

ORIGINAL

Decision No. 3646

Decision No. _____.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application)
of SAN BERNARDINO COUNTY,)
California, for permission to)
construct a public highway at grade)
across the tracks of The Atchison,)
Topeka, and Sante Fe Railway Company)
at Ludlow, San Bernardino County,)
California.)
.....

Application No. 2544.

By the Commission,

O R D E R.

SAN BERNARDINO COUNTY, California, having on September 12, 1916, filed with the Commission an application for permission to construct a public highway at grade across the tracks of The Atchison, Topeka, and Sante Fe Railway Company at Ludlow, 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 consent of the Railway Company has been obtained to the construction of this crossing at grade, and it further appearing that it is not reasonable nor practicable to avoid a grade crossing with said tracks of The Atchison, Topeka and Sante Fe Railway Company, and that this application should be granted subject to the conditions hereinafter specified,

IT IS HEREBY ORDERED, That permission be hereby granted San Bernardino County, California, to construct a public highway at grade across the tracks of The Atchison, Topeka, and Sante Fe Railway Company at Ludlow, San Bernardino County,

California, described as follows:

"Beginning at a point in the northerly right-of-way line of said Railway Company distant 100 feet northerly at right angles from the center line of said main track at Engineer's Station 188 plus 49 and south 31 degrees 21 minutes west, a distance of 4939 feet from the northeast corner of Section 2, township 7 north, Range 8 east, S. B. B. & M; thence south 84 degrees 20 minutes east along said northerly right-of-way line and parallel to center line of said main track, a distance of 40 feet; thence south 5 degrees and 40 minutes west a distance of 200 feet to a point in the southerly right-of-way line and distance 100 feet southerly at right angles from the center line of said main track, thence north 84 degrees 20 minutes west along said southerly right-of-way line and parallel to center line of said main track a distance of 40 feet; thence north 5 degrees 40 minutes east 200 feet to the point of beginning."

All of the above 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. The cost of its maintenance shall be borne by the applicant except that portion between the rails and two feet outside thereof which shall be borne by The Atchison, Topeka, and Santa Fe Railway Company.

(2) Said crossing shall be constructed of a width of not less than twenty (20) feet, with grades of approach not exceeding six (6) percent, 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) The existing crossing in the vicinity of this crossing shall be closed as a public crossing.

(4) 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 14th day of September, 1916.

Max Thelen

H. J. Fordland

Alex Gordon

Commissioners.