

Decision No. 13829

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

IN THE MATTER OF THE SAN FRANCISCO -  
SACRAMENTO RAILROAD COMPANY FOR  
PERMISSION TO CONSTRUCT A SPUR TRACK  
ACROSS THE COUNTY ROAD AT EASTPORT,  
COUNTY OF CONTRA COSTA, STATE OF  
CALIFORNIA.

ORIGINAL

Application No. 10267.

BY THE COMMISSION:

O R D E R

The San Francisco-Sacramento Railroad Company, a corporation, filed the above-entitled application with this Commission on the 11th day of July, 1924, asking for authority to construct a spur track at grade across County Road at Eastport Station, County of Contra Costa, State of California, as hereinafter set forth. The necessary franchise or permit has been granted by the Board of Supervisors of said County for the construction of said crossing at grade, and it appears to this Commission that the present proceeding is not one in which a public hearing is necessary; that it is neither reasonable nor practicable at this time to provide a separated grade crossing at the point mentioned in this application, or to avoid a grade crossing with said County Road, and that this application should be granted subject to the conditions hereinafter specified,

THEREFORE, IT IS HEREBY ORDERED, that permission and authority be and it is hereby granted to The San Francisco-Sacramento Railroad Company to construct a spur track at grade across County Road at Eastport Station, County of Contra Costa, State of California, as shown by the map (No. A-143) 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.

(2) Said crossing shall be constructed of a width and type of construction to conform to that portion of said road now graded, with the top of rails flush with the pavement and with grades of approach not exceeding three (3) 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) No train, motor or car shall be operated over said crossing unless said train, motor or car shall be under full control and unless traffic on the road be protected by a member of the train crew or other competent employee acting as flagman.

(4) Applicant shall, at its own expense, install a derail fifty (50) feet west of the crossing.

(5) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of said crossing.

(6) If said crossing shall not have been installed within one year from the date of this order, the authorization herein granted shall then lapse and become void, unless further time is granted by subsequent order.

(7) 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.

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

Dated at San Francisco, California, this 21<sup>st</sup> day of July, 1924.

Cl Seavey  
H. B. Randall  
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J. T. Whittsey  
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COMMISSIONERS.