

ORIGINAL

Decision No. 72379

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of
SOUTHERN PACIFIC COMPANY for an order
authorizing temporary and/or permanent
relocation of track crossings in connec-
tion with construction of San Francisco
Bay Area Rapid Transit District facilities
in the City of Oakland, County of Alameda,
State of California.

} Application No. 49231
} (Filed March 23, 1967)

O R D E R

For the purpose of permitting construction of San Francisco Bay Area Rapid Transit District facilities, Southern Pacific Company is hereby authorized to construct a temporary detour of Seventh Street across its spur tracks at three locations in the City of Oakland at the locations and substantially as shown by plans (Exhibits A, B and C) attached to the application, to be identified as follows:

7th Street detour crossing of relocated tail track - Crossing No. A-3.70-C.

7th Street detour crossing of spur track near Terminal Street - Crossing No. A-4.00-C.

7th Street detour crossing of spur track 400 feet east of Terminal Street - Crossing No. A-4.10-C.

Southern Pacific Company is also hereby authorized to construct an additional spur track across an unnamed street to be identified as a portion of Crossing No. A-4.21-C, and to relocate two existing crossings of Seventh Street at grade with spur tracks of Southern Pacific Company, Crossings Nos. A-4.02-C (temporary relocation) and A-4.31-C (permanent relocation) in the City of Oakland, Alameda County as described and substantially as shown by plans (Exhibits A, B and C) attached to the application. The

relocated crossings shall be identified as Crossings Nos. A-4.12-C (temporary) and A-4.30-C (permanent), respectively.

Upon completion of the aforementioned BARTD construction the three temporary 7th Street detour grade crossings, Nos. A-3.70-C, A-4.00-C and A-4.10-C, shall be abandoned and closed to public use and travel, and the temporary Crossing No. A-4.12-C shall be relocated to its permanent location, to be again identified as Crossing No. A-4.02-C, described and substantially as shown by plans (Exhibits A, B and C) attached to the application.

Width of each crossing shall be not less than twenty-four feet and grades of approach not greater than two percent. Construction shall be equal or superior to Standard No. 2 of General Order No. 72. Protection at each crossing shall be by two Standard No. 1 crossing signs (General Order No. 75-B) reflectorized with reflex-reflective sheet material.

Construction and maintenance expense of each crossing shall be borne in accordance with an agreement entered into between the parties relative thereto or if they fail to agree by further order of the Commission.

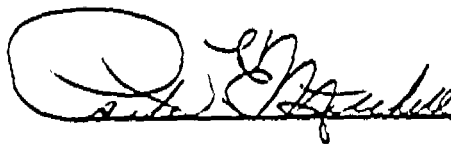
Within thirty days after completion pursuant to this order, applicant shall so advise the Commission in writing. This authorization shall expire if not exercised within three years unless time be extended or if above conditions are not complied with. Authorization may be revoked or modified if public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

Applicant alleges the San Francisco Bay Area Rapid Transit District desires to proceed immediately with construction of its subway structure to avoid costly delay.

The effective date of this order shall be the date hereof.

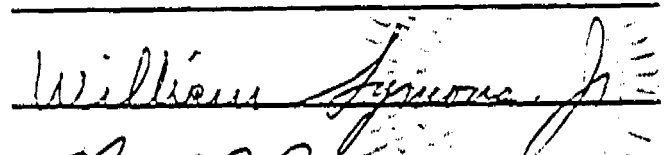
Dated at San Francisco, California, this 2nd

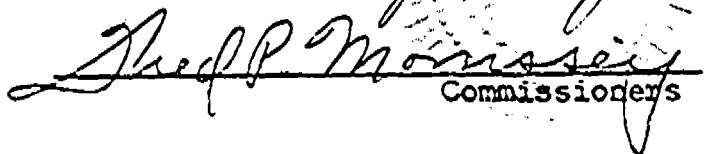
day of MAY, 1967.



President







Commissioner A. W. Gatov, being necessarily absent, did not participate in the disposition of this proceeding.