

ORIGINAL

Decision No. 11938

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

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In the matter of the application	)	
of San Francisco-Oakland Terminal	)	
Railways, a corporation, for per-	)	
mission to construct, lay down and	)	
maintain a spur track across 22nd	)	Application No. 8913.
and Adeline Streets at grade in	)	
the City of Oakland, County of Ala-	)	
meda, State of California.	)	

BY THE COMMISSION:

O R D E R

San Francisco-Oakland Terminal Railways, a corporation, having on April 13, 1923, filed with the Commission an application for permission to construct a spur track at grade across Twenty-second Street and Adeline Street, in the City of Oakland, County of Alameda, State of 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 franchise or permit (26173 N.S.) has been granted by the City Council of said City of Oakland for the construction of said crossings at grade, and it further appearing that it is not reasonable nor practicable to avoid grade crossings with said Twenty-second and Adeline Streets,

and that this application should be granted subject to the conditions hereinafter specified.

IT IS HEREBY ORDERED, that permission be and it is hereby granted San Francisco-Oakland Terminal Railways to construct a spur track at grade across Twenty-second and Adeline Streets in the City of Oakland, County of Alameda, State of California, described as follows:

Beginning at a point on the center line of existing westbound track on 22nd Street, 50 feet more or less westerly from the westerly property line of Adeline Street produced, and running thence on curves to the left and right, respectively, to and across Adeline Street, to a point on the easterly property line thereof, said point being distant northerly 10 feet from the northern property line of 22d Street; thence on a line parallel to said northern property line of 22d Street, to the westerly property line of Chestnut Street, a total distance of 300 feet more or less.

All of the above as shown by the map (B-199) attached to the application; said crossings to be constructed subject to the following conditions, viz:

(1) The entire expense of constructing the crossings, together with the cost of their maintenance thereafter in good and first-class condition for the safe and convenient use of the public, shall be borne by applicant.

(2) Said crossings shall be constructed of a width and type of construction to conform to those portions of said street now graded, with the top of rails flush with the pavement, and with grades of approach not exceeding two (2) 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) Applicant shall, within thirty (30) days there-

after, notify this Commission, in writing, of the completion of the installation of said crossings.

(4) The authorization herein granted for the installation of said crossings will lapse and become void one year from the date of order unless further time is granted by subsequent order.

(5) The Commission reserves the right to make such further orders relative to the location, construction, operation, maintenance and protection of said crossings 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.

This order shall become effective three (3) days after the making thereof.

Dated at San Francisco, California, this 17<sup>th</sup> day of April, 1923.

C. A. Seaver  
H. B. Brinsley  
Dwight Martin  
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Commissioners.