

Decision No. 16823.

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of
ALAMEDA BELT LINE for an order au-
thorizing the maintenance and operation
of a track across certain streets, high-
ways and properties in the City of
Alameda, County of Alameda, State of
California.

Application No. 12602.

BY THE COMMISSION:

O R D E R

Alameda Belt Line, a corporation, filed the above-entitled application with this Commission on the 5th day of March, 1926, asking for authority to maintain and operate an existing track at grade across certain streets and to construct and operate an interchange track at grade across certain streets in the City of Alameda, County of Alameda, State of California, as hereinafter set forth. The necessary franchise or permit (Ordinance No. 273 (New Series) has been granted by the City Council of said City of Alameda for the construction of said crossings at grade. It appears to this Commission that the present proceeding is not one in which a public hearing is necessary; that it is neither reasonable nor practicable at this time to provide grade separations, or to avoid grade crossings at the points mentioned in this application with said streets, and that this application should be granted subject to the conditions hereinafter specified, therefore,

IT IS HEREBY ORDERED, that permission and authority be and

it is hereby granted to Alameda Belt Line to maintain and operate an existing track at grade across certain streets in the City of Alameda, County of Alameda, State of California, as follows:

"Beginning at a point in the center line of an existing track in the City of Alameda, County of Alameda, State of California, said point being 67.23 feet northeasterly from the northeasterly line of Clement Avenue produced southeasterly, and 188.08 feet southeasterly from the southeasterly line of Broadway, and running thence westerly on the arc of a curve concave to the north and having a radius of 461.73 feet, a distance of 65.91 feet to a point; thence northwesterly on the arc of a curve concave to the northeast and having a radius of 231.01 feet, a distance of 157.07 feet to a point in the center line of Clement Avenue, distant 5.77 feet northwesterly from the southeasterly line of Broadway produced across Clement Avenue; thence northwesterly on the center line of Clement Avenue and across Broadway, a distance of 74.23 feet to the northwesterly line of Broadway produced across Clement Avenue; thence northwesterly on the arc of a curve concave to the northeast and having a radius of 468.62 feet, a distance of 55.10 feet to a point; thence northwesterly on the arc of a curve concave to the southwest and having a radius of 468.62 feet a distance of 55.10 feet to a point which is distant 110.16 feet northwesterly from the northwesterly line of Broadway produced across Clement Avenue and 23.50 feet southwesterly from the northeasterly line of Clement Avenue; thence northwesterly on a line parallel to and distant 23.50 feet southwesterly from the northeasterly line of Clement Ave., crossing Everett Street, a distance of 916.28 feet to a point which is distant 110.16 feet southeasterly from the southeasterly line of Park Street; thence northwesterly on the arc of a curve concave to the southwest and having a radius of 468.62 feet, a distance of 55.10 feet to a point; thence northwesterly on the arc of a curve concave to the northeast and having a radius of 468.62 feet, a distance of 55.10 feet to the point of intersection of the center line of Clement Avenue with the southeasterly line of Park Street produced across Clement Avenue; thence northwesterly on a production northwesterly of the center line of Clement Avenue as it exists between Everett and Park Streets, a distance of 47.90 feet to a point in Park Street; thence northwesterly on the arc of a curve concave to the southwest and having a radius of 849.32 feet, a distance of 67.90 feet to a point in the center line of Clement Avenue and distant 35.81 feet northwesterly from the northwesterly line of Park St. produced across Clement Avenue; thence northwesterly on the center line of Clement Avenue, crossing Oak, Walnut, Mulberry, Willow, Stanford and Chestnut Streets, a distance of 4668.31 feet to a point which is distant 88.28 feet southeasterly from the southeasterly line of Grand Street produced across Clement Avenue; thence northwesterly on the arc of a curve concave to the northeast and having a radius of 398.94 feet, a distance of 61.31 feet to a point; thence northeasterly a distance of 79.14 feet to a point; thence northwesterly on the arc of a curve concave to the southwest and hav -

ing a radius of 398.94 feet, a distance of 29.37 feet to a point which is on the northwesterly line of Grand Street produced across Clement Avenue and distant 9.77 feet southwesterly from the northeasterly line of Clement Avenue, said point being the end."

and as shown by the map (Div'n. Eng. Dwg. No.T-10-1) attached to the application. The crossings of the existing track shall be maintained subject to the following conditions, namely,

(1) Said crossings shall be maintained in good and first-class condition for the safe and convenient use of the public, at the sole expense of applicant.

(2) Said crossings shall be of a width to conform to those portions of said streets now graded, with the tops of rails flush with the pavement, and with grades of approach not exceeding one (1) per cent; shall be protected by suitable crossing signs and shall in every way be made safe for the passage thereover of vehicles and other road traffic.

(3) Said crossing of Park Street when reconstructed shall be made substantially in accordance with Standard No. 4, as specified in General Order No. 72 of this Commission.

(4) No train, engine, motor or car shall be operated over said crossing unless said train, engine, motor or car shall be under full control and unless traffic on Park Street be protected by a member of the train crew or other competent employee acting as flagman.

IT IS HEREBY FURTHER ORDERED, that permission and authority be and it is hereby granted to Alameda Belt Line to construct an interchange track at grade across certain streets in the City of Alameda, County of Alameda, State of California, as follows:

"Beginning at the point of intersection of the center line of Clement Avenue with the northwesterly line of Broadway produced across Clement Avenue; thence northwesterly on the arc of a curve concave to the southwest and having a radius of 468.62 feet a distance of 55.10

feet to a point; thence northwesterly on the arc of a curve concave to the northeast and having a radius of 468.62 feet a distance of 55.10 feet to a point which is distant 110.16 feet northwesterly from the northwesterly line of Broadway produced across Clement Avenue and 23.50 feet northeasterly from the southwesterly line of Clement Avenue; thence northwesterly on a line parallel to and distant 23.50 feet northeasterly from the southwesterly line of Clement Avenue, crossing Everett Street, a distance of 916.28 feet to a point which is distant 110.16 feet southeasterly from the southeasterly line of Park Street; thence northwesterly on the arc of a curve concave to the northeast and having a radius of 468.62 feet a distance of 55.10 feet to a point; thence northwesterly on the arc of a curve concave to the southwest and having a radius of 468.62 feet a distance of 55.10 feet to a point at the intersection of the center line of Clement Avenue with the southeasterly line of Park Street produced across Clement Avenue.

and as shown by the map (Div'n. Eng. Dwg. No. T-10-1) attached to the application; said crossings to be constructed subject to the following conditions, namely,

(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 equal or superior to types shown as Standard No. 3, in General Order No. 72 of this Commission and a width to conform to those portions of said streets now graded, with the tops of rails at same elevation as main line rails and flush with the pavement, and with grades of approach not exceeding one (1) per cent; shall be protected by suitable crossing signs and shall in every way be made safe for the passage thereover of vehicles and other road traffic.

(3) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of said crossings.

(4) If said crossings shall not have been installed within one year from the date of this order, the authorization herein granted shall then lapse and become void, unless further time is

granted by subsequent order.

The Commission reserves the right to make such further orders relative to the location, construction, operation, maintenance and protection of all 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.

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

Dated at San Francisco, California, this 29th day of March, 1926.

H. B. Randall

Chas. V. ...

Ernest ...

Commissioners.