

Decision No. 91252.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of
Northwestern Pacific Railroad Com-
pany, for an order authorizing con-
struction at grade of its double
track railroad across Shaver Street,
E Street, D Street, C Street and
B Street in the City of San Rafael,
County of Marin, State of California.

ORIGINAL

Application No. 15952.

BY THE COMMISSION:

ORDER

Northwestern Pacific Railroad Company, a corporation, filed the above entitled application with this Commission on the 16th day of September, 1929, asking permission to construct a double track main line operated electrically by means of a third, or power, rail through a portion of the City of San Rafael and to eliminate the third, or power, rail operation on Second Street in said city. Said double track main line is proposed to cross at grade Shaver Street, E Street, D Street, C Street and B Street in the said City of San Rafael. The necessary franchise or permit has been granted by the City Council of said city for the construction of said crossings at grade. It appears to this Commission that this is not a matter 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 the said before-mentioned

streets and that this application should be granted subject to the conditions hereinafter specified, therefore

IT IS HEREBY ORDERED that the plan submitted by Northwestern Pacific Railroad Company for the elimination of the third, or power, rail on Second Street, in the City of San Rafael, State of California, and as shown by the map marked C.E. 532-E, attached to the application, be and it is hereby approved provided applicant makes application to this Commission for a waiver of Section 79.1-A of this Commission's General Order No. 64-A.

IT IS HEREBY FURTHER ORDERED that permission and authority be and it is hereby granted to Northwestern Pacific Railroad Company to construct a double track main line at grade across Shaver Street, E Street, D Street, C Street and B Street in the City of San Rafael, County of Marin, State of California, at the locations hereinafter particularly described and as shown by the maps (C.E. 532-E and C.E., P-121-F, attached to the application.

Description of Crossings

Description of center line of new double track roadbed between West End Station and B Street Station, San Rafael, Marin County, California, for the Northwestern Pacific Railroad, for the purpose of removing the existing track of the said railroad from Second Street, San Rafael, between the points named, as shown on Map CE-532-E, of the Northwestern Pacific Railroad Company.

Beginning at Engineer Station 595+07.4, being 68.9 feet westerly from the westerly line of Shaver Street and on the center line of the existing double track roadbed of the Northwestern Pacific Railroad passing through West End Station grounds, said center line through said Station grounds being a tangent; thence extending said tangent center line easterly as follows: At Engineer Station 595+76.3, intersecting the westerly line of Shaver Street, 6.16 feet northerly at right angle from the center line of Second Street extended westerly;

at Engineer Station 595+96.6, intersecting the said center line of Second Street extended westerly; at Engineer Station 596+26.4, intersecting the easterly line of Shaver Street 9.04 feet southerly at right angle from the center line of Second Street extended westerly; at Engineer Station 599+72.2, intersecting the westerly line of E Street, 114 feet southerly at right angle from the center line of Second Street; at Engineer Station 600+40.4, intersecting the easterly line of E Street 134.7 feet southerly at right angle from the center line of Second Street; at Engineer Station 602+25.78, the beginning of a ten-degree curve to the left, the total central angle of said curve being 17 degrees 40 minutes; thence around said curve to the left to Engineer Station 603+52.8, intersecting the westerly line of D Street 215.9 feet southerly at right angle from the center line of Second Street; thence continuing around said curve to Engineer Station 604+02.45 in D Street, the end of said curve 218 feet southerly at right angle from the center line of Second Street; thence tangent to said curve and parallel to the center line of Second Street, as follows:

At Engineer Station 604+17.8, intersecting the easterly line of D Street, 218 feet southerly at right angle from the center line of Second Street; at Engineer Station 607+17.8, intersecting the westerly line of C Street, 218 feet southerly at right angle from the center line of Second Street; at Engineer Station 607+82.8, intersecting the easterly line of C Street, 218 feet southerly at right angle from the center line of Second Street; at Engineer Station 609+96.83, the beginning of a ten degree curve to the right, 218 feet southerly at right angle from the center line of Second Street, the total central angle of said curve being 28 degrees and 22.5 minutes; thence to the right around said curve to Engineer Station 610+82.4, intersecting the westerly line of B Street, 224.4 feet southerly at right angle from the center line of Second Street; thence continuing around said curve to Engineer Station 611+49.1, intersecting the easterly line of B Street 238.1 feet southerly at right angle from the center line of Second Street; thence continuing around said curve to Engineer Station 612+80.58, the end of said curve, said end of said curve lying on the center line of two existing tracks of said railroad on the B Street Station grounds of said Railroad.

The above crossings shall be identified as follows:

<u>Street</u>	<u>Crossing No.</u>
Shaver Street,	5F-18.13
E Street,	5F-18.20
D Street,	5F-18.27
C Street,	5F-18.34
B Street,	5F-18.41

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

(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 the type shown as Standard No. 2, in General Order No. 72 of this Commission and shall be constructed to 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 four (4) per cent; each crossing shall be protected by a Standard No. 1 crossing sign and one No. 3 wigwag signal 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 remove the four trees located at the authorized crossing of B Street and all other trees within one hundred (100) feet of the authorized crossings shall be trimmed so as to give a reasonable view of approaching trains.

(4) Applicant shall remove the tracks along Second Street as shown in yellow on the map (C.E., 532-E) attached to the application.

(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.

Dated at San Francisco, California, this 4th day of October, 1929.

Thos S. Loring
Clarence
E. M. ...
Leon ...
M. A. ...
 Commissioners.