

ORIGINAL

Decision No. 3883

Decision No. ✓

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application of)
THE ATCHISON, TOPEKA AND SANTA FE)
RAILWAY COMPANY, for permission to)
construct a spur track at grade) Application No. 2500.
across Opal and Diamond Avenues)
and several unused highways in and)
near Mentone, San Bernardino County,)
California.)
.....)

By the Commission,

ORDER

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY,
a corporation, having on August 14, 1916, filed with the
Commission an application for permission to construct a spur
track at grade across Opal and Diamond Avenues and several
unused highways in and near Mentone, 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 proposed crossings are not within the
limits of an incorporated town or city and no franchise is
needed for the construction of said crossings at grade, and
it further appearing that it is not reasonable nor practicable
to avoid grade crossings with said Avenues and Highways, and
that this application should be granted subject to the conditions
hereinafter specified,

IT IS HEREBY ORDERED, That permission be hereby
granted The Atchison, Topeka and Santa Fe Railway Company to
construct a spur track at grade across Opal and Diamond Avenues
and several unused highways in and near Mentone, San Bernardino
County, California, described as follows:

- "Crossing 1 - A public highway known as Opal
Avenue at Minkler Southern Engineer's Station 3 plus 42.
- Crossing 2 - A public highway known as Long Beach
Avenue at Minkler Southern Engineer's Station 3 plus 90.

Crossing 3 - A public highway known as Turquoise Avenue at Minkler Southern Engineer's Station 10 plus 65.

Crossing 4 - A public highway known as Saratoga Avenue at Minkler Southern Engineer's Station 11 plus 32.

Crossing 5 - A public highway known as Topaz Avenue at Minkler Southern Engineer's Station 27 plus 30.

Crossing 6 - A public highway known as Carlsbad Avenue at Minkler Southern Engineer's Station 39 plus 00.

Crossing 7 - A public highway known as Diamond Avenue at Minkler Southern Engineer's Station 56 plus 80."

All of the above as shown by the map attached to the application; said crossings to be constructed 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) Said crossings shall be constructed of a width and type of construction to conform to those portions of Opal and Diamond Avenues and the Highways now graded, with grades of approach not exceeding four (4) per cent; shall be protected by suitable crossing signs, 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 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 18th
day of August 1916.

Max Thelem

Al Gordon

Edwin O. Edgerton

Commissioners.