

In the matter of the application :
of County of San Bernardino for :
permission to construct a crossing :
over the tracks and depot grounds :
of Atchison, Topeka and Santa Fe :
Railway Company at Cucamonga. :

ORIGINAL

Application No. 659

R. Z. Hodge for County of San Bernardino

M. W. Reed for Atchison, Topeka & Santa Fe
Railway Company.

WHELENS, Commissioner.

O P I N I O N.

This is an application for authority to construct and maintain a public highway at grade across the depot grounds and tracks of the Atchison, Topeka & Santa Fe Railway Company at Cucamonga, San Bernardino County, California. A public hearing was held in the City of San Bernardino on August 20th, 1913.

The crossing is more particularly described as follows:
30 feet on each side of a line extending north and south and intersecting the main line of the Atchison, Topeka & Santa Fe Railway Company on the station grounds at Cucamonga at engineer's station 867+53.72.

A personal inspection, together with the evidence at the hearing, shows the following facts. The street which the county asks authority to open is named Reid Street. It is proposed to extend said street in a north and south direction over the tracks and depot grounds of the Atchison, Topeka and Santa Fe Railway Company, hereinafter called the Santa Fe, so as to connect Main Street, lying to the north of the Santa Fe's tracks and parallel therewith with Eighth Street, lying to the south of said tracks and also parallel therewith. The purpose of the proposed crossing is to enable certain farmers living southeast of the proposed crossing to drive directly over the railway tracks to certain

weighing scales located in Reid Street north of the railway right of way, instead of being compelled to drive one block further west on Eighth Street, thence north along Archibald Avenue across the railway tracks, and thence east on Main Street and south on Reid Street to the scales. By the present route the distance is some 2000 feet longer than it would be if Reid Street were cut through over the railway tracks and grounds. No one except these farmers would be inconvenienced if the proposed crossing were made.

At the point of proposed crossing, the Santa Fe has one main line track and two sidings, one to the north and one to the south thereof. Numerous main line trains, both passenger and freight, pass this point each day. The proposed point of crossing is just west of the point of a switch from the main line to one of the sidings. The view from the approaches of the proposed crossing is obscured in each direction. To the east, north of the right of way, is a large packing house; to the west, north of the right of way, are several large packing houses; to the south are a store house and the depot to the west of the proposed crossing and several store houses to the east. It is evident that the crossing would be a dangerous one because of obstructions to the view.

The witnesses both for the county and for the railway company agreed that the crossing would be dangerous. The witnesses for the county testified that after a more careful investigation they had concluded ^{that the application} /probably ought to be denied. I am of the same opinion and submit the following form of order.

O R D E R.

The County of San Bernardino having applied for an order authorizing the extension of Reid Street in Cucamonga over the tracks of the Atchison, Topeka & Santa Fe Railway Company, and a public hearing having been held on said application, and it appearing that said crossing would be a dangerous crossing and that there is no real need for it,

IT IS HEREBY ORDERED that said application be and the same is hereby denied.

The foregoing opinion and order are hereby approved and ordered filed as the opinion and order of the Railroad Commission of the State of California.

Dated at San Francisco, California, this 22nd day of August, 1913.

H. S. Howland
W. A. ...
Max Thelen
Commissioners.