

ORIGINAL

Decision No. 18168.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of application of SOUTHERN PACIFIC COMPANY for an order authorizing the construction at grade of two spur tracks upon and along Twenty-sixth Street and across Campbell Street in the City of Oakland, County of Alameda, State of California.

Application No. 13606.

BY THE COMMISSION:

O R D E R

Southern Pacific Company, a corporation, filed the above entitled application with this Commission on the 15th day of March, 1927, asking for authority to construct two spur tracks, one at grade across a portion of Twenty-sixth Street and across Campbell Street, and one at grade across a portion of Campbell Street and a portion of Twenty-sixth Street in the City of Oakland, County of Alameda, State of California, as hereinafter set forth. A franchise or permit (Resolution No. 38873 N.S.) has been granted by the City Council of said City of Oakland for the construction of similar crossings at grade near the location shown on the map attached to the application. 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 Twenty-sixth Street and said Campbell Street 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, one at grade across a portion of Twenty-sixth Street and across Campbell Street, and one at grade across a portion of Campbell Street and a portion of Twenty-Sixth Street in the City of Oakland, County of Alameda, State of California, at the locations hereinafter particularly described and as shown by the map (West'n. Div'n. Dwg. O-861 Sheet 1 Revised) attached to the application.

DESCRIPTION OF CROSSINGS

Beginning at a point on the center line of the drill track on 26th Street in the City of Oakland, County of Alameda, State of California, said point being 60 feet more or less northwesterly from the northwesterly line of Campbell Street produced across 26th Street; thence southeasterly through a standard No. 7 turnout a distance of 63 feet more or less to a point of frog; thence in a straight line, making an angle of 8 deg. 10 min. with a line through said last named point and parallel to said center line of said 26th Street drill track, a distance of 39 feet more or less to a point; thence on the arc of a curve concave to the right and having a radius of 229.30 feet distance of 69 feet more or less to a point on the southwesterly line of 26th Street, said point being 47 feet southeasterly from the intersection of the southeasterly line of Campbell Street and the southwesterly line of 26th Street.

Beginning at a point on the center line of the drill track on 26th Street in the City of Oakland, County of Alameda, State of California, said point being 30 feet more or less northwesterly from the southeasterly line of Campbell Street produced across 26th Street; thence southeasterly through a standard No. 7 turnout, a distance of 63 feet more or less to a point of frog; thence in a straight line making an angle of 8 deg. 10 min. with a line through said last named point and parallel to said center line of said 26th Street drill track a distance of 15 feet more or less to a point; thence on the arc of a curve concave to the right and having a radius of 191.12 feet a distance of 15 feet more or less to a point; thence in a straight line, tangent to last described curve at last named point, a distance of 50 feet more or less to a point; thence on the arc of a curve concave to the left and having a radius of 191.12 feet a distance of 50 feet more or less to a point, said point being 4 feet northeasterly from the southwesterly line of 26th Street; thence in a straight line tangent to last described curve at last named point, also parallel to said southwesterly line of 26th Street and at a uniform distance northeasterly therefrom a distance of 174 feet more or less to a point which is 34 feet more or less northwesterly from the northwesterly line of Peralta Street.

Said crossings to be constructed subject to the following conditions, namely:

(1) Applicant shall, within sixty (60) days submit a certified copy of a corrected franchise or permit from the City of Oakland for the construction of said crossings at grade, 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.

(2) The entire expense of constructing the crossings together with the cost of their maintenance thereafter shall be borne by applicant.

(3) Said crossings shall be so constructed that grades of approach not exceeding two (2) per cent will be feasible in the event that the construction of roadway along said Twenty-sixth Street and Campbell Street, shall hereafter be authorized and so that said grade crossings may 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) This order is made upon the express condition that Twenty-sixth Street and Campbell Street are not now actually constructed and open to travel at the respective points of crossing, and said order shall not be deemed an authorization for the construction of an opening of said streets to public use across said railroad tracks.

(7) 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 demands such action.

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

Dated at San Francisco, California, this 4th day of April, 1927.

Edmund West
J. B. Boudige
Chas. H. ...
Thos. H. ...

Commissioners.