

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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, auth-
orizing it to construct, and there-
after to maintain and operate certain
spur railroad tracks upon Etiwanda
Boulevard, in the Counties of San
Bernardino and Riverside, connecting
with Sterns Winery spur thereon, as
extended.

Application No. 10,270.

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
12th day of July, 1924, asking for authority to construct three
spur tracks at grade along and across Etiwanda Avenue in the
Counties of San Bernardino and Riverside, State of California, as
hereinafter set forth. The necessary franchises or permits (241 and
158, respectively) have been granted by the Boards 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 Etiwanda Avenue 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 three spur tracks at grade across

Etiwanda Avenue in the Counties of San Bernardino and Riverside, State of California, as follows:

TRACK A SHOOK HOUSE SPUR

A spur track turnout leading from the existing main track of the Sterns' Winery spur in Etiwanda Boulevard, switch point in said main track being located a distance of 3930 feet southerly measured along the center line of said Sterns' Winery Spur prolonged from the Section line between Township 1 South and Township 2 South, Range 6 West, SB&M, extending thence northeasterly on a No. 7 turnout to a line 13 feet distant from and parallel to and thence parallel with said main track, a length from switch point to end of track 250 feet.

TRACK B STONE QUARRY SPUR

A spur track turnout from the existing main track of the Sterns Winery Spur in Etiwanda Boulevard, switch point in said main track being located a distance of 1034 feet southerly measured along the center line of said Sterns Winery spur prolonged from the section line between Township 1 South and Township 2 South, Range 6 West, SB&M, extending thence northeasterly on a No. 7 turnout a distance of 132' + to and across the easterly boundary line of said Etiwanda Boulevard.

A spur track turnout from the Sterns' Winery Spur in Etiwanda Boulevard, switch point being located a distance of 2972 feet northerly measured along the center line of said Sterns' Winery spur, from the section line between Township 1 south and Township 2 south, range 6 west, San Bernardino Base and Meridian, and extending thence northeasterly on a number 7 turnout, a distance of 98 feet to and across the easterly boundary line of said Etiwanda Boulevard.

All of the above as shown by the map (D-3, dated June 21, 1924) 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 Avenue 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.

(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 crossings 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 5th day of August, 1924.

W. C. Seavey
H. H. P. [illegible]
Irving Martin
Egerton Shore

Commissioners.