

ORIGINAL

Decision No. 4554

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BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application of)	
SAN FRANCISCO-OAKLAND TERMINAL RAIL-)	
WAYS for permission to construct a)	Application No. 3123.
spur track at grade across Twenty-)	
Second Street in the City of Oakland,)	
Alameda County, California.)	
.....)	

By the Commission.

ORDER

SAN FRANCISCO-OAKLAND TERMINAL RAILWAYS, a corporation, having on August 16, 1917, filed with the Commission an application for permission to construct a spur track at grade across Twenty-Second Street 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 has been granted by the City of Oakland for the construction of said crossing at grade; and it further appearing that it is not reasonable nor practicable to avoid a grade crossing with said Twenty-Second Street, 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 a spur track at grade across Twenty-Second Street in the City of Oakland, Alameda County, California, described as follows:

Beginning at a point on the center line of the southerly track of the San Francisco-Oakland Terminal Railways on 22d Street, 168.1 feet westerly from the westerly property line of Adeline Street produced, and running thence westerly on the arc of a curve having a radius of approximately 339 feet a distance

of 62.5 feet; thence compounding to a curve running to the westerly and southerly and having a radius of 100 feet to the southerly property line of 22d Street.

All of the above as shown by the map 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 Twenty-second Street 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 for the passage thereover of vehicles and other road traffic.

(3) 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 18th day of August, 1917.

Max Thelen
H. D. Loveland
Blair
Edwin D. Edgerton
Frank R. Herbin

Commissioners.