

ORIGINAL

Decision No. 11719

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

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In the matter of the application)
of Southern Pacific Company for)
permission to construct a spur)
track at grade across 62nd Street) Application No. 8698
in the Town of Emeryville, County)
of Alameda, State of California.)

BY THE COMMISSION:

O R D E R

Southern Pacific Company, a corporation, having on February 19, 1923, filed with the Commission an application for permission to construct a spur track at grade across Eighth and Sixty-second Streets, in the Town of Emeryville, County of Alameda, State of California, as hereinafter indicated, and it appearing to the Commission that this is not a case in which a public hearing is necessary; that the necessary franchise or permit (Resolution No. 738) has been granted by the Board of Trustees of said Town of Emeryville for the construction of said crossings at grade, and it further appearing that it is not reasonable nor practicable to avoid grade crossings with said Eighth and Sixty-second Streets, and that this application should be granted subject to the conditions hereinafter specified,

IT IS HEREBY ORDERED, that permission be and it is hereby granted Southern Pacific Company to construct a spur track at grade across Eighth and Sixty-second Streets in the Town of Emeryville, County of Alameda, State of California, described as follows:

Beginning at a point on the center line of the existing westbound track of the 9th Street Electric Line on 8th or Doyle Street, as located between 61st and 63rd Streets, in the Town of Emeryville, Alameda County, California, distant thereon southerly 32 feet more or less from the southerly line of 62nd Street; thence northerly on a curve concave to the left a distance of 54 feet more or less to a point distant 4.71 feet measured at right angles to aforesaid center line; thence continuing on a straight line tangent to last named course a distance of 10 feet to a point; thence continuing on a curve concave to the left with a radius of 191.122 feet a distance of 25 feet to a point; thence continuing on a straight line tangent to curve at last named point a distance of 45 feet more or less to a point on the westerly line of 8th or Doyle Street, distant thereon northerly 45 feet more or less from the northerly line of 62nd Street and being 134 feet more or less from point of commencement.

All of the above as shown by the map (East Bay division Drawing 3572) attached to the application; said crossings to be constructed subject to the following conditions, viz:-

(1) The entire expense of constructing the crossings, together with the cost of their maintenance thereafter in good and first class condition for the safe and convenient use of the public, shall be borne by applicant.

(2) Said crossings shall be constructed of a width and type of construction to conform to those portions of said Eighth and Sixty-second Streets now graded, with the top of rails flush with the pavement, and with grades of approach not exceeding one (1) per cent; shall be protected by suitable crossing signs, and shall in every way be made safe 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 completion of the installation of said crossings.

(4) The authorization herein granted for the installation of said crossings shall lapse and become void one year from the date of this order 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 crossings 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.

This order shall become effective three (3) days after the making thereof.

Dated at San Francisco, California, this 24th day of February, 1923.

C. Seaver
H. B. Brinkley
William Martin
Garland S. Hale
J. T. Whittier
Commissioners.