

ORIGINAL

Decision No. 26598.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of the People of the State of California, on relation of the California Toll Bridge Authority and the Department of Public Works, for an order authorizing the construction of two parallel railroad tracks with impaired clearances, as a part of a combined toll bridge, tunnel, and highway crossing over the Bay of San Francisco, from the City and County of San Francisco to the County of Alameda.

Application No. 19172.

Frank B. Durkee, for Department of Public Works, Applicant.

Frank S. Richards, for Key System, Ltd.

L. N. Bradshaw, for Sacramento Northern Railway and Western Pacific Railroad Company.

T. W. Hobbs, for Southern Pacific Company, Interested Party.

E. T. Lucey, for The Atchison, Topeka and Santa Fe Railway Company, Interested Party.

Harry See, for Brotherhood of Railroad Trainmen.

Geo. W. Gearhard, for Civic League of Improvement Clubs.

SEAVEY, COMMISSIONER:

O P I N I O N

The People of the State of California, on relation of the California Toll Bridge Authority and the Department of Public Works, applicants herein, on November 4, 1933, filed application with this Commission requesting an order authorizing the construction of two parallel railroad tracks with impaired clearances, as a part of a combined toll bridge, tunnel and highway crossing over the Bay of San Francisco, from the City and County of San Francisco to the County of Alameda, said tracks to be located on

the southerly side of the lower deck of said crossing. A public hearing was held in this matter in San Francisco on November 15, 1933.

The following form of Order is recommended:

O R D E R

The People of the State of California, on relation of the California Toll Bridge Authority and the Department of Public Works, having made application for authority to construct two parallel railroad tracks with clearances less than those prescribed in the Commission's General Order No. 26-C, the application herein stating that the said tracks are not being designed, or proposed to be used, by or for transportation of freight cars, public hearing having been held, the Commission being apprised of the facts, the matter being under submission and ready for decision, therefore,

IT IS HEREBY ORDERED that the above application be and it is hereby granted subject to the conditions hereinafter specified:

1. The distance between center lines of the tracks of said double track line of railroad which is to be a part of a combined toll bridge, tunnel and highway crossing over San Francisco Bay from Rincon Hill in the City and County of San Francisco to the Key System fill or mole in the County of Alameda, shall be not less than twelve (12) feet, seven (7) inches on tangent track and thirteen (13) feet on curved track.
2. The guard rail located between roadway and the northerly track on lower deck of said crossing as shown on Exhibit "A" of the application shall be extended to a height of five (5) feet above roadway surface to center line of pipe railing by the addition of a four (4) inch extra strong pipe upon supports of the same material spaced at approximately seven (7) feet, six (6) inches between centers, all fittings to be of steel of proportionate strength effectively welded to the four (4) inch pipe and the entire assembly firmly

bolted or riveted to the top of the six (6) inch ship channel shown in the exhibit as constituting the top of railing. Clearance between center line of northerly track and the nearest edge of the said guard railing shall be not less than six (6) feet.

3. Clearance from center line of track to the side of structure in tunnel and approaches thereto on Yerba Buena Island shall be not less than seven (7) feet, as shown on Exhibit "C" of the application.
4. Clearance between the southerly side of bridge structure and the center line of southerly track shall be not less than eight (8) feet, two (2) inches, excepting that at certain locations, such as towers and anchorages, and in these cases for distances of not over one hundred twenty-five (125) feet, the clearance from the center line of track to the side of bridge structure may be not less than seven (7) feet, five (5) inches.
5. A walk-way, as shown in Exhibit "A" not less than two (2) feet, nine (9) inches wide, shall be constructed and maintained between the southerly side of the bridge structure and the southerly track, excepting that at certain locations, such as towers and anchorages, where the width of said walk-way may be not less than one (1) foot, seven (7) inches.
6. All side openings on passenger cars operated over said tracks shall be effectively barred for the protection of persons and passengers transported thereon.

The effective date of this Order shall be twenty (20) days from the date hereof.

The foregoing Opinion and Order are hereby approved and ordered filed as the Opinion and Order of the Railroad Commission of the State of California,

Dated at San Francisco, California, this 4th day of December, 1933.

C. S. Sweeney
W. B. Linn
W. B. Linn
W. B. Linn
Commissioners.