

Decision No. 17455

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

ORIGINAL

In the Matter of the Application of
the COUNTY OF SAN BERNARDINO for
permission to construct a crossing
at grade over the tracks of the
Pacific Electric Railway Company and
Southern Pacific Railroad Company on
Orangewood Street, between Colton
and San Bernardino, San Bernardino
County, California.

Application No. 12933.

M. O. Hert, Deputy District Attorney, for applicant.
C. W. Cornell, for Southern Pacific Company and
Pacific Electric Railway Company.

BY THE COMMISSION:

O P I N I O N

In this proceeding authority is sought to construct Orangewood Street at grade across two railroad tracks, one of which is Pacific Electric Railway Company's Riverside-Redlands line via San Bernardino, and the other Southern Pacific Company's line between Colton and San Bernardino.

A public hearing was had in this matter before Examiner Williams at San Bernardino, September 24, 1926.

Orangewood Street is an easterly and westerly street of the Wheeler Resubdivision, which lies northwest of Colton Avenue, about midway between the cities of San Bernardino and Colton. This subdivision was accepted for filing by the Board of Super-

visors of San Bernardino County on September 17, 1923. Orangewood Street extends from Colton Avenue on the east about two blocks westerly. It is unimproved at this time, and the abutting property is sparsely settled.

The first crossing over the tracks involved herein, to the northeast of Orangewood Street, is at Coburn Street (Bethune Station), 365 feet distant, while to the southwest the nearest crossing is at Fairview Avenue, 790 feet distant.

Colton Avenue is the most important highway between the cities of San Bernardino and Colton. It is paved and carries a large volume of vehicular traffic.

The tracks involved are both laid in one private right-of-way forty feet in width, which extends parallel and adjacent to the west side of Colton Avenue, the Southern Pacific track lying between the Pacific Electric track and Colton Avenue. Southern Pacific Company normally operates two freight trains over its line per day, while on the Pacific Electric track there are fifty-four passenger train and ten freight train movements normally per day.

The view at the proposed crossing is impaired by trees to the northwest of the railroad. The fact that the tracks are on a one-degree curve concave to the westward at Orangewood Street, adds to the unfavorable view conditions.

The evidence shows that the proposed crossing would afford a slightly shorter route for a few families in traveling toward the city of San Bernardino or Colton along Colton Avenue. This amount of public convenience, however, does not seem to justify the hazard that would be incident to the construction of an additional grade crossing over the tracks of two railroad companies. Under the present conditions it would seem that the existing crossings at Coburn Street and at Fairview Avenue which are

1155 feet apart, reasonably serve this sparsely settled district at this time; therefore this application should be denied.

C R D E R

Hearing having been held on the above entitled application and the matter now standing submitted and ready for decision, for reasons set forth in the foregoing Opinion,

IT IS HEREBY ORDERED that the above entitled application be and the same hereby is denied.

Dated at San Francisco, California, this 13th day of October, 1926.

Charles

Leon Whitehead

Thos. J. Roberts

Commissioners.