

ORIGINAL

Decision No. 44118

Decision No. _____

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application of THE ATCHISON, TOPEKA & SANTA FE RAILWAY COMPANY for permission to construct a temporary steam shovel track at grade across Mt. Vernon Avenue and the tracks of the Pacific Electric Railway Company, in the City of San Bernardino, San Bernardino County, California.

Application No. 2956.

By the Commission.

ORDER

THE ATCHISON, TOPEKA & SANTA FE RAILWAY COMPANY, a corporation, having on May 26, 1917, filed with the Commission an application for permission to construct a temporary steam shovel track at grade across Mt. Vernon Avenue and the tracks of the Pacific Electric Railway Company, 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 permit has been granted by the City of San Bernardino, and that the consent of the Pacific Electric Railway Company has been secured for the crossing of its tracks at grade; and it further appearing that it is not reasonable nor practicable to avoid a grade crossing with said Mt. Vernon Avenue and the tracks of the Pacific Electric Railway Company, 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 & Santa Fe Railway Company to construct a temporary steam shovel track at grade across Mt. Vernon Avenue and the tracks of the Pacific Electric Railway Company, in the

City of San Bernardino, San Bernardino County, California, at a point 214.71 feet south of the center of Third Street, 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 Mt. Vernon Avenue now graded, with grades of approach not exceeding four (4) per cent; 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) After the installation of the crossing frogs with the tracks of the Pacific Electric Railway Company all engines, trains, motors and cars of applicant and Pacific Electric shall come to a full stop before passing over same.

(4) The permission is granted for a period of one (1) year from the date of this order.

(5) 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 10th day of July, 1917.

Max Heiler
Ed. J. Gilman
Alfred J. Gordon

