

Decision No. 16094

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the matter of application of
Southern Pacific Company for an
order authorizing the construc-
tion at grade of two spur tracks
across Antonio and Alvarado
Streets, in the City of San Leandro,
County of Alameda, State of
California.

Application No. 12508.

BY THE COMMISSION:

O R D E R

Southern Pacific Company, a corporation, filed the above-entitled application with this Commission on the 9th day of February, 1926, asking for authority to construct two spur tracks at grade across portions of Antonio Street and at grade across Alvarado Street in the City of San Leandro, County of Alameda, State of California, as hereinafter set forth. The necessary franchise or permit (Ordinance No. 343 N.S.) has been granted by the Board of Trustees of said City of San Leandro for the construction of said crossings at grade. It appears to this Commission that the present proceeding is not one in which a public hearing is necessary; that it is neither reasonable nor practicable at this time to provide grade separations, or to avoid grade crossings at the points mentioned in this application with said Antonio and Alvarado Streets and that this application should be granted subject to the conditions hereinafter specified, therefore,

IT IS HEREBY ORDERED, that permission and authority be and it is hereby granted to Southern Pacific Company to construct two spur tracks at grade across portions of Antonio Street and at grade across Alvarado Street, in the Town of San Leandro, County of Alameda, State of

California, as follows:

Track "A": Beginning at a point on the northwesterly line of Antonio Street 380 feet southwesterly, more or less, from the southwesterly line of Alvarado Street; thence in a curve to the left having a radius of 191.12 feet a distance of 123 feet, more or less, to a point 23 feet measured at right angles northwesterly from the southeasterly line of said Antonio Street and 264 feet, more or less, from the said southwesterly line of Alvarado Street; thence northeasterly along Antonio Street parallel to the said southeasterly line 242 feet, more or less, to a point; thence in a curve to the right having a radius of 191.12 feet a distance of 51 feet, more or less, to a point in Alvarado Street, distant 28 feet, more or less, northeasterly from the said southwesterly line of Alvarado Street, and 15 feet, more or less, northwesterly from the said southeasterly line of Antonio Street; thence in a straight line northeasterly, crossing Alvarado Street, a distance of 53 feet, more or less, to a point in the said southeasterly line of Antonio Street distant thereon 19 feet northeasterly, more or less, from the northeasterly line of Alvarado Street.

Track "B": Beginning at a point on the above described center line 100 feet southwesterly, more or less, from the southwesterly line of Alvarado Street, said point being also 23 feet northwesterly, measured at right angles from the southeasterly line of Antonio Street; thence northeasterly through a standard number 7 turnout 62.6 feet, more or less, to a point of frog; thence at an angle of 8 degrees 10 minutes to aforesaid line of Antonio Street 15 feet, more or less, to a point; and thence in a curve to the right having a radius of 179.19 feet a distance of 92 feet, more or less, to a point in the northeasterly line of Alvarado Street, 19 feet southeasterly, more or less, from the said southeasterly line of Antonio Street; being center lines of railroad spur tracks.

and as shown by the map (Western Div'n. Drawing S-392, Sheet 2) attached to the application, said crossings to be constructed subject to the following conditions, namely:

(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) The crossing at the foot of Antonio Street shall be constructed equal or superior to type shown as Standard No. 2, in General Order No. 72 of this Commission and shall be constructed of a width to conform to that portion of said street now graded, with the tops of rails flush with the roadway and with grades of approach not exceeding

two (2) per cent; shall be protected by a suitable crossing sign, and shall in every way be made safe for the passage thereover of vehicles and other road traffic.

(3) Said crossings of Alvarado Street shall be constructed equal or superior to type shown as Standard No. 3, in General Order No. 72 of this Commission and shall be constructed of a width to conform to those portions of said Alvarado Street now graded, with the tops of rails flush with the roadway and with grades of approach not exceeding two (2) per cent; shall be protected by a suitable crossing sign, and shall in every way be made safe for the passage thereover of vehicles and other road traffic.

(4) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of said crossings.

(5) If said crossings shall not have been installed within one year from the date of this order, the authorization herein granted shall then lapse and become void, unless further time is granted by subsequent order.

(6) 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.

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

Dated at San Francisco, California, this 5th day of March, 1926.

H. B. Brundage
C. Seaver
Leon Whitell

Commissioners.