

Decision No. 29614.

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 Department of Public Works, for an order authorizing the construction at separated grades of a crossing of the bridge railway of the San Francisco-Oakland Bay Bridge and certain tracks of the Key System and of the Oakland Terminal Railroad, and a crossing at separated grades of a highway approach from the outer harbor area of the Port of Oakland and the tracks of said bridge railway, all in the City of Oakland, County of Alameda.

ORIGINAL

Application No. 21048.

BY THE COMMISSION:

O R D E R

The People of the State of California, on relation of the Department of Public Works, on March 5, 1937, applied for authority to construct a crossing at separated grades of the bridge railway of the San Francisco-Oakland Bay Bridge above certain tracks of the Key System and of the Oakland Terminal Railroad Company, and a crossing at separated grades of a highway approach from the outer harbor area of the Port of Oakland over the tracks of said bridge railway, all within the City of Oakland, County of Alameda. Attached to the application is a map (Exhibit "A") showing the proposed grade separations. Said map shows the approval of Key System and Southern Pacific Company.

The crossings herein referred to are more particularly described as follows:

(a) A crossing of the tracks of said bridge railway, which will constitute that portion of the bridge railway on which

westbound Southern Pacific trains (Interurban Electric Railway Company) will operate, and a portion of said bridge railway on which will be operated the eastbound trains of Key System, and also a crossing of the tracks of the Oakland Terminal Railroad Company leading to the outer harbor of the Port of Oakland, all of said crossings to have standard clearances, as shown more particularly by the cross-sections indicated by Exhibit "A" attached to the application. Said proposed structure is to be maintained in accordance with the provisions of those certain agreements between the California Toll Bridge Authority and Interurban Electric Railway Company, and between California Toll Bridge Authority and Key System, dated March 6, 1936, copies of which have heretofore been filed with this Commission in connection with the proceedings heretofore had under the amended application of Key System, Ltd., and Key Terminal Railway, Ltd., (Application No. 19703), and the amended and supplemental application of Interurban Electric Railway Company and Southern Pacific Company (Application No. 19704). Said agreements were approved by this Commission in its Decision No. 28671.

(b) A crossing at separated grades of a highway overhead crossing over the tracks of the bridge railway, on which tracks will be operated trains of Interurban Electric Railway Company, Key System, and Oakland Terminal Railroad Company. Said overhead crossing is being constructed for the purpose of providing a vehicular approach to the San Francisco-Oakland Bay Bridge from the outer harbor area of the Port of Oakland, location of which is more particularly shown on said Exhibit "A" attached to the application. The construction of said overhead crossing is provided for in an agreement now being entered into between the California Toll Bridge Authority and the Port of Oakland.

Key System and Southern Pacific Company (Interurban Electric Railway Company) have signified in writing that they have no objection to the construction of said grade separations.

It appears that a public hearing is not necessary herein; that it is in the interest of public convenience and necessity to construct said separations; and that the application should be granted, therefore,

IT IS HEREBY ORDERED that the People of the State of California, on relation of the Department of Public Works, are hereby authorized to construct at separated grades : (a) a crossing of the bridge railway of the San Francisco-Oakland Bay Bridge over certain tracks of Key System and Oakland Terminal Railroad Company; and (b) a crossing at separated grades of a highway approach from the outer harbor area of the Port of Oakland over the tracks of said bridge railway, all of which is shown on the map (Exhibit "A") attached to the application, subject to the following conditions:

- (1) The entire expense of constructing and thereafter maintaining the crossing of bridge railway over tracks of Key System and Oakland Terminal Railroad Company shall be borne in accordance with certain agreements entered into between the California Toll Bridge Authority and Interurban Electric Railway Company, and between the California Toll Bridge Authority and Key System, dated March 6, 1936, and approved by this Commission in Decision No. 28671.
- (2) The entire expense of constructing and thereafter maintaining the crossing of a highway overhead crossing over the tracks of said bridge railway shall be borne in accordance with the terms of an agreement or agreements to be entered into between the California Toll Bridge Authority and the Port of Oakland, a copy or copies of which shall be filed with this Commission within one hundred and twenty (120) days from the date hereof.

- (3) Said crossings shall be constructed with clearances conforming to the provisions of our General Order No. 26-C.
- (4) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of said crossings, and of its compliance with the conditions hereof.
- (5) The authorization herein granted shall lapse and become void if not exercised within two (2) years from the date hereof, unless further time is granted by subsequent order.

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

Dated at San Francisco, California, this 22nd day of March, 1937.

Milton S. Eisenhower
Leon S. Sweeney
Frank R. Bennett
Walter A. Bishop
Ray L. Cline

Commissioners