

ORIGINAL

Decision No. 23817.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of ALAMEDA BELT LINE for permission to cross certain tracks of South Pacific Coast Railway Company and Southern Pacific Company at grade.

Application No. 17414.

BY THE COMMISSION:

ORDER

Alameda Belt Line, a corporation, on May 29, 1951, applied for authority to construct a single track railroad at grade across the double track line of South Pacific Coast Railway Company and Southern Pacific Company and at grade across an auto highway lying and being within the right of way of said South Pacific Coast Railway Company and Southern Pacific Company in the vicinity of the intersection of Main and Maple Streets, City of Alameda, State of California. Said auto highway is owned by said South Pacific Coast Railway and Southern Pacific Company, leased to Southern Pacific Golden Gate Ferries, Ltd., and connects with the Alameda auto ferry route of said ferry company. A certified copy of the agreement, covering the terms of construction, operation, maintenance and protection of said rail crossing at grade, has been filed in this proceeding and marked Exhibit "B" and a certified copy of the agreement, covering the terms of construction, operation, maintenance and protection of said auto road crossing, has been filed in this proceeding as Exhibit "C."

It appears that a public hearing is not necessary herein; that it is neither reasonable nor practicable at this time to provide grade separations or to avoid grade crossings at the points mentioned; and, that the application should be granted, subject to certain conditions,

IT IS HEREBY ORDERED that Alameda Belt Line is hereby authorized to construct its single track railroad at grade across the tracks of South Pacific Coast Railway Company and Southern Pacific Company, near the intersection of Main and Maple Streets, City of Alameda, State of California, at the location more particularly described in the application and as shown by the map (Exhibit "A") attached thereto, subject to the following conditions:

- (1) The entire expense of constructing and thereafter maintaining said crossing in good and first-class condition for safe and convenient railway use shall be borne in accordance with the terms of the agreement, dated April 8, 1931, filed as Exhibit "B" in the application and by reference made a part hereof. Said agreement is approved by this Commission.
- (2) Before the track of applicant is placed in service said crossing shall be protected by electrically-locked derails on applicant's track in normal derailling position and with home signals governing movements on the Southern Pacific Company's tracks normally stop to be controlled by towerman at Pacific Junction interlocking plant, said installation to conform with the provisions of the Commission's General Order No. 33-A, governing installation and operation of interlocking plants, and plans thereof shall be submitted to the Commission for approval before construction is commenced.
- (3) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of said crossing and of its compliance with the conditions hereof.
- (4) The authorization herein granted shall lapse and become void if not exercised within one (1) year from the date hereof unless further time is granted by subsequent order.

IT IS HEREBY FURTHER ORDERED that Alameda Belt Line is hereby authorized to construct its single track railroad at grade across auto highway, owned by South Pacific Coast Railway Company and Southern Pacific Company, and under lease to Southern Pacific Golden Gate Ferries, Ltd., in the vicinity of Main and Maple Streets, City of Alameda, State of California, at the location more particularly described in the application and as shown by the map (Exhibit "A") attached thereto, subject to the following conditions:

- (1) The above crossing shall be identified as Crossing No. 10-3.43.
- (2) The entire expense of constructing and thereafter maintaining said crossing in good and first-class condition for safe and convenient use of the public shall be borne in accordance with the terms of the agreement dated May 5, 1931, filed as Exhibit "C" in the application and by reference made a part hereof. Said agreement is approved by this Commission.
- (3) Said crossing shall be constructed equal or superior to the type shown as Standard No. 2 in our General Order No. 72 and shall be constructed of a width to conform to that portion of said auto highway now paved, and with grades of approach not exceeding four (4) per cent and shall be protected by a Standard No. 1 crossing sign as specified in our General Order No. 75.
- (4) No train, engine, motor or car shall be operated over said crossing unless traffic on the highway is protected by a member of the train crew or other competent employee acting as flagman.
- (5) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of said crossing and of its compliance with the conditions hereof.
- (6) The authorization herein granted shall lapse and become void if not exercised within one (1) year from the date hereof unless further time is granted by subsequent order.

IT IS HEREBY FURTHER ORDERED that 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, public convenience and necessity demand such action.

The authority herein granted shall become effective on the date hereof.

Dated at San Francisco, California, this 27th day of June, 1931.

C. L. Deane  
Leon S. ...  
M. A. ...  
M. B. Harris  
Fred G. ...

Commissioners.