

should be granted subject to the conditions hereinafter specified.

IT IS HEREBY ORDERED, That permission be hereby granted William G. Henshaw, doing business as a railroad corporation, under the name and style of Crescent City Railway, to construct its track at grade across the following streets or public highways in San Bernardino County, California:

Crossing No. 1. A public highway known as "Commercial Street," in the unincorporated village of Bloomington, at Engineer's Station 132 plus 00 (approximately).

Crossing No. 2. A public highway known as "Magnolia Avenue," in the unincorporated village of Bloomington, at Engineer's Station 134 plus 20 (approximately).

Crossing No. 3. A public alley between Magnolia Avenue and Cedar Street, in the unincorporated village of Bloomington, at Engineer's Station 137 plus 10 (approximately).

Crossing No. 4. A public highway known as "Colton Avenue," in the unincorporated village of Bloomington, at Engineer's Station 139 plus 80 (approximately).

Crossing No. 5. A public highway known as "Cedar Street," in the unincorporated village of Bloomington, at Engineer's Station 140 plus 00 (approximately).

Crossing No. 6. A public highway known as "Larch Avenue," between Bloomington and Rialto, at Engineer's Station 158 plus 50 (approximately).

Crossing No. 7. A public highway known as "Spruce Avenue," between Bloomington and Rialto, at Engineer's Station 177 plus 50 (approximately).

Crossing No. 8. A public highway known as "Manning Avenue," between Bloomington and Rialto, at Engineer's Station 177 plus 50 (approximately).

Crossing No. 9. A public highway known as "Cactus Avenue," between Bloomington and Rialto, at Engineer's Station 196 plus 10 (approximately).

Crossing No. 10. A public highway known as "Lilac Avenue," between Bloomington and Rialto, at Engineer's Station 214 plus 50 (approximately).

Crossing No. 11. A public highway known as "Randal Avenue," between Bloomington and Rialto, at Engineer's Station 214 plus 50 (approximately).

Decision No. ✓

ORIGINAL

Decision No. 1395

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application of)
WILLIAM G. HENSHAW,)
doing business as a railroad corpo-)
ration, under the name and style of)
CRESENT CITY RAILWAY,)
for permission to construct a track)
at grade across certain public roads,)
highways and streets in the County)
of San Bernardino, California.)
.....)

Application No. 1039.

O R D E R

By the Commission.

WILLIAM G. HENSHAW, doing business as a railroad corporation, under the name and style of CRESENT CITY RAILWAY, having on March 17, 1914 filed with the Commission an application for permission to construct its main line track at grade across nineteen (19) streets or public highways in the County of San Bernardino, State of California, as hereinafter indicated; and it appearing to the Commission that this is not a case in which a public hearing is necessary; that in regard to such of said crossings as are not within the incorporated limits of a city or town, the railroad company has the statutory right to construct same, and it is not necessary that a franchise or permit be secured from the Board of Supervisors of said county to construct said highway crossings; and that with regard to the crossings located in the City of Rialto, San Bernardino County, a franchise for the construction of said railroad over and along said streets has been granted by the said City of Rialto to the applicant; and it further appearing that it is not reasonable nor practicable to avoid grade crossings with said streets or public highways, and that the application

Crossing No. 12. A public highway known as "Willow Avenue," between Bloomington and Rialto, at Engineer's Station 233 plus 40 (approximately).

Crossing No. 13. A public highway known as "Merrill Street," in the incorporated City of Rialto, at Engineer's Station 251 plus 60 (approximately).

Crossing No. 14. A public highway known as "Riverside Avenue," from a point on the west line of Merrill Avenue to the center line of Riverside Avenue and westerly along the center line of Riverside Avenue to the east line of San Bernardino Avenue, in the City of Rialto, a distance of approximately 5200 feet.

Crossing No. 15. A public highway known as "South Street," in the City of Rialto, at Engineer's Station 258 plus 60 (approximately).

Crossing No. 16. A public highway known as "First Street," in the City of Rialto, at Engineer's Station 275 plus 40 (approximately).

Crossing No. 17. A public highway known as "Center Street," in the City of Rialto, at Engineer's Station 282 plus 10 (approximately).

Crossing No. 18. A public highway known as "Second Street," in the City of Rialto, at Engineer's Station 288 plus 90 (approximately).

Crossing No. 19. A public highway known as "Third Street," in the City of Rialto, at Engineer's Station 295 plus 40 (approximately).

All of the above as shown by the maps and profiles attached to the application and subject to the following conditions, viz:

(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 said crossings, and shall ballast same to a depth of not less than six (6) inches with first-class stone or gravel ballast. Said crossings shall be constructed of a length not less than twenty-four (24) feet, with grades of approach not exceeding six (6) per cent, and shall in every way be made safe for the passage thereover of vehicles and other road traffic.

(3) Applicant shall construct and maintain at its own expense, for the protection of such of said crossings as are specified below, a first-class standard automatic flagman, which, upon the approach of a train, shall display a red light, said light to have the motion of an inverted pendulum, and which shall at the same time sound an automatic warning bell. Attached to the support of this device, or one of equal efficiency, shall be a first-class standard highway crossing sign, marked with appropriate black letters not less than six (6) inches in height, upon a white background.

The crossings to be protected in this manner are described as follows:

Crossings Nos. 4 and 5, at the intersection of Colton Avenue and Cedar Street, in the unincorporated village of Bloomington, at Engineers' Stations 139 plus 80 and 140 plus 00, (approximately).

Crossing No. 6. A public highway known as "Larch Avenue," between Bloomington and Rialto, at Engineer's Station 158 plus 60 (approximately).

Crossing No. 7. A public highway known as "Spruce Avenue," between Bloomington and Rialto, at Engineer's Station 177 plus 50 (approximately).

Crossing No. 9. A public highway known as "Cactus Avenue," between Bloomington and Rialto, at Engineer's Station 196 plus 10 (approximately).

At the intersection of Crossings Nos. 10 and 11

(Lilac Avenue and Randal Avenue), between
Bloomington and Rialto, at Engineer's Sta-
tion 214 plus 50, (approximately).

At the intersection of Crossings Nos. 13
and 14 (Merrill Street and Riverside Ave-
nue), in the City of Rialto, at Engineer's
Station 251 plus 60, (approximately).

(4) Applicant shall provide for all other crossings not
protected by automatic crossing bells a first-class standard
highway crossing sign, marked with appropriate black letters not
less than six (6) inches in height, upon a white background.

(5) The Commission reserves the right to make such further
orders relative to the location, construction, operation, mainte-
nance 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 3rd day
of April, 1914.

John W. Washburn

Alfred Gordon

Max Thelen

Commissioners.