

ORIGINAL

Decision No. 2491

Decision No. _____.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

IN THE MATTER OF THE APPLICATION)	
of Southern Pacific Company for)	
permission to construct a spur)	
track at grade across an alley)	Application No. 2394.
between H and I Streets, in)	
Block 107, City of Colton, San)	
Bernardino County, California.)	

By the Commission,

O R D E R.

SOUTHERN PACIFIC COMPANY, a corporation having on July 6, 1916, filed with the Commission an application for permission to construct a spur track at grade across an alley between H and I Streets, in Block 107, City of Colton, San Bernardino County, California, as hereinafter indicated, and it appearing to the Commission that this is not a case in which a public hearing is necessary; that the necessary franchise or permit has been granted by the board of trustees of the City of Colton for the construction of said crossing at grade, and it further appearing that it is not reasonable nor practicable to avoid a grade crossing with said alley, and that this application should be granted subject to the conditions hereinafter specified,

IT IS HEREBY ORDERED, That permission be hereby granted Southern Pacific Company to construct a spur track at grade across an alley between H and I Streets, in Block 107, City of Colton, San Bernardino County, California, described as follows:

BEGINNING at a point in the center line of the Southern Pacific Railroad Company's main track, commonly known as the "Riverside Branch", in 9th St., City of Colton, County of San Bernardino, State of California, said point being distant northerly 46 ft., more or less, measured along the aforesaid center line of main track from its intersection with the center line of "I" St.; thence northeasterly along an irregular curve concave to the east 66.2 ft. to a point; thence northeasterly tangent to the last described curve 16.8 ft. to the beginning of a curve concave to the east and having a radius of 382.2 ft.; thence northeasterly along said curve 12 ft. to its intersection with the easterly line of 9th St., said point being distant northerly 95 ft., more or less, measured along the aforesaid easterly line of 9th St., from the northeasterly corner of 9th and "I" Sts.; thence continuing along last described curve across private property 26 ft. to the point; thence northeasterly tangent to the last described curve 20 ft. to the beginning of a curve concave to the west and having a radius of 382.2 ft.; thence northeasterly along last mentioned curve 10.7 ft. to its intersection with the southerly line of the east and west alley in block 107, said point being distant easterly 25 ft., more or less, measured along the aforesaid southerly alley line from its intersection with the aforesaid easterly line of 9th St.; thence continuing northeasterly along the last mentioned curve across the aforesaid east and west alley 21.5 ft., to its intersection with the northerly line of the aforesaid alley, said point being distant easterly 30 ft. more or less, measured along the aforesaid northerly alley line from its intersection with the aforesaid easterly line of 9th St.; thence continuing northeasterly across private property tangent to the last described curve 43.5 ft. to the beginning of a curve concave to the east and having a radius of 1146.00 ft., thence northeasterly along last mentioned curve 117.8 ft. to the end of track.

All of the above as shown by the map attached to the application; said crossing to be constructed subject to the following conditions, viz:-

(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 of a width and type of construction to conform to that portion of the alley now graded, with grades of approach not exceeding 4 percent; shall be protected by a suitable crossing sign, and shall

in every way be made safe for the passage thereover of vehicles and other road traffic.

(3) 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.

Dated at San Francisco, California, this 8th day of July, 1916.

Max Shelton
W. H. Ireland
Alex Gordon
Edwin U. Edgerton
Francis R. DeWitt

Commissioners.