

ORIGINAL

Decision No. 2707

Decision No. \_\_\_\_\_.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application of )  
SAN FRANCISCO-OAKLAND TERMINAL )  
RAILWAYS for permission to construct )  
a spur track across Alameda Avenue )  
and across a spur track of Southern )  
Pacific Company on Alameda Avenue, )  
in the City of Oakland, Alameda )  
County, California. )  
..... )

Application No. 1777.

By the Commission,

ORDER

SAN FRANCISCO-OAKLAND TERMINAL RAILWAYS, a corporation, having on July 15, 1915, filed with the Commission an application for permission to construct a spur track at grade across Alameda Avenue and across a spur track of Southern Pacific Company on Alameda Avenue, in the City of Oakland, Alameda County, 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 for the construction of said spur track at grade across Alameda Avenue has been obtained from the City Council of the City of Oakland; that applicant has entered into an agreement with Southern Pacific Company, dated August 20, 1915, whereby the permission of the latter Company has been secured for the construction across its spur track, and it further appearing that it is not reasonable nor practicable to avoid a grade crossing with Alameda Avenue and with the spur track of Southern Pacific Company on Alameda Avenue, and that this application should be granted, subject to the conditions hereinafter specified,

IT IS HEREBY ORDERED, that permission be hereby granted San Francisco-Oakland Terminal Railways to construct its spur track at grade across Alameda Avenue and across the spur track of Southern

Pacific Company on Alameda Avenue, at the intersection of Alameda Avenue with Fremont Street, as shown by the map attached to the application and subject to the following conditions, viz.:-

(1) The entire expense of constructing the crossing of Alameda Avenue shall be borne by applicant.

(2) The crossing of Alameda Avenue shall be of a width and type of construction to conform to that portion of Alameda Avenue now graded, 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 and convenient for the passage thereover of vehicles and other road traffic.

(3) The crossing of the spur track of Southern Pacific Company shall be made in accordance with the terms of agreement between the two companies, under date of August 20, 1915, hereinbefore mentioned.

(4) After the installation of crossing frogs for said crossing, all engines, trains, motors and cars of applicant shall, before proceeding over the crossing (until the erection and operation of an interlocking switch and signal system, or other satisfactory protective device) come to a full stop within one hundred (100) feet thereof, and shall not pass over same until one of the crew, or other employee of applicant, shall first go upon said crossing and ascertain that no engine, train, motor or car of Southern Pacific Company be upon or approaching said crossing in either direction, whereupon he may signal and permit his engine, train, motor or car to proceed over said crossing if no engine, train, motor or car of applicant be upon or approaching same.

(5) 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 24th day of August, 1915.

Max Thelen

Mr. Gordon

Frank R. Decker

Commissioners.