

Decision No. 21815

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 along Collier Avenue and)
across the State Highway near Elsi-)
nore, in the County of Riverside,)
State of California.)

Application No. 16067

ORIGINAL

BY THE COMMISSION:

ORDER

The Atchison, Topeka and Santa Fe Railway Company, a corporation, filed the above entitled application with this Commission on the 4th day of November, 1929, asking for authority to construct a spur track at grade across a portion of Collier Avenue (Paper Street) and across a County Road in the vicinity of Elsinore, County of Riverside, State of California, as hereinafter set forth. The necessary franchise or permit has been granted by the Board of Supervisors of said County 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 Collier Avenue and County Road, 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 to construct a spur track at grade across a portion of Collier Avenue (Paper Street) and across a County Road in the vicinity of Elsi-

nore, County of Riverside, State of California, at the locations hereinafter particularly described and as shown by the map (Exhibit 'A') attached to the application.

DESCRIPTION OF CROSSINGS

COLLIER AVENUE:

Beginning at a point in the center line of The Atchison, Topeka and Santa Fe Railway Company's main track in Collier Avenue, said center line being 12.0 feet southwesterly from and parallel with the northeastern line of said Collier Avenue, distant therein 573.26 feet northwesterly from the southwestern prolongation of the center line of Third Street; thence southeasterly 83.16 feet on a curve concave to the northeast having a radius of 603.805 feet; thence continuing northeasterly 36.41 feet on a compound curve concave to the northeast having a radius of 521.671 feet to a point in the northeastern line of said Collier Avenue, distant therein 424.35 feet northwesterly from the northwestern line of said Third Street.

COUNTY HIGHWAY:

Beginning at a point in the southwestern line of the County Highway distant therein 328.71 feet northwesterly from the northwestern line of Third Street; thence easterly 121.52 feet on a curve concave to the north having a radius of 521.671 feet, to point in the northeastern line of said county highway distant therein 223.10 feet northwesterly from the northwestern line of said Third Street.

The above crossing of the County Road shall be identified as Crossing No. 2T-20.2-C.

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

(1) This order is made upon the express condition that Collier Avenue is not now actually constructed and open to travel at the respective point 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 track.

(2) Said crossing of Collier Avenue shall be so constructed that grades of approach not exceeding four (4) percent will be feas-

ible in the event that the construction of roadway along said Collier Avenue shall hereafter be authorized and, so that said grade crossing may be made safe for the passage thereover of vehicles and other road traffic.

(3) 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.

(4) Said crossing No.2T-20.2-C shall be constructed equal or superior to type shown as Standard No.3, in General Order No.72 of this Commission and shall be constructed without superelevation and of a width to conform to that portion of said road now graded, with the tops of rails flush with the pavement, and with grades of approach not exceeding two (2) per cent; shall be protected by two Standard No.1 crossing signs 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.

(5) No train, engine, motor or car shall be operated over said Crossing No.2T-20.2-C unless said train, engine, motor or car shall be under full control and unless traffic on the highway be protected by a member of the train crew or other competent employe acting as flagman.

(6) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of said crossings.

(7) 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.

(8) 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 22^d day of November, 1929.

Thos B. Larkin

C. C. Stearns

W. J. Linn
Commissioners.