

Decision No. 13741

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

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ORIGINAL

In the Matter of the Application of Los Angeles & Salt Lake Railroad Company, a corporation, for an Order pursuant to the provisions of Section 43 of the Public Utilities Act, to construct and thereafter to maintain and operate certain spur railroad tracks upon and along Etiwanda Avenue, and upon and across certain other streets in the Counties of Riverside and San Bernardino.

Application No. 10,119.

BY THE COMMISSION:

O R D E R .

Los Angeles & Salt Lake Railroad Company, a corporation, filed the above-entitled application with this Commission on the 26th day of May, 1924, asking for authority to construct a spur track at grade, upon, along and across Etiwanda Avenue and two unnamed roads in the Counties of San Bernardino and Riverside, State of California, as hereinafter set forth. The necessary franchises or permits (229 and 156, respectively) have been granted by the Board of Supervisors of said counties 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 & Salt Lake Railroad Company to construct a spur track at grade upon, along and across Etiwanda Avenue and two unnamed roads in the Counties of San Bernardino and Riverside, State of California, as follows:

Beginning at a point in the South Boundary Line of San Bernardino County 8.5 feet West of the East line of Etiwanda Boulevard, said point being 21.5 feet East from the Southwest Corner of Section 33, Township 1 South, Range 6 West, San Bernardino Base and Meridian; thence Northerly parallel with and 8.5 feet distant from said East line of Etiwanda Boulevard a distance of 8,480 feet to end of track, being a point in the Southwest Quarter of the Northwest Quarter of Section 28, Township 1 South, Range 6 West, 560 feet North and 21.5 feet East from the Southwest Corner of said Southwest Quarter of Northwest Quarter.

Beginning at a point in the boundary line between Riverside and San Bernardino Counties, distant westerly 8.5 feet from the easterly line of Etiwanda Boulevard; thence southwesterly along a curve concave westerly and having a radius of 459.28 feet a distance of 65.21 feet to the point of beginning of a curve concave easterly and having a radius of 459.28 feet; thence southeasterly along said last mentioned curve a distance of 65.21 feet to a point distant westerly 13.15 feet from the easterly line of said Etiwanda Boulevard; thence southerly along a line parallel with said easterly line of Etiwanda Boulevard, a distance of 350 feet, more or less, to a point of connection with the present track of Los Angeles & Salt Lake Railroad, now located in said Etiwanda Boulevard.

Also beginning at a point in the center line of said present track distant south 673 feet, more or less, from the boundary line between Riverside and San Bernardino Counties; thence northeasterly along a standard No. 7 turnout 113.9 feet, more or less, to a point in the easterly line of said Etiwanda Boulevard, distant southeasterly 563 feet from the County line.

All of the above as shown by the map (D-3) 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 roads now graded, with the top of rails flush with the pavement, and with grades of approach not exceeding two (2) 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.

