

Decision No. 23160

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

ORIGINAL

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 Sixth Street and)
Seventh Street in the City of)
Redlands, County of San Bernardino,)
State of California.)

APPLICATION NO. 17022

BY THE COMMISSION:

O R D E R

The Atchison, Topeka and Santa Fe Railway Company, a corporation, on November 20, 1930, applied for authority to construct a spur track at grade across Sixth and Seventh Streets in the City of Redlands, County of San Bernardino, State of California. The necessary franchise or permit (Exhibit "B" attached to the application) has been granted by the City Council of said City, for the construction of said crossings at grade. It appearing that a public hearing is not necessary herein; that it is neither reasonable nor practicable at this time to provide grade separations or to avoid grade crossings at the points mentioned, and that the application should be granted subject to certain conditions,

IT IS HEREBY ORDERED that The Atchison, Topeka and Santa Fe Railway Company is hereby authorized to construct a spur track at grade across Sixth and Seventh Streets in the City of Redlands, County of San Bernardino, State of California, at the locations more particularly described in the application and as shown by the map

(Div. Engr's Drwg. No. L-5-11188) attached thereto, subject to the following conditions:

1. The above crossing of Sixth Street shall be identified as a portion of Crossing No. 2U-9.0.
The above crossing of Seventh Street shall be identified as a portion of Crossing No. 2U-9.1.

2. The entire expense of construction and thereafter maintaining the crossings in good and first-class condition for safe and convenient use of the public, shall be borne by applicant.

3. Said crossings, Nos. 2U-9.0 and 2U-9.1, shall be constructed equal or superior to the types shown as Standard No. 3 and No. 2, respectively, in our General Order No. 72, 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 flush with the pavement and with grades of approach not exceeding four (4) per cent, and shall be protected by Standard No. 1 crossing signs as specified in our General Order No. 75.

4. No train, motor, engine or car, operating on said spur track, shall enter upon said crossings at a speed greater than six (6) miles per hour, and unless traffic on the highway be protected by a member of the train crew, or other competent employee, acting as flagman. After having entered upon the crossing, it shall be cleared as quickly as is practicable.

5. Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of said crossings and of its compliance with the conditions hereof.

6. The authorization herein granted shall lapse and become void, if not exercised within one (1) year from the date hereof, unless further time is granted by subsequent order.

7. 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, public convenience and necessity demand such action.

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

Dated at San Francisco, California, this 10th day of
December, 1932.

C. Scoville

Edward J. ...

John D. ...