

Decision No. 20172.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of the County of Riverside for the Installation of a Grade Crossing over the Main Line Tracks and Right-of-way of the Union Pacific Railroad Company, a corporation, which crossing is arrived at and described as follows: Beginning at a point on the northerly line of Lot 3 of Section 15, Township 2 South, Range 6 West, as shown on the Map of the Subdivision of a portion of the Jurupa Rancho, recorded in Book 9 of Maps at Page 26 thereof, Records of the County Recorder of San Bernardino County, California, from which point of beginning the northeast corner of said road bears north $89^{\circ} 42'$ East, 476.86 feet. The said northeast corner of said Lot 3 being the intersection of the southerly line of Galena Street with the westerly line of Rutile Street as shown on said Subdivision Map; thence south $89^{\circ} 42'$ west along the northerly line of said Lot 3, 160 feet to a point on the southwesterly right of way line of the Union Pacific Railroad; thence south $60^{\circ} 18'$ east along said southwesterly right of way line, 735.36 feet to a point on the easterly line of said Lot 3; thence north $0^{\circ} 18'$ west along the easterly line of said Lot 3; 92.37 feet; thence north $60^{\circ} 18'$ west, parallel with and 70 feet measured at right angles southwesterly from the centerline of the main track of the Union Pacific Railroad, 31.73 feet; thence to the right on a curve, concave to the northeast having a radius of 60 feet, a central angle of $90^{\circ} 00'$ for an arc distance of 94.25 feet; thence north $29^{\circ} 42'$ east, 60 feet to a point on the northeasterly right of way line of the Union Pacific Railroad; thence north $60^{\circ} 18'$ west along said northeasterly right of way line 80 feet; thence south $29^{\circ} 42'$ west, 60 feet; thence to the right on a curve concave to the northwest having a radius of 60 feet a central angle of $90^{\circ} 00'$ for an arc distance of 94.25 feet; thence north $60^{\circ} 18'$ west, parallel with and 70 feet measured at right angles southwesterly from the centerline of the main track of the Union Pacific Railroad 318.89 feet to the point of beginning.

Application
No. 14830

BY THE COMMISSION:

ORDER

The Board of Supervisors of the County of Riverside, State of

California, filed the above entitled application with this Commission on the 26th day of June, 1928, asking for authority to construct a public street known as Galena Street at grade across the track of Union Pacific Railroad Company, in the vicinity of the Town of Wineville as hereinafter set forth. Said Union Pacific Railroad Company has signified by letter that it has no objection to the construction of said crossing 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 a grade separation or to avoid a grade crossing with said track at the point mentioned in this application, 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 Board of Supervisors of the County of Riverside, State of California, to construct Galena Street at grade across the track of Union Pacific Railroad Company at the location hereinafter particularly described and as shown by the maps. attached to the application.

DESCRIPTION OF CROSSING

Beginning at a point on the northerly line of Lot 3 of Section 15, Township 2 South, Range 6 West, as shown on the Map of the Subdivision of a portion of the Jurupa Rancho, recorded in Book 9 of Maps at page 26 thereof, Records of the County Recorder of San Bernardino County, California, from which point of beginning the northeast corner of said road bears north $89^{\circ}42'$ East, 476.86 feet. The said northeast corner of said Lot 3 being the intersection of the southerly line of Galena Street with the westerly line of Rutile Street as shown on said Subdivision Map; thence south $89^{\circ}42'$ west along the northerly line of said Lot 3, 160 feet to a point on the southwesterly right of way line of the Union Pacific Railroad; thence south $60^{\circ}18'$ east along said southwesterly right of way line, 735.36 feet to a point on the easterly line of said Lot 3; thence north $0^{\circ}18'$ west along the easterly line of said Lot 3, 92.37 feet; thence north $60^{\circ}18'$ west, parallel with and 70 feet measured at right angles southwesterly from the center line of the main track of the Union Pacific Railroad, 31.73 feet; thence to the right on a curve, concave to the northeast having a radius of 60 feet, a central angle of $90^{\circ}00'$ for an arc distance of 94.25 feet; thence north $29^{\circ}42'$ east, 60 feet to a point on the northeasterly right of way line of the

Union Pacific Railroad; thence north $60^{\circ} 18'$ west along said northeasterly right-of-way line 80 feet; thence south $29^{\circ} 42'$ west, 60 feet; thence to the right on a curve concave to the northwest, having a radius of 60 feet, a central angle of $90^{\circ} 00'$ for an arc distance of 94.25 feet; thence north $60^{\circ} 18'$ west, parallel with and 70 feet measured at right angles southwesterly from the center line of the main track of the Union Pacific Railroad 318.89 feet to the point of beginning.

The above crossing shall be identified as Crossing No.

3-47.3.

Said crossing shall be constructed subject to the following conditions and not otherwise:

(1) The entire expense of constructing the crossing shall be borne by applicant. The cost of maintenance of that portion of said crossing up to lines two (2) feet outside of the rails shall be borne by applicant. The maintenance of that portion of the crossing between lines two (2) feet outside of the rails shall be borne by Union Pacific Railroad Company.

(2) The crossing shall be constructed of a width not less than eighteen (18) feet and at an angle of ninety (90) degrees to the railroad and with grades of approach not greater than four (4) per cent; shall be constructed substantially in accordance with Standard No. 2, as specified in General Order No. 72 of this Commission; 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 thereon of vehicles and other road traffic.

(3) If and when said crossing No. 3-47.3, herein authorized, is constructed and opened to public use and travel, the existing grade crossing, crossing No. 3-47.4, located approximately one hundred twenty-five (125) feet southeast from the said crossing authorized herein, shall be effectively closed to public use and travel.

(4) Applicant shall, within thirty (30) days thereafter,

notify this Commission, in writing, of the completion of the installation of said crossing.

(5) If said crossing 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 crossing 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 29th day of August, 1928.

Chas. J. Seaver

Edward J. ...

Thomas D. ...

 Commissioners.