

Decision No. 18707

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 tracks)
across Pearl and Sheridan Streets,)
in the City of Corona, County of)
Riverside, State of California.)

ORIGINAL

Application No. 13915.

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 7th day of July, 1927, asking for authority to construct two cross-over tracks at grade across Pearl Street and a passing track at grade across Sheridan Street, in the City of Corona, County of Riverside, State of California, as hereinafter set forth. The necessary franchise or permit (Resolution No. 88) has been granted by the Board of Trustees of said City of Corona for the construction of said crossings at grade. 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 Pearl and Sheridan 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 The Atchison, Topeka and Santa Fe Railway Company to construct two cross-over tracks at grade across Pearl Street and a passing track at grade across Sheridan Street in the City of Corona, County of Riverside, State of California, at the locations

hereinafter particularly described and as shown by the map (Divn. Engr's. Dwg. No. L-8-9061) attached to the application.

Description of Crossings

PEARL STREET - "A":

Beginning in the east line of Pearl Street distant 870.93 feet thereon northerly from a point directly opposite the northwest corner of Pearl Street and Grand Boulevard; thence northwesterly 58.76 feet on a curve concave to the northeast having a radius of 603.805 feet, the tangent to said curve at its intersection with the east line of Pearl Street, makes an angle of 80 degrees 50 minutes to the southeast with said street line; thence 2.51 feet northwesterly tangent to last described curve, to a point in the west line of Pearl Street, distant 883.79 feet northerly thereon from the northwest corner of Pearl Street and Grand Boulevard.

The above crossing shall be identified as Crossing No. 2-B-23.8.

PEARL STREET - "B":

Beginning in the east line of Pearl Street distant 857.32 feet thereon northerly from a point directly opposite the northwest corner of Pearl Street and Grand Boulevard; thence northwesterly 60.66 feet on a curve concave to the northeast having a radius of 603.805 feet, the tangent of said curve at its intersection with the east line of Pearl Street makes an angle of 81 degrees 01 minutes to the southeast with the said street line; thence 0.65 feet northwesterly, tangent to the last described curve, to a point in the west line of Pearl Street distant 870.18 feet northerly thereon from the northwest corner of Pearl Street and Grand Boulevard.

The above crossing shall be identified as Crossing No. 2-B-23.8.

SHERIDAN STREET:

(Extension of passing track). Beginning in the east line of Sheridan Street distant 156.0 feet northerly thereon from a point directly opposite the northwest corner of Sheridan Street and Railroad Street; thence 62.50 feet northwesterly on a curve concave to the northeast having a radius of 3805.83 feet, to a point in the west line of Sheridan Street, distant 178.1 feet northerly thereon from the northwest corner of Sheridan Street and Railroad Street.

The above crossing shall be identified as Crossing No. 2-B-24.3.

Said crossings to be constructed subject to the following conditions, namely:

(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 equal or superior to type shown as Standard No. 2, in General Order No. 72 of this Commission and shall be constructed without superelevation and of a width to conform to those portions of said streets now graded, with the tops of rails at same elevation as main line rails and flush with the roadway 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.

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

Dated at San Francisco, California, this 13th day of August, 1927.

Leon A. Whittell
Thos. D. Smith

M. A. Purr

Commissioners.