

Decision No. 23808.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of
the PEOPLE OF THE STATE OF CALIFORNIA,
on relation of the California Toll Bridge
Authority and the Department of Public
Works, for an order authorizing the con-
struction with impaired clearances, at
the San Francisco terminal of the San
Francisco-Oakland Bay Bridge, of certain
interurban railway tracks.

ORIGINAL

Application No. 20519.

BY THE COMMISSION:

O R D E R

The People of the State of California, on relation of the California Toll Bridge Authority and the Department of Public works, on April 30, 1936, applied for authority to construct certain interurban railway tracks with impaired clearances, at the San Francisco terminal of the San Francisco-Oakland Bay Bridge.

Applicant is now engaged in the construction of said terminal in the vicinity of First, Mission and Fremont Streets, in the City and County of San Francisco, State of California, and said terminal will be used by interurban trains operating over the San Francisco-Oakland Bay Bridge.

Applicant alleges that it is impracticable to construct said terminal with side clearances for tracks and cars, as required by General Order No. 26-C of the Railroad Commission of the State of California, and that public convenience and necessity require the modification of the provisions of said General Order, as applicable to this particular terminal, to permit the construction of said terminal and of the railroad tracks to be located therein with minimum side clearances as herein set forth.

It appears that a public hearing is not necessary in this proceeding and that the application should be granted, therefore,

IT IS HEREBY ORDERED that the People of the State of California, on relation of the California Toll Bridge Authority and the Department of Public Works, are hereby authorized to construct a terminal in the City and County of San Francisco, California, having interurban railway tracks with a minimum side clearance of seven feet one inch (7' 1") from the center line of track to the nearest steel work of said terminal, and to maintain curves in said tracks at the ends of or approaches to said terminal with minimum clearance of eleven inches (11") from the side of a railroad car eleven feet (11' 0") in width to the nearest steel work of said terminal, and as more definitely shown on drawing marked Exhibit "A" attached to and made a part of the application.

The authority herein granted shall become effective on the date hereof.

Dated at San Francisco, California, this 11th day of May, 1936.

M. Blain
Leon Whittell
M. J. Curran
William H. ...
Frank R. ...
Commissioners.