

Decision No. 15-213

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the application of
The Atchison, Topeka and Santa Fe
Railway Company, a corporation, for
authority to construct a second main
track and to relocate an existing
track across Mill Street, partly in
the City of Colton and partly in
the County of San Bernardino, and to
construct a passing track across "N"
and "O" Streets in the City of Col-
ton and across Congress Street, part-
ly in the City of Colton and partly
in the County of San Bernardino.

Application No. 11342.

BY THE COMMISSION:

O R D E R

The Atchison, Topeka and Santa Fe Railway Company, a corporation, filed the above-entitled application with this Commission on the 27th day of June, 1925, asking for authority to construct a second main track and relocate an existing track at grade across Mill Street, partly in the City of Colton, County of San Bernardino, and partly in the County of San Bernardino, and to construct a passing track at grade across "N" and "O" Streets in the City of Colton and at grade across Congress Street, partly in the City of Colton and partly in the County of San Bernardino, State of California, as hereinafter set forth. The necessary franchise or permit (Resolution No. 568) has been granted by the Board of Trustees of said City of Colton, and Franchise No. 253 has been granted by the Board of Supervisors of San Bernardino 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 grade separations, or to avoid grade crossings at the points mentioned in this application with said streets, 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 The Atchison, Topeka and Santa Fe Railway Company to construct a second main track and relocate an existing track at grade across Mill Street partly in the City of Colton, County of San Bernardino, and partly in the County of San Bernardino, and to construct a passing track at grade across "T" and "O" Streets in the City of Colton and Congress Street, partly in the City of Colton and partly in the County of San Bernardino, State of California, as follows:

(1) SECOND MAIN TRACK - MILL STREET

Beginning at a point in the northern line of Mill Street distant westerly 917.53 feet measured along said northern street line from its intersection with the west boundary of San Bernardino; thence southeasterly on a direct line 91.08 feet to a point in the southern line of Mill Street distant westerly 878.95 feet measured along said southern street line and street line produced, from its intersection with the east boundary of Colton.

(2) TRACK NO. 4 - MILL STREET

Beginning at a point in the northern line of Mill Street distant westerly 903.38 feet measured along said northern street line from its intersection with west boundary of San Bernardino, said point of beginning being on a curve concave to the southwest and having a radius of 603.80 feet and the tangent to said curve at said point of beginning making an angle of 66 degrees 21 minutes 30 seconds to the northwest with said northern street line; thence southeasterly along said curve 60.24 feet; thence southeasterly on a tangent 7.85 feet; thence southeasterly 20.50 feet on a curve concave to the northeast and having a radius of 942.29 feet to a point in the southern line of Mill Street distant 873.10 feet westerly measured along said southern street line and street line produced, from its intersection with east boundary of Colton.

(3) PASSING TRACK - CONGRESS STREET

The center line of said proposed track is located 14.0 feet westerly from and parallel with the center line of said Railway Company's main track.

The center line of said main track is on a curve which is concave to the west and has a radius of 3819.83 feet and intersects the center line of said street at an angle of 90 degrees 36 minutes (to curve tangent) to the southeast, distant 332.85 feet easterly from the center line of Fifth Street, measured along center line of Congress Street.

(4) "N" Street produced, in Colton, San Bernardino County, California.

The center line of said proposed track is to cross said "N" Street produced on a line, which is parallel with and 64.0 feet westerly from the western line of Sixth Street.

(5) "O" Street in the City of Colton, San Bernardino County, California.

The center line of said proposed track is located 14.0 feet westerly from and parallel with the center line of said Railway Company's main track.

The center line of said main track is described as follows: beginning at a point in the southern line of "O" Street at orig. sta. 6676+94.0, said point being 25.0 feet east of the northwestern corner of Lot 2, Block 33 of Colton Land and Water Company's Subdivision as recorded in Book 30 of Deeds, page 374, San Bernardino County Records, thence northwesterly 43 feet, more or less, on a curve, concave to the northeast and having a radius of 3819.83 feet, to a point in the original Southern boundary of the City of Colton, said point being 48.5 feet westerly from the western line of Sixth Street.

and as shown by the maps (Division Engineer's Drawing No. L-4-7798 and Division Engineer's Drawing No. L-6-7795) attached to the application; said crossings to be constructed subject to the following conditions, viz:

(1) The entire expense of constructing the crossings of Mill Street, "N" Street and Congress Street, 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 of Mill Street, "N" Street and Congress Street shall be constructed of a width and type of construction to conform to those portions of said streets now graded, with the tops of rails flush with the pavement, and with grades of approach not exceeding four (4) 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) Said crossing over "O" Street shall be so constructed that grades of approach not exceeding four (4) per cent will be feasible in the event that the construction of roadway along said "O" Street shall hereafter be authorized and so that said grade crossing may be made safe for the passage thereover of vehicles and other road traffic.

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

(5) 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.

(6) This order is made upon the express condition that "O" Street is not now actually constructed and open to travel at the respective points of crossing and said order shall not be deemed an authorization for the construction of an opening of said Street to public use across said railroad track.

(7) 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.

The authority herein granted shall become effective on the date hereof.

Dated at San Francisco, California, this 24th day of July, 1925.

W. B. Brundage
Chairman
George D. Quinn

Commissioners.