintenance thereafter in good and first-class condition for the safe and convenient use of the public, shall be borne by applicant.

(2) Said crossings shall be constructed of a width and type of construction to conform to those portions of said road now graded, with the top of rails flush with the pavement, and with grades of approach not exceeding three (3) per cent; shall be protected by suitable crossing signs, and shall in every way be made safe for the passage thereover of vehicles and other road traffic.

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

(4) If said crossing 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.

(5) The Commission reserves the right to make such further orders relative to the location, construction, operation, maintenance and protection of said 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.

This order shall become effective two (2) days after the making thereof.

Dated at San Francisco, California, this 16th day
June, 1924.

P. S. Leavelle
H. V. B. ...
Egerton Shore
Commissioners.