

Decision No. 14794.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application
of Alameda Belt Line for an order
authorizing the construction,
maintenance and operation of a
track across certain streets, high-
ways and properties in the City of
Alameda, County of Alameda, State
of California.

Application No. 12,874.

BY THE COMMISSION:

ORIGINAL

O R D E R

Alameda Belt Line, a corporation, filed the above-entitled application with this Commission on the 24th day of May, 1926, asking for authority to construct two railroad tracks at grade across certain Streets and Avenues in the City of Alameda, County of Alameda, State of California, as hereinafter set forth. Reference is made in the application to a franchise or permit (Ordinance No. 273 N.S.) granted on February 3, 1925, by the City Council of said City of Alameda and presented with Application No. 12,602 which contemplated the construction of said tracks on a slightly different alignment. An ordinance on the alignment covered in this proceeding has not been presented by applicant. 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 Streets and Avenues 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 Alameda Belt Line to construct two tracks at grade across certain Streets and Avenues in the City of Alameda, County of Alameda, State of California, as follows:

(A) BEGINNING at a point in the center line of an existing track of the Alameda Belt Line in the center of Clement Avenue, distant 56.09 feet southeasterly from the southeastern line of Minturn Street produced northeasterly across Clement Avenue; thence northwesterly on the arc of a curve concave to the southwest and having a radius of 398.94 feet a distance of 70.00 feet to a point; thence westerly, over and along Clement Avenue, private property, and Grand Street, on the arc of a curve concave to the south and having a radius of 338.27 feet a distance of 470.10 feet to a point in Grant Street, which is distant 16.81 feet northwesterly from the southeastern line of Grand Street produced across Eagle Avenue and 9.21 feet southwesterly from the northeastern line of Eagle Avenue produced across Grand Street; thence southwesterly parallel with the southeastern line of Grand Street 6.02 feet; thence southwesterly crossing Eagle Avenue, Grand Street, private property, and Hibbard Street on the arc of a curve concave to the northwest and having a radius of 338.27 feet a distance of 529.40 feet to a point in Hibbard Street, which is distant 6.50 feet northeasterly from the northeastern line of Buena Vista Avenue produced across Hibbard Street and 0.92 feet southeasterly from the northwestern line of Hibbard Street; thence northwesterly continuing across Hibbard Street and private property parallel with and 6.50 feet northeasterly from the northeastern line of Buena Vista Avenue 2174.93 feet to a point, which is 299.72 feet easterly from the eastern line of Sherman Street; thence northwesterly over private property, across a portion of and along Sherman Street, and across Eagle Avenue, on the arc of a curve concave to the northeast and having a radius of 338.27 feet, a distance of 511.13 feet to a point, which is 26.43 feet northerly from the southern line of Eagle Avenue and 38.05 feet westerly from the Eastern line of Sherman Street; thence northerly continuing across Eagle Avenue, and along Sherman Street on the arc of a curve concave to the east and having a radius of 398.94 feet a distance of 146.70 feet to a point on the Segregation Line, which is distant 40.93 feet easterly from the western line of Sherman Street and 111.45 feet northerly from the northern line of Eagle Avenue produced across Sherman Street.

(B) BEGINNING at a point in the hereinbefore described center line of track, said point being 37.50 feet easterly from the westerly line of Sherman Street and 57.27 feet southerly from the southerly line of Eagle Avenue produced across Sherman Street, and running thence northerly over and along and across said Sherman Street and Eagle Avenue, a distance of 123.12 feet to the point of intersection of the westerly line of Sherman Street with the northerly line of Eagle Avenue,

and as shown by the map (Div'n. Eng. Dwg. No. T-6-105 dated May 1,

1926) 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) Said crossings 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 without superelevation and of a width to conform to those portions of said streets and avenues now graded, with the tops of rails flush with the pavements, 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 sixty (60) days submit a certified copy of a franchise or permit from the City of Alameda for the construction of said crossings at grade, in accordance with the alignment described in this application, and in the event that this is not done, the authorization herein granted for the installation of said crossings shall lapse and shall thereupon become null and void and of no further force and effect.

(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 28th day of March, 1926.

H. H. Brandige

C. C. Seavey

Greenwood

Commissioners.