

Decision No. 20002

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 across Harbor Street, near Pittsburg, in the County of Contra Costa, State of California.

Application No. 14850.

ORIGINAL

BY THE COMMISSION:

ORDER

The Atchison, Topeka and Santa Fe Railway Company, a corporation, filed the above entitled application with this Commission on the 2nd day of July, 1928, asking for authority to construct a spur track at grade across Harbor Street, in the vicinity of Pittsburg, County of Contra Costa, State of California, as hereinafter set forth. The necessary franchise or permit has been granted by the Board of Supervisors of said County for the construction of said crossing 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 a grade separation or to avoid a grade crossing at the point mentioned in this application with said Harbor Street 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 across Harbor Street in the vicinity of Pittsburg, County of Contra Costa, State of California, at the location hereinafter particularly described and as shown

by the map (Division Engineer's Drawing No. V-18-249) attached to the application.

Description of Crossing

Commencing at a point in the westerly line of Harbor Street 63.8 feet northerly from the intersection of the northerly boundary line of East 7th Street prolonged easterly; thence southerly on a 12 degree curve concave easterly a distance of 104.5 feet; thence on tangent to said curve a distance of 9.9 feet; thence on a 2 degree 30 minute curve, concave westerly a distance of 85.4 feet to point of intersection with industrial track No. 57, all of which is shown on the aforesaid print in red.

The above crossing shall be identified as a portion of Crossing No. 2-155.5-C.

Said crossing to be constructed subject to the following conditions, and not otherwise:

(1) The entire expense of constructing the crossing, together with the cost of its maintenance thereafter in good and first-class condition for the safe and convenient use of the public, shall be borne by applicant.

(2) Said crossing 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 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 Standard No. 1 crossing sign, as specified in General Order No. 75 of this Commission and shall in every way be made suitable 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 crossing.

(4) If said crossing 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 crossing 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 9th day of July, 1928.

Leon Whiteall
Ed. Sauer
Frank J. [unclear]
Thos. J. [unclear]
M. J. [unclear]
Commissioners.