

Decision No. 22282

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 a spur track across a  
portion of Blanding Avenue, in  
the City of Alameda, County of Ala-  
meda, State of California.

Application No. 16,348

BY THE COMMISSION:

**ORIGINAL**ORDER

Southern Pacific Company, a corporation, filed the above entitled application with this Commission on the 6th day of March, 1930, asking for authority to construct a spur track at grade across a portion of Blanding Avenue in the City of Alameda, County of Alameda, State of California, has hereinafter set forth. The necessary franchise or permit has been granted by the City Council of said City for the construction of said crossing 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 a grade separation or to avoid a grade crossing at the point mentioned in this application with said Blanding Avenue, 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 a spur track at grade across a portion of Blanding Avenue in the

City of Alameda, County of Alameda, State of California, at the locations hereinafter particularly described and as shown by the map (E. B. E. Drawing No. 4824) attached to the application.

DESCRIPTION OF CROSSING.

Beginning at a point on the centerline of Blanding Avenue spur track distant thereon 350 feet (plus or minus) westerly from the westerly line of Park Street, thence northwesterly along and across Blanding Avenue on the arc of a curve concave to the right through a #7 switch or turnout a distance of 54.21 feet to a point distant 4.71 feet northerly at right angle from centerline of aforesaid track, thence continuing northwesterly tangent to last described course and bearing  $80^{\circ}10'$  to the right of aforesaid centerline a distance of 8 feet to a point; thence continuing northwesterly on a curve concave to the right whose radius is 143.96 feet, a distance of 21 feet plus or minus to a point; thence continuing northwesterly tangent to last described course 30 feet plus or minus to a point; thence continuing northwesterly on a curve concave to the left whose radius is 143.96 feet a distance of 42 feet plus or minus to a point which is 4 feet southerly at right angles from the northerly line of Blanding Avenue; thence continuing westerly, parallel to and 4 feet distant from the northerly line of Blanding Avenue a distance of 90 feet to a point which is on the southerly production of the easterly line of Oak Street and 4 feet southerly from the northerly line of Blanding Avenue and being 265 feet plus or minus from the point of beginning.

The above crossing shall be identified as a portion of Crossing No. E-9.78-C.

Said crossing to be constructed subject to the following conditions, and not otherwise:

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

(2) Said crossing 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 that portion of said avenue

now graded, with the tops of rails flush with the pavement, and with grades of approach not exceeding three (3) per cent; shall be protected by a Standard No. 1 crossing sign as specified in General Order No. 75 of this Commission and shall in every way be made suitable 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 crossing.

(4) If said crossing 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.

(5) The Commission reserves the right to make such further orders relative to the location, construction, operation, maintenance and protection of said crossing 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 14<sup>th</sup> day of March, 1930.

C. S. Shaver

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W. S. Lott

W. J. Carr  
Commissioners.