

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 con-
struct a switching track at grade in
and along "I" Street and two yard
tracks at grade across 5th Street, in
the City of San Bernardino, San Ber-
nardino County, California.
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ORIGINAL

Application No. 2843.

Decision No. 4250

By the Commission,

ORDER

THE ATCHISON, TOPEKA And SANTA FE RAILWAY COMPANY, a corporation, having on April 12, 1917 filed with the Commission an application for permission to construct a switching track at grade in and along "I" Street and two yard tracks at grade across 5th Street, in the City of San Bernardino, 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 City of San Bernardino 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 "I" Street and 5th Street, 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 switching track at grade in and along "I" Street and two yard tracks at grade across 5th Street, in the City of San Bernardino, San Bernardino County, California, described as follows:

"First: Beginning in the center line of the eastward main track of The Atchison, Topeka and Santa Fe Railway Company in I Street at the south line of Seventh Street; thence southwesterly on a turnout curve, 230 feet to a point 14 feet west of the center line of said eastward main track; thence southerly and parallel with said eastward main track, crossing Sixth, Spruce, and Fifth Street and ending in the west line of said I Street 577 feet south of said Fifth Street.

"Second: Beginning at a point 14 feet west from the center line of said eastward main track in I Street 80 feet north of the north line of Fifth Street; thence southwesterly, on a 14 degree 24 minute curve to the right, 75 feet; thence continuing southwesterly, on a 20 degree curve to the right, 98 feet to the point of ending in the south line of said Fifth Street 37 feet west of the west line of said I Street.

"Third: Beginning at a point 14 feet west of the center line of said eastward main track in I Street, 10 feet north of the north line of said Fifth Street; thence southwesterly, on a 14 degree 24 minute curve to the right, 60 feet; thence continuing southwesterly, on a 20 degree curve to the right, 44 feet to point of ending in the south line of said Fifth Street 8 feet west of the west line of said I Street."

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 to conform to those portions of the streets to be crossed 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

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 16th day of April, 1917.

Max Thelen

H. B. Loveland

Albert Gordon

Edwin C. Edgerton

Frank C. Devlin

Commissioners.