

Decision No. 1259.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application of)
THE ATCHISON, TOPEKA & SANTA FE RAIL-)
WAY COMPANY for permission to construct) Application No. 614.
a track at grade across certain public)
streets or highways at or near Upland,)
Cucamonga and Rialto, in San Bernardino)
County, California.)
.....)

SUPPLEMENTAL ORDER.

By the Commission.

THE ATCHISON, TOPEKA & SANTA FE RAILWAY
COMPANY, a corporation, having on July 21, 1913 filed with the
Commission its application for permission to construct its track
at grade across certain public streets or highways, sixteen (16)
in number, at or near Upland, Cucamonga and Rialto, in San Ber-
nardino County, California. The Commission, in its Decision No.
821, on the 29th day of July, 1913 granted permission to con-
struct ten (10) of the required crossings at grade, as specified
in said order; and it appearing that the additional six (6)
crossings applied for were, at the date of the Commission's origi-
nal order, not open to public travel, and they were therefore
omitted in this Commission's original order. The applicant,
subsequent to the date of the original order, having stated that
the roads for which crossings were not granted have since been
opened, or will shortly be opened; and it appearing to the Com-
mission that this is not a case in which a public hearing is
necessary; that applicant has secured the necessary franchise or
permit to construct said track over said streets from the Board
of Supervisors of San Bernardino County, California; and it fur-
ther appearing that it is not reasonable nor practicable to avoid

grade crossing with said streets or public highways, and that the application should be granted subject to the conditions hereinafter specified.

IT IS HEREBY ORDERED, That permission be hereby granted The Atchison, Topeka & Santa Fe Railway Company to construct its track at grade across the streets or public highways:

Crossing No. 1: A public highway marked "13th Street", at engineer's station 76 plus 55.
(Shown on Map as Crossing No. 14)

Crossing No. 2: A public highway marked "14th Street", at engineer's station 109 plus 70.
(Shown on Map as Crossing No. 15)

Crossing No. 3: A public highway marked "Campus Avenue", at engineer's station 114 plus 50.
(Shown on Map as Crossing No. 16)

Crossing No. 4: A public highway marked "15th Street", at engineer's station 124 plus 50.
(Shown on Map as Crossing No. 17)

Crossing No. 5: A public highway marked "17th Street", at engineer's station 143 plus 00.
(Shown on Map as Crossing No. 19)

Crossing No. 6: A public highway marked "18th Street", at engineer's station 153 plus 25.
(Shown on Map as Crossing No. 20)

All of the above crossings to be located and constructed as shown by the map and profile attached to the application, and subject to the following conditions:

(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) Applicant shall provide the necessary plank or guard rails for the construction of all of said grade crossings and shall construct same of a sufficient width and length to afford a convenient and easy passage of vehicles and other road traffic.

The grades of approach to all of said grade crossings shall not exceed six (6) per cent and all crossings shall be ballasted with first-class stone or gravel ballast to a depth of not less than six (6) inches.

(3) The Commission reserves the right to make such further orders relative to the location, construction, width of crossings, 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.

Dated at San Francisco, California, this 6th day of February, 1914.

H. Loveland

W. L. ...

Edwin O. Edgerton

Commissioners.