

ORIGINAL

Decision No. 36106

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of Key System, a corporation, for permission to cross certain highways and railroad tracks at grade in the Counties of Alameda and Contra Costa in the State of California.) Application No. 25456)

INTERIM OPINION AND ORDER

Key System herein requests that it be authorized to operate its trains at grade over certain streets and railroad crossings in Emeryville, Oakland, Berkeley, Albany, and Richmond on a double-track electric railroad constructed by the United States Maritime Commission between Oakland and Richmond, California, to be known as the Richmond Shipyard Railroad and to be used to transport workers to and from the various shipyards in the City of Richmond.

This railroad will operate from a connection with the interurban lines of Key System in the vicinity of Yerba Buena and San Pablo Avenues in the Town of Emeryville over street railway tracks of applicant to the intersection of San Pablo Avenue and Carrison Street, thence on new trackage along San Pablo Avenue and Grayson Street to a connection at 9th and Grayson Streets with the tracks in 9th Street formerly owned and operated by Southern Pacific Company in its interurban service but now inoperative and owned by the City of Berkeley. Operations will then be continued over these 9th Street tracks to a point near the boundary between Berkeley and Albany at Cordonices Creek. From this point new tracks are under construction which will pass over the main line tracks of Southern Pacific Company on an overhead structure and then extend northerly on the westorly side of the Southern Pacific tracks and adjacent to the recently opened Richmond access highway to Potrero Street in

Richmond, thence over Potrero Street and other streets to the various shipyards in the Richmond inner harbor area. This operation will cross several tracks of Southern Pacific Company and The Atchison, Topeka and Santa Fe Railway Company, and also numerous streets in the several cities.

It is contemplated that operations over that portion of the railroad between 40th Street and San Pablo Avenue, Emeryville, and Shipyard No. 2 Richmond will commence January 18, 1943. In the following Order only the highway crossings involved between these points and all the railroad crossings will be disposed of. A further order at a later date will dispense with the remaining highway crossings.

It appears that public convenience and necessity require the operation of applicant's trains over said crossings, that a public hearing is not necessary, and that the application in part should be granted at this time, therefore

Good Cause Appearing,

IT IS HEREBY ORDERED that Key System is hereby authorized to operate a double track electrically operated main line railroad at grade across:

I. The streets shown on Appendix "A" attached hereto, subject to the following conditions:

- (1) Said crossings shall be identified as shown on said appendix and shall be protected in the manner shown thereon. Construction of said highway crossings shall be equal or superior to the Commission's Standard No. 2 of G. O. No. 72, and of a width to conform to the portion of the streets now graded, with tops of rails flush with roadways and with grades of approach conforming as nearly as practicable to the existing grades of said streets.
- (2) Pending the installation of the wigwags, flashing lights, or traffic signals as required and shown on Appendix "A" the crossings at Grayson Street and San Pablo Avenue (Crossing No. 7K-2.26), University Avenue (Crossing No. 7K-3.30), Gilman Street (Crossing No. 7K-4.11), Buchanan Street (Crossing No. 7K-4.98), 47th Street (Crossing No. 7K-7.41), and 11th Street (Crossing No. 7K-9.06 shall be protected by human flagmen on duty at all times trains are operated over said crossings.

- (3) This order is made upon the condition that 24th, 25th and 27th Streets and Corte Avenue, in Richmond, are not now actually constructed and open to travel at the respective points of crossing and this order shall not be deemed an authorization for the construction of an opening of said streets to public use across said tracks.

II. Certain railroad tracks of applicant, the Southern Pacific Company, and The Atchison, Topeka and Santa Fe Railway Company as hereinafter shown, subject to the following conditions, and not otherwise.

- (1) Proposed railroad crossings shown on Exhibits "E" and "G" to "K," inclusive, attached to the application, must be protected by second-class interlocking, in accordance with the applicable provisions of the Commission's General Order No. 33-B.
- (2) Proposed railroad crossing shown on Exhibit "F" Drawing RR 197, shall be protected by manually operated derails on the tracks of Southern Pacific Company, and signals on the Richmond Shipyard Railway, installed in accordance with plans to be filed with and approved by the Commission. No cars, engines, or trains of Southern Pacific Company shall be moved over this rail crossing until it has been ascertained that no cars or trains are approaching from either direction on the tracks of the Richmond Shipyard Railway and both derails have been lined for the movement. Such movements shall be made only in daylight hours and must not be made under conditions of poor visibility.
- (3) Movement on either conflicting route must not be made over any railroad crossing before protective devices have been installed, unless authorized by appropriate hand signal given by a flagman provided by applicant and stationed at the crossing.
- (4) At the proposed railroad crossing with Southern Pacific Company at 9th and Parker Streets, Berkeley, the speed of Richmond Shipyard Railway trains in each direction shall be reduced to not more than eight miles per hour, commencing at a distance of not less than 100 feet from the rail crossing, and maintained until head end of train has passed over the crossing. The commencement of the speed reduction required shall be marked by an appropriate wayside sign at its location and by an advance warning sign not less than 400 feet in advance of the speed reduction sign. Trains, cars, or engines on the conflicting route in either direction shall be brought to a full stop not more than fifty feet or less than ten feet from the crossing, and will not proceed thereafter until a member of the crew has ascertained that no cars or trains are approaching from either direction on the tracks of the Richmond Shipyard Railway, and given a signal to proceed.

- (5) Written agreements shall be executed between the carriers concerned, outlining the method of operation to be observed by each of the carriers concerned at each of the rail crossings authorized herein, and copies of such agreements shall be filed with the Commission six months from the date hereof. Copies of operating bulletins instrumenting the provisions of the mentioned agreements, including temporary bulletins governing initial operation, shall be filed with the Commission before commencement of service operation.

The effective date of this Order shall be the date hereof.

Dated at San Francisco, California, this 15th day of
January, 1943.

Francis L. Havenner
J. J. Baker
Justus D. Casper
Richard L. Hayes
Thomas W. O'Connell
Commissioners

APPENDIX "A"

Sheet 1 of 3

HIGHWAY GRADE CROSSINGS OF RICHMOND SHIPYARD RAILWAY
OVER WHICH KEY SYSTEM IS HEREIN AUTHORIZED TO OPERATE

Number	Local Name of Road	Number of Tracks	Protection	Co.	City
7 -7.45	Hollis Street	1 ad'nl	1-OE 1-B H	1	7
7K-0.40	San Pablo Avenue	2	2-OE U F	1	4
7K-0.53	41st Street (East side)	2	1-0 1-B	1	4
7K-0.57	Park Avenue (West side)	2	1-0 1-B	1	4
7K-0.61	43rd Street (East side)	2	1-0 1-B	1	4
7K-0.72	45th Street (West side)	2	1-0 1-B	1	4
7K-0.74	45th Street (East side)	2	1-0 1-B	1	4
7K-0.80	47th Street	2	2-0 2-B	1	4
7K-0.85	48th Street (East side)	2	1-0 1-B	1	4
7K-0.91	53rd Street	2	2-0 2-B	1	7
7K-0.95	54th Street (East side)	2	1-0 1-B	1	7
7K-0.99	55th Street (East side)	2	1-0 1-B	1	7
7K-1.01	55th Street (West side)	2	1-0 1-B	1	7
7K-1.04	56th Street (East side)	2	1-0 1-B	1	7
7K-1.08	Aileen Street (East side)	2	1-0 1-B	1	7
7K-1.14	57th Street (East side)	2	1-0 1-B	1	7
7K-1.18	Stanford Avenue	2	2-0 2-B F	1	7
7K-1.25	59th Street (East side)	2	1-0 1-B	1	7
7K-1.29	59th Street (West side)	2	1-0 1-B	1	7
7K-1.33	60th Street (East side)	2	1-0 1-B	1	7
7K-1.39	61st Street	2	2-0 2-B	1	7
7K-1.45	62nd Street (West side)	2	1-0 1-B	1	7
7K-1.47	62nd Street (East side)	2	1-0 1-B	1	7
7K-1.50	63rd Street (West side)	2	1-0 1-B	1	7
7K-1.53	63rd Street (East side)	2	1-0 1-B	1	7
7K-1.57	64th Street (West side)	2	1-0 1-B	1	7
7K-1.60	Alcatraz Ave. (East side)	2	1-0 1-B	1	7
7K-1.62	Ocean Ave. (West side)	2	1-0 1-B	1	7
7K-1.65	Peabody Lane (West side)	2	1-0	1	7
7K-1.68	65th Street	2	2-0 2-B	1	7
7K-1.73	66th Street (East side)	2	1-0 1-B	1	7
7K-1.75	66th Street (West side)	2	1-0 1-B	1	7
7K-1.80	67th Street (East side)	2	1-0 1-B	1	7
7K-1.83	67th Street (West side)	2	1-0 1-B	1	7
7K-1.86	Haskell Street (East side)	2	1-0 1-B	1	3
7K-1.89	Folger Street (West side)	2	1-0 1-B	1	3
7K-1.92	Carrison Street (East side)	2	1-0 1-B	1	3
7K-1.95	Murphy Street (West side)	2	1-0 1-B	1	3
7K-1.97	Ashby Avenue	2	2-0 2-B F	1	3
7K-2.03	Burnette Street (East side)	2	1-0 1-B	1	3
7K-2.08	Russell Street (East side)	2	1-0 1-B	1	3
7K-2.13	Hointz Street (West side)	2	1-0 1-B	1	3
7K-2.17	Oregon Street (East side)	2	1-0 1-B	1	3
7K-2.26	Grayson Street (West side) and San Pablo Avenue	1	2-0 1-B F	1	3
7K-2.32	10th & Grayson Streets	1	2-0	1	3
7K-2.39	9th & Grayson Streets	1	2-0 2-B	1	3
7K-2.44	Pardee Street	2	2-0 2-B	1	3
7K-2.50	Carlton Street	2	2-0 2-B	1	3
7K-2.60	Parker Street	2	2-0 2-B	1	3
7K-2.73	Dwight Way	2	2-0 2-B	1	3

Crossing Number	Local Name of Road	Number of Tracks	Protection	* **	Co.	City
7K-2.86	Channing Way	2	2-0	2-B	1	U
7K-2.98	Bancroft Way	2	2-0	2-B	1	U
7K-3.10	Allston Way	2	2-0	2-B	1	U
7K-3.21	Addison Way	2	2-0	2-B	1	U
7K-3.30	University Avenue	2	2-0	2-B	1	U
7K-3.39	Hearst Street	2	2-0	2-B	1	U
7K-3.48	Delaware Street	2	2-0	2-B	1	U
7K-3.61	Virginia Street	2	2-0	2-B	1	U
7K-3.73	Cedar Street	2	2-0	2-B	1	U
7K-3.82	Jones Street	2	2-0	2-B	1	U
7K-3.90	Page Street	2	2-0	2-B	1	U
7K-3.98	Camolia Street	2	2-0		1	U
7K-4.11	Gilman Street	2	2-0		1	U
7K-4.23	Harrison Street	2	2-0		1	U
7K-4.98	Buchanan Street	2	2-0	2F1	1	U
7K-5.12A	Highway Overpass	2			1	U
7K-6.06	Contral Avenue	2	1-0		7	U
7K-7.41	47th Street	2	1-0	2-B LW	7	U
7K-7.91	Erlandson St.	2	1-0		7	U
7K-7.96	34th Street	2	1-0	B	7	U
7K-8.01	33rd Street	2	1-0	B	7	U
7K-8.06	32nd Street	2	1-0	B	7	U
7K-8.11	31st Street	2	1-0	B	7	U
7K-8.18	30th Street	2	1-0	B	7	U
7K-8.22	29th Street	2	1-0	1-B	7	U
7K-8.28	28th Street	2	1-0	1-B	7	U
	27th Street	2		Elocked by fence	7	U
	25th St. & Potrero	2		Unimproved	7	U
	Corto Ave. (North Side)	2		Unimproved	7	U
	24th Street (South Side)	2		Unimproved	7	U
7K-8.60	23rd & Foothill	2	3-0	B	7	U
7K-8.66	22nd Street	2	2-0	B	7	U
7K-8.70	21st Street (North side)	2	1-0	B	7	U
7K-8.71	21st Street (South side)	2	1-0	B	7	U
7K-8.76	20th Street (North side)	2	1-0	B	7	U
7K-8.77	20th Street (South side)	2	1-0	B	7	U
7K-8.81	19th Street (North side)	2	1-0	B	7	U
7K-8.82	19th Street (South side)	2	1-0	B	7	U
7K-8.86	18th Street (North side)	2	1-0	B	7	U
7K-8.88	17th Street (South side)	2	1-0	B	7	U
7K-8.90	17th Street (North side)	2	1-0	B	7	U
7K-8.94	16th Street (South side)	2	1-0	B	7	U
7K-8.96	16th Street (North side)	2	1-0	B	7	U
7K-9.00	15th Street	2	2-0	B	7	U
7K-9.06	14th Street	2	2-0	B	7	U
7K-9.12	13th Street	2	2-0	B	7	U
7K-9.18	12th Street	2	2-0	B	7	U
7K-9.23	11th Street	2	2-0	B	7	U
7K-9.29	10th Street	2	2-0	B	7	U
7K-9.34	9th Street	2	2-0	B	7	U

EXPLANATION OF SYMBOLS

- * Fl - Flashing light signals. Commission's Std. No. 3
G.O. 75-B
- W - Wigwag Commission's Std. No. 3
G.O. 75-B
- O - Overhead Crossing Sign. Commission's Std. No. 2
G.O. 75-B
- OE - Overhead Crossing Sign Commission's Std. No. 2
Illuminated G.O. 75-B
- B - Boulevard Stop
- H - Human Flagman on duty at all times trains are
regularly operated over the crossing.
- U - Uniformed Officer on duty at all times trains are
regularly operated over the crossing.
- T - Traffic Signals

** CITY CODE

- 1-1 Albany
 - 1-3 Berkeley
 - 1-4 Emoryville
 - 1-7 Oakland
 - 7-8 Richmond
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