

620

RESOLUTION OF THE CITY COUNCIL

No. 670

Approved December 21, 1962

Resolved,

That New York, New Haven and Hartford Railroad Company is hereby granted permission to substitute for a portion of its track in Allens Avenue a double end siding (or run-around track) approximately 825 feet in length, a portion of which measuring 405 feet in length will be located outside the highway limits on land of the State of Rhode Island. The proposed siding will cross the westerly street line of Allens Avenue at a point 200 feet more or less north of a switch in the main track opposite the north line of Public Street and will run outside the highway line on land of the State of Rhode Island to a point about 220 feet more or less south of the northerly switch in the main track located about 5 feet south of the south line of Blackstone Street.

The proposed double end siding will eliminate the run-around track now located in Allens Avenue south of Crary Street, which will be abandoned.

IN CITY COUNCIL

DEC 20 1962

READ and PASSED

Edward P. Dwyer
President
Deveretowne
Clerk

APPROVED

DEC 21 1962

Walter H. Reynolds
MAYOR

RESOLUTION
OF THE
CITY COUNCIL

PERMITTING NEW YORK, NEW
HAVEN AND HARTFORD RAILROAD
COMPANY TO RELOCATE TRACKS
IN ALLENS AVENUE

FILED
Dec 12 2 36 PM '62
CITY CLERK'S OFFICE
PROVIDENCE, R. I.

CITY OF PROVIDENCE
STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

PETITION TO THE CITY COUNCIL

TO THE HONORABLE CITY COUNCIL OF THE CITY OF PROVIDENCE:

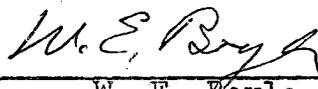
The undersigned respectfully petitions your honorable body

for permission to substitute for a portion of its track in Allens Avenue a double end siding (or run-around track) approximately 825 feet in length, a portion of which about 405 feet in length will be located outside the highway limits on land of the State of Rhode Island. (The proposed siding will cross the westerly street line of Allens Avenue at a point 200 feet more or less north of a switch in the main track opposite the north line of Public Street and will run outside the highway line on land of the State of Rhode Island to a point about 220 feet more or less south of the northerly switch in the main track located about 5 feet south of the south line of Blackstone Street.

The proposed double end siding will eliminate the run-around track now located in Allens Avenue south of Crary Street, which will be abandoned,) thus reducing the amount of trackage presently in Allens Avenue.

The location of the proposed new siding has the approval of the City Traffic Engineer and the State Division of Roads and Bridges and is shown in red on a print attached hereto and entitled: "Proposed run-around track Allens Avenue Scale 1" = 40' June 23, 1961 proposed track changes September 14, 1962."

Richard Joyce Smith, William J. Kirk
and Harry W. Dorigan, Trustees of the
property of The New York, New Haven
and Hartford Railroad Company, Debtor.



W. E. Boyle,
Counsel.

September 27th, 1962.

RECORDED

SEP 28 1962

**IN CITY
COUNCIL**

OCT 4- 1962

FIRST READING
REFERRED TO COMMITTEE ON
PUBLIC WORKS

Devereux Wilson CLERK

FILED
SEP 28 11 28 AM '62
CITY CLERK'S OFFICE
PROVIDENCE, R. I.

FILED

OCT 24 10 29 AM '62

**CITY CLERK'S OFFICE
PROVIDENCE, R. I.**



CITY OF PROVIDENCE - RHODE ISLAND - Walter H. Reynolds, Mayor

TRAFFIC ENGINEERING DEPARTMENT

ROGER T. CHANDLER
Traffic Engineer
JOHN I. LOGAN
Assistant Traffic Engineer

147 Fountain Street
Providence 3, R. I.

October 8, 1962

Committee on Public Works
The City Council
City Hall
Providence, Rhode Island

SUBJECT: Petition of New York, New Haven & Hartford Railroad Company to Relocate a Portion of Their Tracks on Allens Avenue between Public Street and Blackstone Street

Gentlemen:

At the present time the New York, New Haven & Hartford Railroad Company maintains a double track on the easterly half of Allens Avenue between Blackstone Street and Crary Street for a total distance slightly in excess of 1,000 feet. A new highway ramp is now under construction which will serve traffic northbound on Allens Avenue leading them onto the new interstate highway I-95. This ramp has been constructed with the entrance point just north of Blackstone Street and in the center of Allens Avenue, which necessitates the splitting of Allens Avenue into two separate roadways between Blackstone Street and a point north of Henderson Street. Northbound traffic on Allens Avenue remains in its original location; however, southbound traffic follows a new one-way roadway on a new right-of-way. The double track railroad also occupies the northbound street area between Blackstone Street and Crary Street. In the portion of Allens Avenue which has been split because of the construction of the highway ramp, a serious conflict of street usage has been created when railroad operations are taking place and particularly when both tracks are being used because there is insufficient width for any vehicles to pass when both railroad tracks are occupied. During such periods all northbound highway traffic is forced to come to a complete standstill until the railroad equipment is moved to such a position that they are either not abreast of one another or are on a single track.

Another major project being undertaken in the same geographical location is the Fox Point Hurricane Barrier Dam. It is scheduled to cross Allens Avenue approximately 240 feet north of Henderson Street. Involved in the construction of the hurricane barrier dam is a gate valve in the existing 102-inch sewer located in the center of Allens Avenue and approximately 20 feet below surface grade. In order to construct this gate valve and the other accessories for the Allens Avenue vehicular gate, it will be necessary to disrupt both railroad lines within the work area for a considerable period of time. It therefore becomes necessary to create alternate rail facilities to permit the engine to be switched from one end of the

October 8, 1962

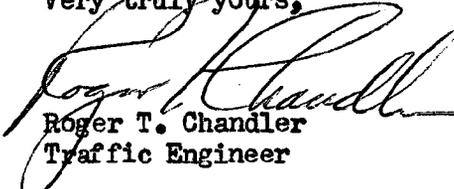
line of freight cars to the other so that safe operating conditions along Allens Avenue can be maintained. As indicated above, it is necessary to create an alternate rail facility for two reasons:

1. On a temporary basis for the duration of construction of the Fox Point Hurricane Barrier Dam work, which is estimated to take six to nine months.
2. On a permanent basis because of the constriction created by the highway ramp.

A very satisfactory solution to this problem appears to be available, due to the construction of I-95 and the resulting condemnation of the entire frontage of Allens Avenue between Public Street and Blackstone Street and the fact that the new roadway is on an embankment, which will leave a very small amount of unobstructed space between the embankment and the westerly curb line of Allens Avenue. It has been proposed that the railroad relocate their double ended siding onto this land, which is outside of the Allens Avenue street area.

The Traffic Engineering Department strongly recommends that the petition of the New York, New Haven & Hartford Railroad Company be approved to permit the construction of the new siding in the location requested.

Very truly yours,



Roger T. Chandler
Traffic Engineer

RTC:EM

Copy to Mr. John E. Meade

PROVIDENCE B'Y
CITY ENGINEERING OFFICE

OCT 10 8 11 AM '62

FILED

OCT 10 9 17 AM '62

**CITY CLERK'S OFFICE
PROVIDENCE, R. I.**

THE CITY OF PROVIDENCE

WATER SUPPLY BOARD

JOHN A. DOHERTY, CHAIRMAN
EARL H. ASHLEY
UGO RICCIO
JOHN J. TIERNEY
DAVID R. MCGOVERN, EX-OFFICIO

552 ACADEMY AVENUE
PROVIDENCE 8, R. I.

PHILIP J. HOLTON, JR.
CHIEF ENGINEER
WILLIAM I. McDONALD
DEPUTY CHIEF ENGINEER
JOHN T. WALSH
LEGAL ADVISOR
JOHN J. DEARY
SECRETARY

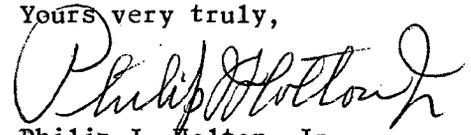
October 23, 1962

Mr. Vincent Vespia
Deputy City Clerk
City Hall
Providence, R. I.

Dear Mr. Vespia:

I am returning the drawings which you loaned me last week submitted by the New York, New Haven and Hartford Railroad showing the relocation of the tracks in Allens Avenue between Public Street and Blackstone Street. We have carefully reviewed these plans and wish to report that there is no interference whatsoever with our water facilities in this section of Allens Avenue. Under the circumstances, there is no objection on the part of this department with the plan of the Railroad to relocate the tracks within the section of Allens Avenue running between Public Street and Blackstone Street.

Yours very truly,


Philip J. Holton, Jr.
Chief Engineer

PJH:kam

Enclosure

FILED

Oct 24 3 30 PM '62

**CITY CLERK'S OFFICE
PROVIDENCE, R. I.**

C. C. 1111

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City Plan Commission

EDWARD WINSOR, *Chairman*
JERRY LORENZO RALPH MATERA

WALTER H. REYNOLDS, *Mayor*
LUCIO E. CARLONE, *Secretary*

JAMES B. LEACH, *Vice Chairman*
RAYMOND J. NOTTAGE HARRY PINKERSON

FRANK H. MALLEY, *Director*
DIETER HAMMERSCHLAG, *Deputy Director*

*Suite 103, City Hall,
Providence 3, Rhode Island*

November 28, 1962

Committee on Public Works
City Hall
Providence, R. I.

SUBJECT: Referral No. 1295 - PERMISSION TO SUBSTITUTE A
PORTION OF ITS TRACK IN
ALLENS AVENUE A DOUBLE END
SIDING

Gentlemen:

The subject referral received further consideration by
the City Plan Commission at a meeting held on Tuesday,
November 27, 1962.

The Commission

VOTED: To offer no objection for permission to sub-
stitute a portion of the track in Allens Avenue.

Very truly yours,

FRANK H. MALLEY
DIRECTOR
CITY PLAN COMMISSION

FHM:MMH

c.c. Councilman Edward P. Quigley
Councilman Edmund Wexler

PROVIDENCE R.I.
CITY PLAN COMMISSION
NOV 29 1962

FILED

Nov 29 9 00 AM '62

**CITY CLERK'S OFFICE
PROVIDENCE, R. I.**

671

THE CITY OF PROVIDENCE
STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

RESOLUTION OF THE CITY COUNCIL

No. 671

Approved December 21, 1962

Resolved,

That all unfinished business now pending before this City Council be and the same is hereby continued to the next City Council which convenes on the first Monday in January, 1963.

IN CITY COUNCIL

DEC 20 1962

READ and PASSED

Edward P. O'Connell
.....
President
D. Everett Kelan
.....
Clerk

APPROVED

DEC 21 1962

Walter H. Keenan
.....
MAYOR

RESOLUTION
OF THE
CITY COUNCIL

Mr. Weyler, by request

672

RESOLUTION OF THE CITY COUNCIL

No. 672

Approved December 21, 1962

Resolved,

That

the Board of Contract and Supply is hereby authorized and directed to provide for the razing and destruction of the building known as the Thurbers Avenue School, and located on Lot 297 on Assessor's Plat 54.

IN CITY COUNCIL

DEC 20 1962

READ and PASSED

Edward P. Murphy
President
Everett Ahlan
Clerk

APPROVED

DEC 21 1962

Walter R. Murphy
MAYOR

RESOLUTION
OF THE
CITY COUNCIL
AUTHORIZING THE RAZING
OF THURBERS AVENUE SCHOOL.

FILED

DEC 14 4 08 PM '62

CITY CLERK'S OFFICE
PROVIDENCE, R.I.

678

THE CITY OF PROVIDENCE
STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

RESOLUTION OF THE CITY COUNCIL

No. 673

Approved December 21, 1962

Resolved,

That permission be and is hereby granted to the Louttit Garage Company, to sandblast the exterior of the building situated at 954 Westminster Street, Plat 29, Lot 153, all in accordance with the attached petition presented by the Director of the Department of Building Inspection.

IN CITY COUNCIL

DEC 20 1962

READ and PASSED

Edward P. Murphy
President
Beaverett Hillen
Clerk

APPROVED

DEC 21 1962

Matthew J. Murphy
Mayor

RESOLUTION
OF THE
CITY COUNCIL

Mr. George, by request

CITY OF PROVIDENCE
STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

PETITION TO THE CITY COUNCIL

TO THE HONORABLE CITY COUNCIL OF THE CITY OF PROVIDENCE:

The undersigned respectfully petition your honorable body

For permission to Sandblast the exterior of the Building situated at 954 Westminster Street, Providence, Rhode Island. This building is located on Plat #29 - Lot #153.

Your Petitioner being the sole owner of said property.

Said work to be performed during the normal work day - no work to be performed on Sundays or Holidays.

The aforementioned sandblasting is to be performed by the EASTERN CONSTRUCTION COMPANY, 121 Waldo St., Providence, Rhode Island, which Company has on file with your Petitioner the following certificates of insurance:

Public Liability (\$100,000.00 each person - \$300,000.00 aggregate)

Property Damage (\$100,000.00 each accident - \$100,000.00 aggregate)

Workmen's Compensation - full coverage under the law.

Your Petitioner hereby agrees to follow and adhere to any and all requirements or conditions your Honorable Body sets for the performance of this work.

Respectfully submitted,

LOUTTIT GARAGE COMPANY

Dated at Providence, R. I.
Dec. 7, 1962

By: *T. R. Louttit, Jr.* Sec.
T. R. Louttit, Jr. Secretary

Vincent DiMase

V.D.
DIRECTOR OF THE DEPARTMENT
OF BUILDING INSPECTION

APPROVED

IN CITY COUNCIL

DEC 20 1962

READ AND GRANTED

Robert Whelan
CLERK

FILED

DEC 10 3 24 PM '62

**CITY CLERK'S OFFICE
PROVIDENCE, R.I.**

624

THE CITY OF PROVIDENCE
STATE OF RHODE ISLAND AND PROVIDENCE PLANTATIONS

RESOLUTION OF THE CITY COUNCIL

No. 674

Approved December 21, 1962

WHEREAS, William L. Bagley, a veteran engineering official of the City of Providence, passed away on December 11, 1962, and

WHEREAS, Mr. Bagley, a native of Blackstone, Massachusetts and son of the late Mr. and Mrs. John Bagley was a local resident since his boyhood. A registered professional engineer, he was employed by the city since 1920. During his forty-two years of devoted and conscientious service, he earned the respect and confidence of all with whom he came in contact. His vast knowledge in all phases of municipal engineering led to his appointment in 1957 as Administrative Assistant to Mayor Reynolds in the planning of the Fox Point hurricane barrier and the freeways through the city. In 1961 he was named engineer in charge of all municipal highways and in June, 1962 he became chief of the entire engineering divisions. Just prior to his last illness, he was Acting Deputy Director of Public Works. His simplicity, humility and friendliness, coupled with his vast knowledge and meticulous workmanship, were the characteristics of the ideal public official.

NOW, THEREFORE, BE IT RESOLVED, that His Honor, Mayor Walter H. Reynolds, the members of this council and his associates in city government, take this means to honor the memory of an outstanding public official, Mr. William L. Bagley and extend to his wife their sincere sympathy in her great loss.

IN CITY COUNCIL
READ AND PASSED
BY A UNANIMOUS RISING VOTE

DEC 20 1962

Edward P. Quigley
PRESIDENT
Everett Whelan
CLERK

APPROVED

DEC 21 1962

Walter H. Reynolds
MAYOR

RESOLUTION
OF THE
CITY COUNCIL

Mr. McCosker