

Decision No. 8306

ORIGINAL

## BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the matter of the application of Southern Pacific Company for permission to construct a spur track at grade across Wood Street at 18th Street and a spur track at grade across the southerly half of 18th Street and across 17th Street, between Campbell and Peralta Streets, in the City of Oakland, County of Alameda, State of California.

Application No. 6239.

By the Commission:

O R D E R

Southern Pacific Company, a corporation, having on October 25, 1920 filed with the Commission an application for permission to construct a spur track at grade across Wood Street and a spur track at grade across the southerly half of 18th Street and 17th Street between Campbell and Peralta Streets in the City of Oakland, County of Alameda, State of California, 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 (Resolution No. 16437 N.S.) has been granted by the City Council of the City of Oakland for the construction of said crossings at grade, and it further appearing that it is not reasonable nor practicable to avoid grade crossings with said streets, and that this application should be granted subject to the conditions hereinafter specified,

IT IS HEREBY ORDERED, That permission be hereby granted Southern Pacific Company to construct a spur track at grade across Wood Street at 18th Street and a spur track at grade across the southerly

half of 18th Street and across 17th Street in the City of Oakland, Alameda County, California, described as follows:

TRACK CROSSING WOOD STREET

Commencing at a point in the western line of Wood Street distant 20 feet more or less southerly from the northern line of 18th Street produced westerly; thence easterly across Wood Street to a point in the easterly line of Wood Street; said point being southerly 22.0 feet more or less from the northern line of 18th Street.

TRACK TURNING OUT OF EXISTING TRACK ON 18th STREET NEAR CAMPBELL STREET.

Beginning at a point in the existing southerly track on 18th St; said point being distant easterly 14 ft. more or less from the eastern line of Campbell Street; thence southerly through a switch layout having a frog angle of  $5^{\circ}44'$ , 80 ft. more or less; thence on a circular curve to the right, to a point in the southerly property line of 18th St; said point being distant 185 ft. more or less easterly from the easterly line of Campbell St.

TRACK CROSSING 17th STREET

Beginning at a point in the northerly line of 17th Street., said point being distant 251 ft. more or less easterly from the easterly line of Campbell St., thence southerly to a point in the southerly line of 17th St; said point being distant 250 ft. more or less easterly from the easterly line of Campbell St.

All of the above as shown by the map attached to the application; said crossings to be constructed subject to the following conditions, viz:-

(1) The entire expense of constructing the crossings, together with the cost of their maintenance thereafter 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 of a width and type of construction to conform to those portions of Wood Street, 18th Street and 17th Street now graded, with grades of approach not exceeding two (2) per cent; 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 crossings 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 5<sup>th</sup> day  
of November, 1920.

Edwin O. Edgerton  
H. D. Loveland  
Frank R. Allen  
H. V. Bonding  
Dwight Martin  
Commissioners.