

ORIGINAL

Decision No. 1331

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BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application  
of PACIFIC ELECTRIC RAILWAY COMPANY  
for permission to construct its spur  
tracks and sidings at grade across  
streets between Riverside and Date  
Streets in the City of Rialto, San  
Bernardino County, California.  
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Application No. 2841.

By the Commission.

O R D E R.

PACIFIC ELECTRIC RAILWAY COMPANY, a corporation, having on April 12, 1917, filed with the Commission an application for permission to construct its spur tracks and sidings at grade across streets between Riverside and Date Streets in the City of Rialto, 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 Rialto 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 streets, and that this application should be granted subject to the conditions hereinafter specified:

IT IS HEREBY ORDERED, That permission be hereby granted Pacific Electric Railway Company to construct spur tracks and sidings at grade across streets between Riverside and Date Streets in the City of Rialto, San Bernardino County, California, described as follows:

"Beginning at a point in the center line of the Riverside, Rialto and Pacific Railroad Company's track on Riverside Avenue, distant northerly 457.36 feet from the

center line of the main track of The Atchison, Topeka & Santa Fe Railway. Thence southeasterly, easterly and northerly over and across a portion of Riverside Avenue, Lots 37, 38, 39, 17, 18 and that certain 20-ft. alley in Block 15, Olive Street, Lot 40, that certain 20-ft. alley, Lots 18, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8 to a point in the northerly line of said Lot 8, distant 10 ft. westerly from the northeast corner thereof, in Block 16, as shown on map of Rialto recorded in Book 4 of Maps on Page 10 thereof, records of San Bernardino County.

2. "Beginning at a point in the aforementioned spur in Lot 17, Block 15, of the aforementioned subdivision. Thence easterly over and across Lots 17 and 18, Olive Street, Lots 39 and 40 of Block 16 of the said subdivision to a point in the first described spur.

3. "Beginning at a point in the center line of the first described spur, said point being in Lot 37, Block 15, of the said subdivision. Thence southerly over and across Lots 37, 38, 39, 40, 41, 42, and that certain 20-ft. alley in said Block 15 to a point in the northerly line of the aforementioned Atchison, Topeka and Santa Fe Railway Company's right of way.

4. "Beginning at a point in the center line of the last described spur track, said point being in Lot 38, Block 15, of the said subdivision. Thence southerly over and across Lots 38, 39, 40, and that certain 20-ft. alley, Lots 20, 21, and 22, Block 15, of the aforementioned subdivision to a point in the northerly line of the aforementioned Atchison, Topeka and Santa Fe Railway Company's right of way.

5. "Beginning at a point in the center line of the first described spur track, said point being in Lot 16 of Block 16 of the said subdivision. Thence southwesterly over and across Lots 16, 17, 18, 19, 20, 21 and that certain 20-ft. alley in Block 16 of the said subdivision to a point in the northerly line of the aforementioned Atchison, Topeka and Santa Fe Railway Company's right of way.

6. "Beginning at a point in the center line of the first described spur, said point being in Lot 12, Block 16, of the aforementioned subdivision. Thence southerly over and across Lots 12, 13, 14, 15, 16, and 17, of Block 16 of the said subdivision, to a point in the easterly line of said Lot 17 distant 8.06 feet northerly along said line from the southeast corner of the said Lot. Thence continuing southeasterly over and across Date Street 35.21 feet to the beginning of a curve concave to the west and having a radius of 175 feet. Thence along the arc of said curve 58.03 feet to the end of said curve, said point being distant 21 feet easterly of the west line of Date Street. Thence south along a line 21 feet easterly of and parallel to the said

westerly line of Date Street to a point in the northerly line of The Atchison, Topeka and Santa Fe Railway Company's right of way."

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 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 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 24<sup>th</sup> day of May, 1917.

H. H. Howard

Edwin C. Edgerton

Franco R. DeWitt

Commissioners.