

Decision No. 7122.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

ORIGINAL

In the matter of the application of)
the COUNTY OF SAN BERNARDINO for)
permission to construct a crossing)
over the Atchison, Topeka and Santa) Application No. 5319.
Fe Railroad near Bagdad Station on)
said railroad in San Bernardino)
County.)

By the Commission.

O R D E R

COUNTY OF SAN BERNARDINO, having on February 4, 1920, filed an application with the Commission to construct a public highway crossing at grade over the right of way and tracks of the Atchison, Topeka and Santa Fe Railroad near Bagdad Station, in the County of San Bernardino, State of California, as hereinafter indicated; it appearing to the Commission that this is not a case in which a public hearing is necessary; that the Atchison, Topeka and Santa Fe Railroad has granted its permission for the construction of said crossing at grade; and it further appearing that it is not reasonable nor practicable to avoid a grade crossing with said railroad, and that this application should be granted subject to the conditions hereinafter specified;

IT IS HEREBY ORDERED, That permission be and the same is hereby granted the COUNTY OF SAN BERNARDINO to construct a public highway crossing at grade over the right of way and tracks

of the Atchison, Topeka and Santa Fe Railroad near Bagdad Station, in the County of San Bernardino, State of California, described as follows:

Commencing at a point in the center line of the AT & SF Railway, west bound Main Line Track at Engineers' Station 34791+20; thence north $16^{\circ} 21'$ east, a distance of twelve (12) feet; thence on a curve concave to the west with a radius of one Hundred and twenty-eight (128) feet, a distance of ninety-seven and three one-hundredths (97.03) feet to a point in the northerly Right of Way Line of said Railway; thence north $73^{\circ} 39'$ east, a distance of ninety-two and ninety-five one-hundredths (92.95) feet along the northerly Right of Way Line of said Railway; thence southeasterly along a curve concave to the west with a radius of eighty-eight (88) feet, a distance of one hundred and thirty-eight and twenty-three one-hundredths (138.23) feet; thence south $16^{\circ} 21'$ west, a distance of thirty-seven (37) feet; thence south $20^{\circ} 00'$ west, a distance of seventy-five and fifteen one-hundredths (75.15) feet; thence south $73^{\circ} 39'$ east, a distance of forty and eight one-hundredths (40.08) feet, thence north $20^{\circ} 00'$, west a distance of seventy-five and fifteen one-hundredths (75.15) feet; thence north $16^{\circ} 21'$ east, a distance of twenty-five (25) feet to the place 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 existing crossing near the depot at Bagdad Station shall be abandoned.

(2) The entire expense of constructing the new crossing shall be borne by the applicant. The expense of its maintenance thereafter in good and first-class condition, for the safe and convenient use of the public, shall be borne by the applicant, with the exception of that portion between the rails and two (2) feet outside thereof, which shall be borne by the Atchison, Topeka and Santa Fe Railroad.

(3) Said crossing to be constructed not less than twenty-four (24) feet in width, 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.

(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 15th
day of February, 1920.

Edwin C. Edgerton
H. H. ...

H. H. ...

Commissioners.