

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 at grade on Twenty-sixth Street, City of Oakland, Alameda County, California, crossing intersecting streets from Poplar Street to Chestnut Street; also to construct another spur track at grade across Chestnut Street; also to cross at grade its double track street railroad on Adeline Street, in said City.

Application 518.

ORDER

By the Commission,

SAN FRANCISCO-OAKLAND TERMINAL RAILWAYS, a corporation,

having on April 18, 1913, filed with the Commission an application for permission to construct a spur track at grade on Twenty-sixth Street, City of Oakland, Alameda County, California, crossing intersecting streets from Poplar Street to Chestnut Street inclusive; also to construct another spur track at grade across Chestnut Street, on the south side of Twenty-sixth Street; also to construct said spur track on Twenty-sixth Street at grade across its double track street railroad on Adeline Street, of said City, as hereinafter indicated, and it appearing to the Commission that this is not a case in which a public hearing is necessary, that applicant has secured the necessary franchise or permit from said City of Oakland to construct said spur tracks at grade; and it further appearing that it is not reasonable nor practicable to avoid grade crossings with said streets nor with said street railroad tracks on Adeline Street, and that the 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 on Twenty-sixth Street, City of Oakland, Alameda County, California, beginning at a connection with its present track on Poplar Street and crossing Poplar Street, and thence easterly on Twenty-sixth Street, crossing at grade Union Street, Magnolia Street, Adeline Street and Chestnut Street;

also to construct a second spur track at grade across Chestnut Street near the south line of Twenty-sixth Street; also to cross at grade its present double track street railroad at intersection of Twenty-sixth Street with Adeline Street; all of the above as shown by the map and profiles attached to the application, subject to the following conditions, viz.:

(1) The entire expense of constructing said spur tracks across said streets, together with the cost of their maintenance hereafter 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 in such manner as to afford the safe and easy passage thereover of vehicles and other road traffic. They shall be paved with material similar to that with which the adjoining streets are paved, and shall be otherwise constructed to conform to the requirements of the franchises or ordinances granted by said City of Oakland authorizing their construction.

(3) The crossings of the spur track on Twenty-sixth Street with the double track street railroad on Adeline Street shall be made first-class in every respect and safe for the passage thereover at all times of the trains, motors and cars of applicant.

(4) All trains, motors and cars of applicant, before passing over the crossings at the intersection of Twenty-sixth Street and Adeline Street, shall come to a full stop within fifty (50) feet thereof, and shall not proceed thereover, upon any track, until the conductor or other authorized employee of applicant has gone forward and examined the crossing and ascertained that it is safe to proceed.

(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 28th day of April, 1913.

John M. Schlemmer
Edwin C. Edgerton
Herbert Gordon
Max Thelen

Commissioners.