

Decision No. 18762

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 a spur  
track in and along 8th Street and  
across Dock Street and 10th Street  
in the City of Richmond, County of  
Contra Costa, State of California.

**ORIGINAL**

) Application No. 14009.

BY THE COMMISSION:

O R D E R

The Atchison Topeka and Santa Fe Railway Company, a corporation, filed the above-entitled application with this Commission on the 19th day of August, 1927, asking for authority to construct a spur track at grade in and along Eighth Street and across Dock Street and Tenth Street, in the City of Richmond, County of Contra Costa, State of California, as hereinafter set forth. The necessary franchise or permit (Resolution No. 1921) has been granted by the City Council of said City 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 Eighth, Dock and Tenth 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 The Atchison, Topeka and Santa Fe Railway Company to construct a spur track at grade in and along Eighth Street and across Dock Street and Tenth Street, in the City of Richmond, County of Contra Costa, State of California, at the

locations hereinafter particularly described and as shown by the map (Div'n. Engr's. Dwg. No. T-4-384) attached to the application.

#### Description of Crossings

Beginning at a point on the center line of an existing track in Eighth Street, in the City of Richmond, Contra Costa County, California, 23.5 feet westerly from the eastern line of Eighth Street and 365.0 feet southerly from the southern line of Commercial Street produced across Eighth Street; thence southeasterly over and along Eighth Street and crossing Dock Street on the arc of a curve concave to the northeast and having a radius of 603.81 feet a distance of 100.0 feet; thence continuing southeasterly across Dock Street on the arc of a curve concave to the northeast and having a radius of 459.28 feet a distance of 70 feet (plus or minus) to the south line of Dock Street; thence continuing on last described curve across private property 575 feet (plus or minus); thence easterly 10 feet (plus or minus) to a point on the western line of Tenth Street, 26 feet (plus or minus) southerly from the north line of Lot 20, Section 24, Township 1 North, Range 5 West, Mt. Diablo Base and Meridian; thence easterly across Tenth Street 100.4 feet to a point on the eastern line of Tenth Street 26 feet (plus or minus) from the north line of Lot 19, Section 24, Township 1 North, Range 5 West, Mt. Diablo Base and Meridian.

The crossing of Eighth and Dock Streets shall be identified as Crossing No. 2K-1.71C and the crossing of Tenth Street shall be identified as Crossing No. 2K-1.84C.

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 of Eighth and Dock Streets shall be constructed 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 roadway and with grades of approach not exceeding three (3) 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.

(3) Said crossing of Tenth Street shall be so constructed that grades of approach not exceeding three (3) per cent will be feasible in the event that the construction of roadway along said Tenth Street shall hereafter be authorized and so that said grade crossing may be made safe for the passage thereover of vehicles and other road traffic.

(4) This order is made upon the express condition that Tenth Street is not now actually constructed and open to travel at the point of crossing, and said order shall not be deemed an authorization for the construction of an opening of said street to public use across said railroad track.

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

(6) 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.

(7) 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.

~~August~~ Dated at San Francisco, California, this 2nd day of September, 1927.

\_\_\_\_\_  
*Clarence*  
\_\_\_\_\_  
*Leon White*  
\_\_\_\_\_  
*Thos. D. ...*  
\_\_\_\_\_  
*M. J. ...*  
Commissioners