

**ORIGINAL**Decision No. 19406.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of application of  
SOUTHERN PACIFIC COMPANY for an  
order authorizing the construction  
at grade of certain tracks along  
Redlands Avenue and across 7th  
Street, in the City of Redlands,  
County of San Bernardino, State  
of California.

Application No. 14382.

BY THE COMMISSION:

ORDER

Southern Pacific Company, a corporation, filed the above-entitled application with this Commission on the 28th day of January, 1928, asking for authority to construct two side tracks at grade across Seventh Street and along and across portions of Redlands Avenue in the City of Redlands, County of San Bernardino, State of California, as hereinafter set forth. The necessary franchise or permit (dated December 7, 1927) has been granted by the City Council of said City 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 Seventh Street and Redlands Avenue and that this application should be granted subject to the conditions hereinafter specified, therefore

IT IS HEREBY ORDERED that permission and authority be

it is hereby granted to Southern Pacific Company to construct two side tracks at grade across Seventh Street and along and across portions of Redlands Avenue in the City of Redlands, County of San Bernardino, State of California, at the locations hereinafter particularly described and as shown in red on the map (L.A. Divn Dwg. No. B-643 Sheet I revised 11-30-27) attached to the application.

DESCRIPTION OF CROSSINGS

TRACK NO. 1:

BEGINNING at a point in the center line of an existing track, distant southerly 26 feet, more or less, at right angles, from a point in the northerly line of Redlands Avenue which is distant westerly thereon 145 feet, more or less, from the northwesterly corner of Ninth Street and Redlands Avenue; thence westerly thru a #7 switch to the left and along a 7 degree curve, 120 feet to a point; thence westerly parallel with and distant northerly 13 feet, at right angles, from the center line of the Southern Pacific Railroad Company's main track, 640 feet to a point in the center line of an existing track.

TRACK NO. 2:

BEGINNING at a point in the center line of an existing track, distant southerly 14 feet more or less, at right angles, from a point in the northerly line of Redlands Avenue, which is distant westerly thereon 220 feet, more or less, from the northwesterly corner of Ninth Street and Redlands Avenue; thence westerly thru a #7 switch to the left and along a 7 degree curve, 123 feet to a point; thence westerly parallel with and distant southerly 7 feet, more or less, at right angles, from said northerly line of Redlands Avenue, 40 feet to a point in the center line of an existing track; thence westerly along the center of said existing track 103 feet, more or less, to a point; thence continuing westerly, parallel with said northerly line of Redlands Avenue, 265 feet to a point in the center line of an existing track.

The above crossings shall be identified as part of Crossing No. BP-548.1.

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 of a width to conform to that portion of said Seventh Street now graded, with the tops of rails at same elevation as main line rails and flush with the pavement, and with grades of approach not exceeding three (3) per cent; shall be protected by a Standard No. 1 crossing sign as specified in General Order No. 75 of this Commission and shall in every way be made suitable for the passage thereover of vehicles and other road traffic.

(3) This order is made upon the express condition that Redlands Avenue 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 tracks.

(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) 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 25<sup>th</sup> day of February, 1928.

Leon Whitall

Clarence

David D. Curtis

M. J. Lee

Commissioners.