

Decision No. 20199.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application
of The Atchison, Topeka and Santa
Fe Railway Company, a corporation,
for authority to relocate that por-
tion of spur track shown by dotted
yellow line upon attached print to
a location as shown in dotted red
line thereon in and along 20th Street,
and across Campbell Street, in the
City of Oakland, County of Alameda,
State of California.

ORIGINAL

Application No. 14888.

BY THE COMMISSION:

ORDER

The Atchison, Topeka and Santa Fe Railway Company, a corporation, filed the above entitled application with this Commission on the 16th day of July, 1928, asking for authority to relocate a spur track at grade across 20th and Campbell Streets in the City of Oakland, County of Alameda, State of California, as hereinafter set forth. The necessary franchise or permit (Resolution No. 42294) has been granted by the City Council of said City for the relocation of said crossing at grade. 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 grade separation or to avoid a grade crossing at the points mentioned in this application with said 20th and Campbell Streets 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 Atchison, Topeka and Santa Fe Railway Company to construct a spur track at grade across 20th and Campbell Streets in the City of Oakland, County of Alameda, State of California, at the location hereinafter particularly described and as shown in red on the map (Division Engineers Drawing No. T-940-A) attached to the application.

Description of Crossing.

Beginning at a point in the center line of an existing track in the center line of 20th Street, Oakland, said point lying 132.2 feet northwesterly from the southeastern line of Campbell Street produced across said 20th Street; thence southeasterly over and along said 20th Street and a curve to the left, having a radius of 398.94 feet, a distance of 52.3 feet; thence southeasterly over and along said 20th Street on a curve to the left, having a radius of 287.94 feet, a distance of 30.0 feet; thence southeasterly over and along said 20th Street and crossing said Campbell Street on a curve to the right, having a radius of 287.94 feet, a distance of 75.0 feet; thence southeasterly over and along said 20th Street parallel and 10 feet southwesterly from the northeastern line of said 20th Street 76.7 feet to a point in the center line of an existing track.

Said crossing to be constructed subject to the following conditions, and not otherwise:

(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 equal or superior to type shown as Standard No. 2, in General Order No. 72 of this Commission and shall be constructed without superelevation and of a width to conform to those portions of said streets now graded, with the tops of rails flush with the roadway, and with grades of approach not exceeding three (3) per cent; shall be protected by a Standard No. 1 crossing sign as specified in General Order No. 75 of this Commission and shall in every way be made suitable for the passage thereover of vehicles and other

road traffic.

(3) Applicant shall remove the track shown in yellow on the map (Division Engineers Drawing No. T-940-A) attached to the application, in so far as it lies in 20th and Campbell Streets and shall repair the street to conform to the remainder thereof.

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

(5) 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.

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

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

Dated at San Francisco, California, this 14th day of August, 1928.

Leon Whitall

C. Seamy

Thos D. Lunt

M. H. C.
Commissioners.