

Decision No. 25802.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application
of the Metropolitan Water District
of Southern California for construc-
tion of a crossing east of Grommet,
California, over the right of way
of The Atchison, Topeka and
Santa Fe Railway Company.

Application No. 18790.

BY THE COMMISSION:

ORIGINAL

O R D E R

The Metropolitan Water District of Southern California, on March 29, 1933 applied for authority to construct a public road known as Grommet - Earp Road, at grade across the track of The Atchison, Topeka and Santa Fe Railway Company, in the vicinity of Grommet, County of San Bernardino, State of California. The Atchison, Topeka and Santa Fe Railway Company signified, in writing, that it has no objection to the construction of said crossing at grade. It appearing that a public hearing is not necessary herein; that it is neither reasonable nor practicable at this time to provide a grade separation or to avoid a grade crossing with said track at the point mentioned and that the application should be granted, subject to certain conditions,

IT IS HEREBY ORDERED that the Metropolitan Water District of Southern California is hereby authorized to construct Grommet - Earp Road at grade across the track of The Atchison,

Topeka and Santa Fe Railway Company at the location more particularly described in the application and as shown by the maps (Exhibits "A" and "B"), attached thereto, subject to the following conditions and not otherwise:

- (1) The above crossing shall be identified as Crossing No. 2P-130.6.
- (2) The entire expense of constructing the crossing shall be borne by applicant. The cost of maintenance of that portion of said crossing outside of lines two (2) feet outside of the rails shall be borne by applicant. The maintenance of that portion of the crossing between lines two (2) feet outside of the rails shall be borne by The Atchison, Topeka and Santa Fe Railway Company. The Atchison, Topeka and Santa Fe Railway Company shall perform all actual work of constructing the crossing between lines two (2) feet outside of the outside rails.
- (3) The crossing shall be constructed of a width of not less than twenty-two (22) feet and at an angle of approximately thirty-two (32) degrees to the railroad and with grades of approach not greater than four (4) per cent; shall be constructed equal or superior to type shown as Standard No. 2 in our General Order No. 72; shall be protected by two Standard No. 1 crossing signs, as specified in our General Order No. 75-A and shall in every way be made suitable for the passage thereon of vehicles and other road traffic.
- (4) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of said crossing and of its compliance with the conditions hereof.
- (5) The authorization herein granted shall lapse and become void if not exercised within one (1) year from the date hereof unless further time is granted by subsequent order.
- (6) 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

to revoke its permission if, in its judgment,
public convenience and necessity demand such
action.

The authority herein granted shall become effective
on the date hereof.

Dated at San Francisco, California, this 3rd
day of April, 1933.

Chas. Deane
Leon Whitely
M. A. Cunn
W. B. Lewis
Walter Brown
Commissioners.