

ORIGINAL

Decision No. 20365

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 spur)
track across an unnamed public)
crossing in the town of Highland,)
San Bernardino County, State of)
California.)

APPLICATION NO. 15059.

BY THE COMMISSION:

ORDER

The Atchison, Topeka and Santa Fe Railway Company, a corporation, filed the above entitled application with this Commission on the 19th day of September, 1928, asking for authority to construct a spur track at grade across an unnamed public street (Crossing No. 2U-18.5) in the town of Highland, County of San Bernardino, State of California, as hereinafter set forth. The necessary franchise or permit (Ordinance No. 307) has been granted by the Board of Supervisors of said County for the construction of said crossing 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 a grade separation or to avoid a grade crossing at the point mentioned in this application with said unnamed street, 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, a corporation, to construct a spur track at grade across an unnamed public street in the town of Highland, County of San Bernardino, State of California, at the location hereinafter particularly described and as shown by the map (Division Engineer's Drawing No. L-5-9912) attached to the application.

Description of Crossing:

Beginning at a point in the center line of The Atchison, Topeka and Santa Fe Railway Company's existing Track No. 1, 556.0 feet plus northwesterly from the intersection of said center line with the center line of Church Avenue; thence southeasterly 14.6 feet on a curve concave to the north having a radius of 603.805 feet to the point of switch of said proposed spur track; thence continuing southeasterly 7.4 feet along said curve to the western edge of said road; thence continuing southeasterly 40.0 feet plus along said curve to a point in the eastern edge of said road, distant 72.0 feet plus southerly, measured along the eastern edge of said road from a point in the center line of Pacific Street, 482.0 feet plus westerly thereon from the center line of Church Avenue.

The above crossing shall be identified as a portion of Crossing No. 2U-18.5.

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

(1) The entire expense of constructing the crossing, together with the cost of its maintenance thereafter in good and first-class condition for the safe and convenient use of the public, shall be borne by applicant.

(2) Said crossing 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 street now graded, with the tops of rails flush with the roadway and at an elevation not greater than one and two-tenths (1.2) feet above the main line track at this point; 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) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of said crossing.

(4) 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.

(5) 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 24th day of October, 1928.

Leon Whiteley

Chase

Thos. J. Quinn

W. J. Carr

Commissioners.