

Decision No. 18536

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the matter of application of
Southern Pacific Company for an
order authorizing the construction
at grade of a spur track in and
along Seaver Avenue and across the
intersecting streets from 23rd
Street to 46th Street, both in-
clusive, in the City of Richmond,
County of Contra Costa, State of
California.

Application No. 13818.

BY THE COMMISSION:

O R D E R

Southern Pacific Company, a corporation, filed the above entitled application with this Commission on the 25th day of May, 1927, asking for authority to construct a spur track in and along Seaver Avenue and at grade across the intersecting streets from 23rd Street to 46th Street, both inclusive, in the City of Richmond, County of Contra Costa, State of California, as hereinafter set forth. The necessary franchise or permit (Resolution No. 1883) has been granted by the City Council of said City of Richmond 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 Southern Pacific Company to construct a spur track in and along Seaver Avenue and at grade across the

intersecting streets from 23rd Street to 46th Street, both inclusive, in the City of Richmond, County of Contra Costa, State of California, at the locations hereinafter particularly described and as shown by the map (Western Div'n. Dwg. R-188, Sheet 3, Revised June, 1927) filed June 10th, 1927.

DESCRIPTION OF CROSSINGS

BEGINNING at a point in the easterly line of 46th Street in the City of Richmond distant thereon 201.9 feet more or less southwesterly from the intersection of the said easterly line of 46th Street with the southwesterly line of Meeker Avenue; thence in a northwesterly direction on the arc of a curve concave to the right having a radius of 318.64 feet across 46th Street and continuing on the same curve into Seaver Avenue to a point in the center line of said Seaver Avenue, distant thereon northwesterly from the intersection of said center line of Seaver Avenue with the northwesterly line of 46th Street produced across Seaver Avenue a distance of 135 feet more or less; thence continuing northwesterly along the center line of Seaver Avenue a distance of 137.7 feet more or less to a point; said point being southeasterly 113 feet more or less measured along the said center line of Seaver Avenue from its intersection with the easterly line of 44th Street produced across Seaver Avenue; thence on the arc of a curve concave to the left having a radius of 382.25 feet a distance of 165.8 feet more or less, across 44th Street to a point in the center line of Seaver Avenue distant thereon westerly 7.4 feet more or less from the intersection of said center line with the westerly line of said 44th Street produced across Seaver Avenue; thence following the center line of Seaver Avenue a distance of 771.3 feet, more or less, crossing 43rd Street, 42nd Street and 41st Street to a point 28.7 feet, more or less, measured along said center line of Seaver Avenue from its intersection with the westerly line of 41st Street produced across Seaver Avenue; thence on the arc of a curve concave to the left having a radius of 573.14 feet a distance of 194.6 feet, more or less, across Syndicate Avenue to a point in the center line of Seaver Avenue distant thereon westerly 73 feet, more or less, from the intersection of said center line with the westerly line of Syndicate Avenue; thence following the center line of Seaver Avenue a distance of 1304.9 feet, more or less, crossing 36th Street, 35th Street, 34th Street, 33rd Street, 32nd Street, to a point 27.3 feet, more or less, measured along said center line of Seaver

Avenue from its intersection with the westerly line of 32nd Street produced across Seaver Avenue; thence on the arc of a curve concave to the right having a radius of 5729.6 feet a distance of 175.8 feet more or less, to a point in the center line of Seaver Avenue distant thereon easterly 12 feet, more or less, from the intersection of said center line with the easterly line of 31st Street produced across Seaver Avenue; thence following the center line of Seaver Avenue a distance of 2470 feet, more or less, crossing 31st Street, 30th Street, 29th Street, 28th Street and three 16-foot alley-ways, one being between 31st Street and 30th Street, one between 30th Street and 29th Street, and one between 29th Street and 28th Street, and also crossing Owens Street, 27th Street, 26th Street, 25th Street, 24th Street and 23rd Street to a point on the easterly boundary line of the Rancho San Pablo.

Said crossings shall 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, with the exception of the crossing of 46th Street, equal or superior to type shown as 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, with the tops of rails flush with the roadways and pavements, 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 46th Street shall be constructed equal or superior to type shown as Standard No. 3, in General Order No. 72 of this Commission and shall be constructed without superelevation and of a width to conform to that portion of said street 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 a suitable crossing sign and shall in every way be made safe for the passage thereover of vehicles and other road traffic.

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

(5) 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.

(6) 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 21st day of June, 1927.

Frank Wood
H. B. Brundage
P. S. Sawyer
Leon W. Hill
Thos. S. Rowley

Commissioners.