

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the application of )  
the CITY OF SAN BERNARDINO for per- )  
mission to construct grade crossing ) Application No. 10467.  
over the tracks of The Atchison, )  
Topeka and Santa Fe Railway Company. )

William Guthrie, City Attorney, for Applicant.  
M. W. Reed, for The Atchison, Topeka and  
Santa Fe Railway Company.

BY THE COMMISSION:

O P I N I O N

In the above entitled application the City of San Bernardino seeks permission to construct Sixteenth Street at grade across certain tracks of The Atchison, Topeka and Santa Fe Railway Company in the City of San Bernardino, County of San Bernardino, State of California.

A public hearing was held on this application before Examiner Satterwhite at San Bernardino on January 20, 1925.

The east and west streets of the City of San Bernardino are designated by numbers, increasing to the north, while the north and south streets are designated by letters, "A" Street being situated near the east boundary of the city. The business center of San Bernardino is located in the vicinity of the intersection of Third and "E" Streets. Santa Fe Railway Company's terminal depot, yards and shops are located between Second and Fifth Streets, and "I" Street and the western boundary line of the city. The Company's double track main line extends along "I" Street from Fifth Street to a point approximately 100 feet south of Sixteenth Street, thence in a northwesterly direction, passing out of the city limits at the intersection of Mt. Vernon and Highland Avenues. The Redlands Loop

of the Santa Fe leaves the main line at "I" Street near Sixteenth Street and continues north on "I" Street to a point between Highland Avenue and Shandin Road, thence in a northeasterly direction to Thirtieth Street, thence along the center line of Thirtieth Street to the east boundary line of the city.

The Santa Fe Company operates its tracks on "I" Street under a city franchise, while that portion of the main line to the northwest of the point where the tracks leave "I" Street is within the Company's 100-foot right-of-way.

In this proceeding the City of San Bernardino seeks permission to construct Sixteenth Street at grade across Santa Fe Company's double track main line, and also at grade across the Company's Redlands Loop, which is a single track line. The nearest public crossings over the main line tracks to the one proposed herein are located to the northwest at the intersection of Highland Avenue and Mt. Vernon Avenue, a distance of about 4100 feet, and to the south at Thirteenth Street, a distance of about 1900 feet.

On May 17, 1916, the Santa Fe Railway Company granted a private farm crossing over their lines at Sixteenth Street to two adjoining land owners. Accordingly the private crossing was established with gates at either side of the right-of-way, which were to be kept closed by the grantees. These gates, together with "Private Property" signs, still exist at the crossing, although the testimony shows they are now seldom, if ever, closed. Applicant now desires to convert this private farm crossing into a public crossing.

Two of the tracks involved herein are the Santa Fe Company's main line east. These tracks are used jointly by the Santa Fe and the Los Angeles and Salt Lake Railroad Company. The record shows that the daily average number of train movements over these tracks have amounted to 55 during the past thirty days. This average,

according to the Railroad Company's superintendent, is less than the normal over a period of years. The above train movements include all trains of both companies. These trains travel at fairly high rates of speed in the vicinity of Sixteenth Street. The two main line tracks at the proposed crossing are on a 5 degree curve and on a grade of one per cent, descending to the south. On account of the curvature of the tracks, the outer rail of each has a super-elevation of about three inches, a condition which would necessitate an irregular grade line for the proposed highway crossing.

To the northeast of the proposed crossing there is a material difference in the grade of the two main line tracks, and in order to facilitate railroad operation on these lines, it has been found desirable to use left-hand running between San Bernardino and a point about 40 miles northeast thereof. This unusual method of operation might be confusing to many operators of vehicles who are not familiar with this condition and thus tend to add to the hazard of this grade crossing, if constructed.

The view conditions at the proposed crossing are impaired by buildings and trees south of Sixteenth Street and east of "I" Street. The interlocking tower located in "I" Street south of Sixteenth Street also impairs the view of the railroad to a certain extent.

The testimony shows that a public crossing over the railroad at Sixteenth Street as applied for herein would afford direct access to the Polytechnic High School, located between Seventeenth and Nineteenth Streets and "G" and "I" Streets, for the district tributary to Sixteenth Street west of the railroad. The present route for this traffic is by way of the crossing at Thirteenth Street or by Highland Avenue. It appears, however, that this traffic is not heavy at this time, as the district in the vicinity of

Sixteenth Street west of the railroad is sparsely built up. The evidence also shows the crossing applied for would, to a certain extent, aid in the development of the adjoining district, and that the city plans to widen Sixteenth Street to a width of 60 feet on either side of the railroad, if this application is granted. It does not appear that this crossing, if constructed, would shorten to any extent the distance which traffic must travel between the district adjacent thereto and the business center of the city, as compared to the other routes now available.

After due consideration of all the evidence presented in this matter, it appears that the crossing applied for would, if constructed, create a condition of more than ordinary hazard due to the heavy train movements at high rates of speed with left hand running and to the impaired view of the crossing. It also appears that there is relatively little public necessity for this crossing at this time. The principal necessity shown was to afford access to the high school and this need could be met by the construction of a pedestrian crossing. The testimony, however, shows that if the crossing applied for is not allowed, there is no desire on the part of the City of San Bernardino for a pedestrian crossing at this location. The application should be denied and it will be so ordered.

#### O R D E R

The City of San Bernardino having made application to this Commission for permission to construct Sixteenth Street at grade across certain tracks of The Atchison, Topeka and Santa Fe Railway Company in the City of San Bernardino, a public hearing having been held, the matter having been duly submitted and now being ready for decision, for the reasons stated in the foregoing opinion,

IT IS HEREBY ORDERED that the above entitled application  
be and the same hereby is denied without prejudice.

The effective date of this Order shall be twenty (20)  
days after the making thereof.

Dated at San Francisco, California, this \_\_\_\_\_ day of  
March, 1925.

H. A. Brundage

C. A. Seaver

Egerton Shaw

George D. Squires

Frederick C. ...

Commissioners.