

Decision No. 36732

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
The Atchison, Topeka and Santa Fe
Railway Company, a corporation, for
authority to construct, maintain and
operate at grade certain trackage in
and across Wood Street and in and
along Beach and Wood Streets; also
to construct, maintain and operate
at grade certain trackage across
Joint Track 105 of applicant and
Southern Pacific Company, and across
Track 117 of Southern Pacific Company,
all in the City of Oakland, County of
Alameda, State of California.

ORIGINAL

Application No. 25777

BY THE COMMISSION:

O R D E R

The Atchison, Topeka and Santa Fe Railway Company is authorized to construct two connecting tracks at grade across Wood Street and in and along Wood Street and Beach Street in Oakland, Alameda County, at the location described in the application, to be identified as a portion of Crossing No. A-6.41-C. Applicant shall bear entire construction and maintenance expense. Construction of said crossings shall be equal or superior to Standard No. 2 of G. O. No. 72, without superelevation and of a width to conform to the portion of the street now graded, with tops of rails flush with roadway, and with grades of approach not exceeding one per cent. Protection shall be by two Standard No. 1 crossing signs. (G.O. No. 75-B)

Applicant is also authorized to construct one of said tracks at grade across joint track No. 105 of applicant and Southern Pacific Company, and across track No. 117 of Southern Pacific Company at the locations more particularly described in the application and marked "A" and "B" on Exhibit "C" attached thereto, subject to the following conditions:

- (1) The entire expense of constructing and thereafter maintaining the crossings, including protective devices therefor, in good and first-class condition for safe and convenient railway

use, shall be borne in accordance with an agreement approved by this Commission, certified copy of which shall be filed within 120 days after the date of this order.

- (2) All trains, cars or engines of the applicant and the Oakland Terminal Railway, approaching crossing "A", marked on Exhibit "C", from the west, shall reduce speed to an extent that will make it possible to come to a stop within the distance available before fouling the crossing at "A" or any of its connecting tracks. In no event shall such speed exceed 10 M.P.H. in descending or commencing the eastbound descent from the summit of the 26th Street overhead bridge delineated in Exhibit "C". In both eastbound and westbound movements, at the location herein referred to, the hand and air brakes on each car in the train must be properly adjusted and in operative condition.
- (3) In the use of crossings "A" and "B" delineated on Exhibit "C" all engines, cars or trains of The Atchison, Topeka and Santa Fe Railway Company, the Oakland Terminal Railway and the Southern Pacific Company, in either direction, will come to a stop not less than ten feet (10'), nor more than fifty feet (50') from the nearest rail of the crossing approached or the nearest connecting rails of its adjacent tracks, and will not proceed thereafter until receiving an appropriate signal from a flagman or other qualified employee. Such signal shall not be given until it has been definitely ascertained that no engines, cars, or trains are approaching from either direction on the conflicting route under conditions which will render it possible for an interference to occur with the movement about to be made over the crossing. In the event of simultaneous stops being made by movements on the conflicting routes, the engines, cars, or trains of the Southern Pacific Company shall take precedence in the use of the crossings.
- (4) Operating bulletins of The Atchison, Topeka and Santa Fe Railway Company, the Oakland Terminal Railway and the Southern Pacific Company, governing the use of the rail crossings herein authorized under the conditions herein outlined, shall be filed with the Commission on or before the date when operation over the crossings is commenced.

Within thirty days after completion pursuant to this order, applicant shall so advise the Commission in writing. This authorization shall become void if not exercised within one year, unless time be extended, or if above conditions are not complied with. Authorization may be revoked or modified if public convenience, necessity or

safety so require. This order shall be effective immediately.

Dated at San Francisco, California, this 23rd day of
November, 1943.

Francis A. Havenay

J. J. Baker

Justin P. Cooney

John A. Hays

Francis Clark

COMMISSIONERS