

Decision No. 21674

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 one drill track and two
industrial spur tracks across Watts
Street, in the Town of Emeryville,
County of Alameda, State of California.)

Application No. 15975.

BY THE COMMISSION:

O R D E R

Southern Pacific Company, a corporation, filed the above entitled application with this Commission on the 26th day of September, 1929, asking for authority to construct one drill track and two spur tracks at grade across Watts Street in the Town of Emeryville, County of Alameda, State of California, as hereinafter set forth. The necessary franchise or permit (Resolution No. 1034) has been granted by the City Council of said Town 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 points mentioned in this application with said Watts 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 Southern Pacific Company to construct one drill track and two spur tracks at grade across Watts Street in the Town of Emeryville, County of Alameda, State of California, at the locations hereinafter particularly described and as shown by the map (Western Divn. Drawing E-250 Sheet No. 1 Rev.) attached to the application.

DESCRIPTION OF CROSSING

Center Line Description of Drill Track Crossing Watts Street:

Beginning at a point in the westerly line of Watts Street, City of Emeryville, County of Alameda, State of California, said point being northerly from the intersection of the northerly line of 45th Street and said westerly line of Watts Street, distant 272.5 feet, more or less; thence easterly crossing Watts Street a distance of 60 feet, more or less, to a point in the easterly line of said Watts Street.

Center Line Description of Spur Track Crossing Watts Street:

Beginning at a point in the westerly line of Watts Street, City of Emeryville, County of Alameda, State of California, said point being northerly from the intersection of the northerly line of 45th Street and the said westerly line of Watts Street, distant 260 feet, more or less; thence northeasterly along the arc of a curve concave to the left having a radius of 286.8 feet a distance of 19 feet, more or less; thence easterly tangent to said curve at the last mentioned point a distance of 41 feet, more or less, to a point in the easterly line of said Watts Street.

Center Line Description of Spur Track Crossing Watts Street:

Beginning at a point in the westerly line of Watts Street, City of Emeryville, County of Alameda, State of California, said point being northerly from the intersection of the northerly line of 45th Street and said westerly line of Watts Street, distance 276.5 feet, more or less; thence northeasterly on the frog angle of a No. 7 L.H. standard turnout making an angle of $81^{\circ}50'$ with said westerly line of Watts Street a distance of 43 feet, more or less, to a point in Watts Street; thence along the arc of a curve concave to the right or southward having a radius of 286.8 feet a distance of 17 feet, more or less, to a point in the easterly line of said Watts Street.

The above crossing shall be identified as
Crossing No. A-7.67-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 there-
after 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. 2, 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 roadway, and with grades of approach not
exceeding two (2) per cent; shall be protected by a Stand-
ard No. 1 crossing sign as specified in General Order No.
75 of this Commission and shall in every way be made suit-
able 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 com-
pletion of the installation of said crossing.

(4) If said crossing shall not have been in-
stalled 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 15th day of October, 1929.

Paul D. Hutton
Clarence
Wm. Wood
Leon Whittell
M. J. C.
Commissioners.