

Decision No. 7592

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of South San Francisco Belt Railway for an order permitting it to cross the tracks of South San Francisco Railroad and Power Company.

Application No. 5674.

ORIGINAL

By the Commission:

O R D E R

South San Francisco Belt Railway, a corporation, having, on May 10th, 1920, filed with the Commission an application for permission to construct a spur track at grade across the tracks of South San Francisco Railroad and Power Company on Swift Avenue, in or near the City of South San Francisco, San Mateo 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 applicant has entered into an agreement with the South San Francisco Railroad and Power Company, which agreement contains conditions identical with those specified in a previous agreement dated August 7th, 1915, and attached to Application No. 1857, filed August 26th, 1915, whereby the permission of the latter company has been secured for the construction of said track at grade, and whereby arrangements have been made that are mutually satisfactory relating to the construction, maintenance and operation of said crossing; and it further appearing that Swift Avenue is not a dedicated street, hence no franchise or per-

mit for this construction is needed, and that it is not reasonable nor practicable to avoid a grade crossing at the intersection of said railroads, and that this application should be granted subject to the conditions hereinafter specified.

IT IS HEREBY ORDERED, That permission be hereby granted South San Francisco Belt Railroad to construct its spur track at grade across the tracks of South San Francisco Railroad and Power Company on Swift Avenue, in or near the City of South San Francisco, San Mateo County, California, as shown by the map attached to the application, subject to the following conditions, viz:

(1) The entire expense of installing the crossing frogs, together with the cost of their maintenance thereafter in good and first-class condition shall be borne by applicant.

(2) After the installation of the frogs for said crossing all engines, trains, motors and cars of both applicant and South San Francisco Railroad and Power Company shall, before proceeding over said crossing, come to a full stop within fifty (50) feet thereof, and shall not proceed over same until it has been ascertained that it is safe to do so and until after proper signals have been given.

(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 17 day of May, 1920.

Edwin O. Edwards
Frank R. Wilson
H. P. Brundage
Dwight Martin
Commissioners.