

Decision No. 17532

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of Application of
SOUTHERN PACIFIC COMPANY for an
order authorizing the shifting
of that certain drill track in
Second Street across Harrison
and Gilman Streets, in the City
of Berkeley, County of Alameda,
State of California.

Application No. 13253.

ORIGINAL

BY THE COMMISSION:

O R D E R

Southern Pacific Company, a corporation, filed the above-entitled application with this Commission on the 15th day of October, 1926, asking for authority to relocate a drill track in Second Street and at grade across Harrison Street and Gilman Street, in the City of Berkeley, County of Alameda, State of California, as hereinafter set forth. The necessary franchise or permit (Resolution No. 15444-N.S.) has been granted by the City Council of Said City for the construction of said relocation 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 Harrison and Gilman 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 Southern Pacific Company to relocate its drill track on Second Street and at grade across Harrison Street and

Gilman Street, in the City of Berkeley, County of Alameda, State of California, located as follows:

Beginning at a point on the center line of drill track in Second Street in the City of Berkeley, said point being 20.3 feet westerly from the easterly line of Second Street and 200 feet more or less southerly from the southerly line of Gilman Street; thence following the center line of said drill track northwesterly 1487.3 feet more or less to a point, which is 22.2 feet westerly from the easterly line of the Southern Pacific right-of-way line, which is also the easterly line of Second Street produced northerly, and 548 feet more or less northerly from the northerly line of Harrison Street,

to a location as follows:

Beginning at a point on the center line of drill track in Second Street in the City of Berkeley, said point being 20.3 feet westerly from the easterly line of Second Street and 200 feet more or less southerly from the southerly line of Gilman Street; thence on the arc of a curve concave to the left, having a radius of 1146.01 feet, the center line of said drill track being tangent to said curve at said point of beginning, a distance of 35 feet to a point; thence in a straight line tangent to said curve, at last named point a distance of 50 feet to a point; thence on a curve concave to the right, having a radius of 1146.01 feet, last named course being tangent to said curve at last named point, a distance of 36.34 feet to a point which is 23 feet westerly from the easterly line of Second Street and 78 feet more or less southerly from the southerly line of Gilman Street; thence in a straight line parallel to and at a uniform distance of 23 feet westerly from the easterly line of Second Street and its production northerly a distance of 1284.7 feet more or less to a point which is 466.7 feet more or less northerly from the northerly line of Harrison Street; thence on the arc of a curve concave to the right having a radius of 1146.01 feet, last named course being tangent to said curve at last named point, a distance of 16.33 feet to a point; thence in a straight line tangent to said curve at last named point a distance of 50 feet to a point; thence on a curve concave to the left having a radius of 1146.01 feet, last named course being tangent to said curve at last named point, a distance of 15 feet to a point in the center line of the present drill track, said point being 22.2 feet westerly from the easterly line of the Southern Pacific right-of-way line, which is also the easterly line of Second Street produced northerly, and 548 feet more or less northerly from the northerly line of Harrison Street,

and as shown by the map (Western Division Drawing B-218) 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 substantially in accordance with Standard No. 2, in General Order No. 72 of this Commission and shall be constructed without superelevation and of a width to conform to those portions of said streets now graded, and flush with the roadway, and with grades of approach not exceeding two (2) percent; 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.

(5) The Commission reserves the right to make such further orders relative to the location, construction, operation, maintenance and protection of 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 26th day of
October, 1926.

W. B. Rounding

A. L. Seaver

Ernest C. O'Connell

Thos. J. Keenan

Commissioners.