

\*P1. a. Resource Identifier (assign a name or number): Serial No. 1435  
b. Other Identifier: Oakland Consolidated Street Railway

\*P2. Location:  
\*b. Address 4629 M L KING JR WY/741-35 47TH ST a. County Alameda  
City Oakland, CA Zip 94609  
\*c. UTM: USGS 7.5' Quad Oakland West Date 1980; Zone: mE mN  
\*d. Other Locational Data (e.g. parcel #, legal description, additional UTM's, etc.):  
Parcel no.: 013 1164 029 00

\*P3. a. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, etc.)

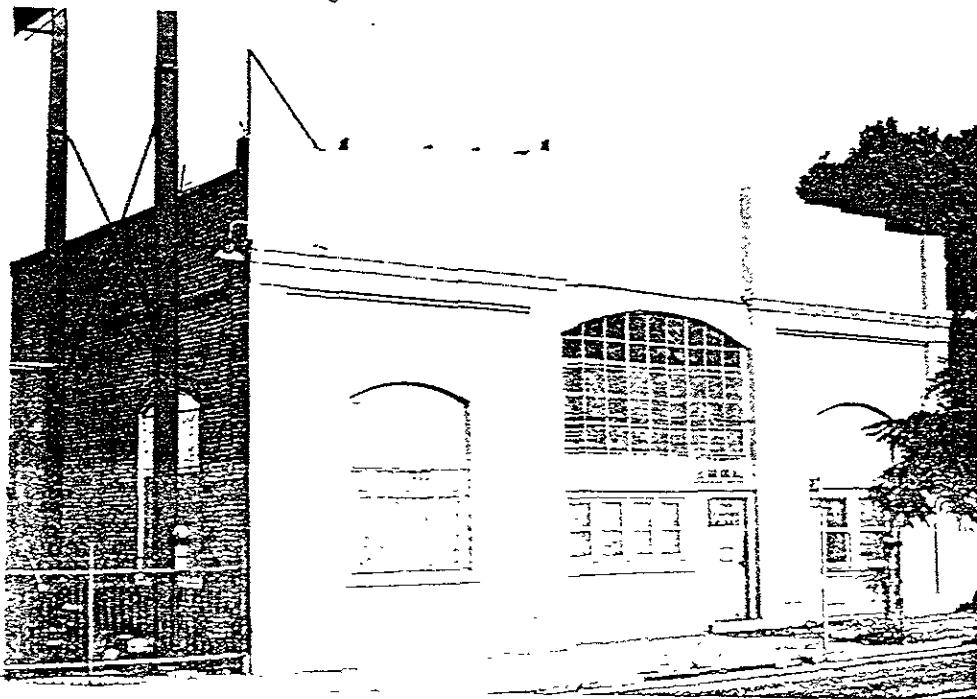
4629 M L KING JR WY is a 19th century utilitarian industrial building. It is one story and monitor, accretive plan, on a corner lot. It has a stepped parapet, ornamental cornice, arched windows, and pilasters with 3 bays. Exterior walls are stucco over brick. Roof is composition. Structure is brick bearing wall. Sanborn maps describe it as brick with other walls (drawn diagonally) of wood frame with metal cladding. The building has metal sash and brick arches. Present use is light industrial. Surroundings are commercial, residential, densely built up.

Visible alterations include window infill, new doors and windows, repair/rehabilitation, stucco, nearby buildings removed, painted brick. The building is in good condition; its integrity is good.

b. Resource attributes: HPO8--industrial building

\*P4. Resources present:  Building  Structure  Object  Site  District  Element of District  Other

\*P5. a. Photograph or Drawing



P5. b. Photo number: 615-27  
Photo date: 07/08/92

\*P6. Date Constructed/Age, and Source:  
 Prehistoric  Historic  Both  
1891c F rem 1914-15  
various sources

\*P7. Owner and Address:  
JACKSON ELKAN & IRENE TRS  
ETAL c/o LYNN M NIGHTINGALE  
102 FLYING CLOUD ISLE  
FOSTER CITY CA 94404

\*P8. Recorded by (name, affiliation, address):  
Oakland Cultural Heritage  
Survey, 1 City Hall Plaza,  
Oakland 94612 510-238-3941

\*P9. Date Recorded: 09 30 1994

\*P10. Type of Survey  Aerial  Other  
 Reconnaissance  Other

\*P11. Report Citation: GOHS Completion Reports, CLG Project #06-93-80101, 9 30 94 (CPM) Citywide

Attachments: 1. Plans 2. Location Map 3. Sketch Map 4. Continuation Sheet 5. Building Structure and Detail Record 6. Other

\*Resource Name or #: Serial No. 1435  
4629 M L KING JR WY/735-41 47TH ST Oakland CA 94609

- B1. Historic Name: Oakland Consolidated Street Railway Barn  
B2. Common Name: None  
B3. Original Use: Industry B4. Present Use: Industry  
\*B5. Architectural Style: 19th century utilitarian  
\*B6. Construction History: built c.1891, remodeled 1914-15  
window infill, new doors and windows, repair/rehabilitation, stucco, nearby  
buildings removed, painted brick  
\*B7. Moved?  No /  Yes /  Unknown Date: Original Location:  
\*B8. Related Features:

B9a. Architect: unknown

b. Builder: unknown

- \*B10. Significance: Theme: masonry buildings (industrial: transportation) Area: Oakland  
Period: 1850-1948 Property Type: industrial building N.R. Criteria: A,C  
(Discuss importance in terms of context as defined by theme, period, and geographic scope. Also address integrity.)

4629 M L KING JR WY, the Oakland Consolidated Street Railway Barn, is a very good example of a 19th century utilitarian industrial building. It was built circa 1891, architect and builder unknown. It is dated by Sanborn maps, block books, and other various sources. It was partially remodeled in 1914-15; additions have been made at various dates. Historically the building reflects railroads and their influence, and industrial development in Oakland. The original owner and occupant, about 1891-1906, was Oakland Consolidated Street Railway, later Oakland Traction Company. The property is also associated with Yosemite Laundry, owner and commercial occupant c.1906-25, and Pullman Company, owner and commercial occupant c.1927-50s, Laundry Department.

The Oakland Cultural Heritage Survey rates this property B+a3 (B, major importance, landmark quality; potentially A, highest importance, if restored), particularly for its type/style and historical associations. It is not located in a district (3). Its Survey rating makes it a historic property under Oakland's Historic Preservation Element. This building appears individually eligible for the National Register of Historic Places in the context of masonry buildings (industrial: transportation) in Oakland 1850-1948, as the earliest and most substantial survivor of Oakland's electric street railway system.

(see continuation pages)

B11. Resource Attributes: HP08--industrial building

\*B12. References:

City & county tax rolls & block books, 1869-1925; Sanborn maps, 1882-1970s; city directories & phone books; U.S. census; building & alt. permits; biographical & subject indexes, Oakland History Room

B13. Remarks:

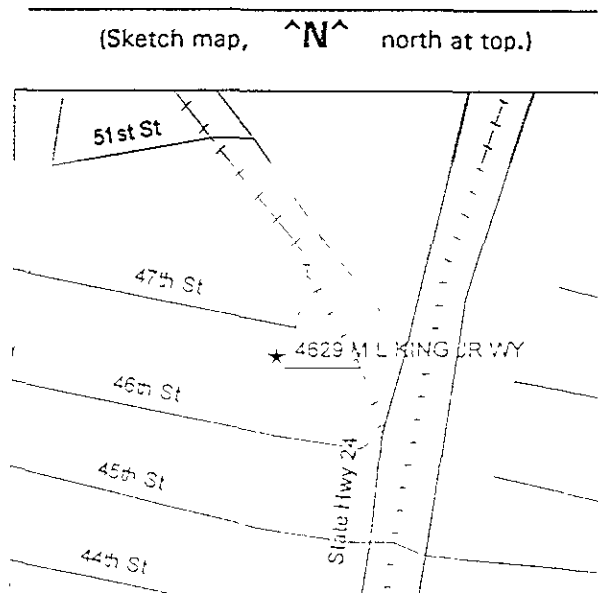
Primary Record submitted 9/30/94.

\*B14. Evaluator: Betty Marvin

\*Date of Evaluation: 03/06/94

Date Recorded: 09/30/95

(This space reserved for official comments.)



Page B2 of 3 \* Resource Name or #: Ser. No. 1435

Address: 4629 M L KING WY/735-41 47TH ST Oakland CA 94609

\* Recorded by Oakland Cultural Heritage Survey \*Date 09/30/95 /X/ Continuation // Update

B10. Significance (continued)

Oakland's first street railway, a horse car line called the Oakland Railroad, made its appearance in 1869. Starting at First Street the line ran out Broadway, turned into Telegraph Avenue and continued as far as Fortieth Street. The line was extended, to Temescal Creek in 1870. In 1873 the tracks were extended to the University grounds at the end of Telegraph Avenue. (Hinkel & McCann, Oakland 1852-1938), 1939, v.1, p.24.)

A few other horse, steam, and cable lines were built, and the Southern Pacific carried local passengers on its 7th Street line. Then, at the beginning of the 1890s, quite suddenly, electric power revolutionized local transit, in Oakland and around the country. A map of Oakland's "various steam, electric, cable and horse street railway lines" published in the July 3, 1893, Oakland Enquirer was captioned "Everywhere for a Nickel -- Unexampled Street Railroad Development in This City. In a Few Years Oakland Has Become One of the Best Railroaded Towns. Electricity Has Worked a Miracle in Waking Up and Transforming a City."

The Grove Street line served by the car barn and powerhouse at 47th and Grove Streets (now 4629 Martin Luther King Jr. Way) was Oakland and Berkeley's first electric railway, as detailed by Erle Charles Hanson (manuscript at Oakland History Room): "Electric street railway service began in the Eastbay in May 1891, with the opening of the Oakland and Berkeley Rapid Transit Company's Grove Street Line between Oakland and Berkeley.... The first 28 cars were built by the Stockton Combine Harvester and Agricultural Works of Stockton, California....

"Route of the pioneer electric line was from 2nd and Broadway, via 2nd street to Franklin, Franklin to 13th Street, 13th Street to Grove, and Grove to 47th Street and Grove where the long single-track Berkeley loop began.... At this point were the carhouse, power house, and offices of the Oakland and Berkeley Rapid Transit Company which for most of its independent existence was known as the Oakland Consolidated Street Railway Company. These buildings - washed up as a carhouse as early as 1904 - [were later] used by the Pullman Company for its laundry....

"A large compressor was installed at the car-barn at 47th and Grove Streets, and the air brakes on the air brake cars had their tanks charged.... This charging took about a minute or two, and... two charges were enough... for the entire day's schedule. To supply the electricity for the twenty-eight cars, there were two 300-hp Fraser and Chalmers condensing engines... from which 114-hp Edison Generators were driven by means of pulleys and leather belts.

"The branch lines of the Oakland Consolidated Street Railway were the 40th Street, the 16th Street, and the West 8th Street Lines. The Oakland Transit Company was formed on March 1, 1898, to take over the Oakland Consolidated Street Railway company, the Central Avenue Railway Company, the Alameda Oakland and Piedmont Electric Railroad Company, the Piedmont and Mountain View Railway Company (earlier name Consolidated Piedmont Cable Co.), the East Oakland Street Railway Company, the California Railway, and the Highland Park and Fruit-Vale Railroad. In 1901, this company took over the Oakland Railroad... to form the Oakland Transit Consolidated.... At about the same time, the Grove Street trackage was rebuilt into a standard gauge line."

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_

Department of California - The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
CONTINUATION SHEET

Recorded by B3 of 3 • Resource Name or #: Ser. No. 1435  
Address: 4629 M L KING WY/735-41 47TH ST Oakland CA 94609  
Date 09/30/95 (X) Continuation ( ) Update

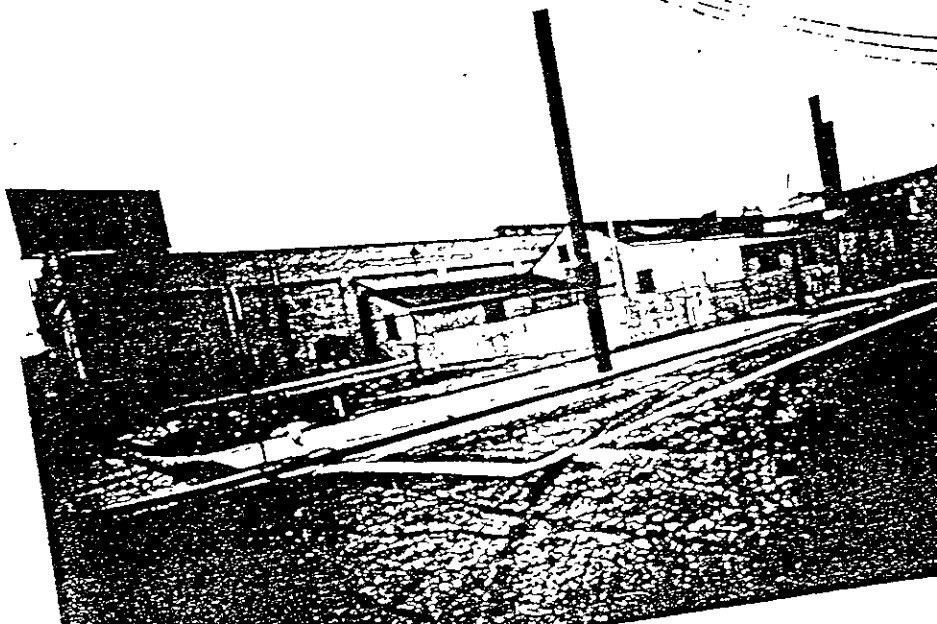
10. Significance (continued)

By 1906 Oakland Traction consolidated the many scattered streetcar barns of its predecessors into two, Central Division at Second Avenue and Foothill Boulevard, and Western Division at 51st and Telegraph, a few blocks from the 47th and Grove Street barn (Harre DeMoro, Oakland Tribune, February 16, 1972). At this time the Grove Street barn passed into the hands of the Yosemite Laundry, formerly at 660 Franklin Street. The power house, across 47th Street (extant until about 1987, now replaced by a parking lot) became John F. Snow Dyeing and Cleaning Works, later Peerless Laundry. About 1926 Yosemite appears to have merged with the Contra Costa Laundry which moved to a big new plant at 527 23rd Avenue, and from then to the 1950s the Pullman Company operated a "private steam laundry" here. This apparently took the place of a smaller Pullman laundry at the Southern Pacific yards in West Oakland.

Physically the high one-story masonry main building fronting on Martin Luther King Jr. Way (with 12" brick walls, arched windows, monitor roof and 12 small skylights), the low shed-roofed section halfway back on its north side, and a metal-clad section at the rear correspond to the structures shown on the 1903 Sanborn map, and on a hand-drawn Sanborn-like map from the 1890s at the Oakland History Room. Other appendages on the north side seem to have been added, enlarged, or replaced after the property became a laundry. The Yosemite Laundry had a fire in 1914, and apparently made substantial improvements when rebuilding: the assessment rose from \$3000 to 5800. Sanborn maps from the Pullman Steam Laundry era (1935, 1951) show additions of a 16,000 gallon water tank on the roof of the original metal-clad rear section, a brick boiler room extending to 47th Street, a "well and deep well pump" near the northeast front corner of the property, and various wood and metal-clad extensions along 47th Street. The date of the stucco front is unknown, as is the extent to which the work in 1914-15 affected the building's appearance, but its configuration and character appear substantially intact.

c.1970s photo  
Oakland  
History Room,  
Oakland Public  
Library

Looking west  
along  
47th Street



Address: 4629 M L KING JR WY/741-35 47TH ST

A.P. no: 13-1164- 29- 0  
UTM: 10/ /  
Sanborn 357 Prelim. Dc3  
Serial No. 1435

Common name: None  
Historic name: Oakland Consolidated Street Railway

valuated by Betty Marvin on 03/06/94  
allied (or re-tallied) by computer; printed on 05/16/94

#### escription

4629 M L KING JR WY is a 19th century utilitarian industrial building. It is one story and monitor, accretive plan, on a corner lot. It has a stepped parapet, arched windows, and pilasters. Exterior walls are stucco over brick. Roof is composition. Structure is brick bearing wall. Sanborn maps describe it as brick mixed with wood frame, metal cladding. The building has metal sash and brick arches. Present use is light industrial. Surroundings are commercial, residential, densely built up.

Visible alterations include window infill, new doors and windows, repair/rehabilitation, stucco, nearby buildings removed. The building is in good condition; its integrity is good.

#### Significance

4629 M L KING JR WY, the Oakland Consolidated Street Railway, is a very good example of a 19th century utilitarian industrial building. This building appears to be individually eligible for the National Register of Historic Places for its importance in the context of railroads and shipping in Oakland 1850-1945.

It was built circa 1891, architect and builder unknown. It is dated by various sources. It was remodeled in 1914-15. Historically the building reflects railroads and their influence in 19th and early 20th century Oakland, and industrial development in Oakland. The earliest name associated with the property is Oakland Transit carbarn. The property is also associated with Pullman Laundry.

#### Notes:

The Pullman Co.'s Private Steam Laundry.--SSinfo: 1.0 stories; 16400 sf; RED & YEL/BEARING WALL; ///EXTERIOR & INTERIOR WALL BRICK MASONRY./--SSaddr: 4629 M.L.K.JR.WAY/735 47th St./4629M L KING JR WY \*\* No Green Number. No original BP on fiche: A55472 alt; A70008 alt windows; B1913 alt. Nothing found in BP by street on Grove or on 47th. Could this be pre 1906???/also A48370 rep 4629 Grove/bldg is at SW cor MLK & 47th ST/ \*\* Date for this bldg as of now is 1914inc 1888c. In 1914 BB notes show fire here, 1915 imp jumps from 3000 to 5800 and Yosemite Laundry takes over. The main section of bldg, along the south part of lot, was inc'd in 1914 rebuilding. The new construction was along MLK JR Wy. On 1888 SA map brick rectangular bldg drawn in. In Oakland Twnshp BB's of 1880(platt bk-Alden Tract), 1884, 1888, 1891 all show this lot to be vacant. This lot not in City BB's until 1898 because part of 1897 annex. | 1936 Reverse Dir.: Pullman Co Laundry

Address: 4629 M L KING JR WY/741-35 47TH ST  
old address:

UTM: 10/ /

A.P. no: 13-1164- 29- 0  
Sanborn 357 Prelim. Dc3  
Serial No. 1435

Common name: None Consolidated St. Ry.  
Historic name: Oakland Transit car barn-Pullman Laundry

A. \_\_\_\_\_

A. VISUAL QUALITY/DESIGN Rating

- 1. Exterior: Story: 1E high one story; Plan: ~~W~~ L-plan AF; Lot: ~~is~~ on a double-ended lot CL; Roof: ~~is~~ truss roof PR; Ex5: RW; Ex6: P1
- 2. Interior?
- 3. Construction: Wall1: ST stucco o; Wall2: BR brick; Found: Roof: AR; Other: MS; Other: BA; Stru1: 1W brick bearing wall; Stru2:
- 4. Architect: unknown; Builder: unknown
- 5. Arch style: 20 early 20th century utilit 9U; Bldg type: IN industrial building; Present use: 42 light industrial
- 6. Supportive:

- 1. Exterior e v g f V fine-elab.- unusual orig- craftp- art'c
- 2. Interior e v g f - arrgt- finish- assoc
- 3. Construction e v g f G fine- early- good few- many survive surf.-struc.-meth.
- 4. Designer/Builder F e v g f
- 5. Type/Style e v g f g fine- early- good few- many survive
- 6. Supportive Elements F many- 1/sev e v g f fine- rare occ.

- 7. Name1: Oakland Consolidated Street Railway/Oakland Traction Co, ca 1880s-1906, IC: major facility about the S-LC only left
- Name2: Yosemite Laundry, ca ~1906-25: opper from SF after certificate
- Name3: Pullman Co. Laundry Dept., ca ~1927-50s, T-LC (S-LC?)
- 8. Events?
- 9. Patterns (historic contexts): Evalctx: RP industrial development; HC1: ~~IN~~ industry RR; HC2: IN; HC3: N.R.contingency:

B. HISTORY/ASSOCIATION

- 7. Person/Organization P S T O / IC LC BC
- 8. Event e v g f
- 9. Patterns e v g f HC1: P S T / IC LC BC; HC2: P S T / IC LC BC
- 10. Age e v g f V

- 10. Estimated date: 1910s 1891c/VA; Constr. date: ~~1891c~~ Source: ~~SE~~ Value: BP #: (plans) rem add rsd inc fir eq alt
- 11. District Type: None - District Name: Surroundings: Open Dens Sctr Res Ind Com CR
- 12. Familiarity?

C. CONTEXT

- 11. Continuity e v g f F
- 12. Familiarity e v g f F

D. INTEGRITY DEDUCTIONS

- 13. Condition e g f p G (field: G)
- 14. Exterior Alterations G (field: G) e g f p
- 15. Interior Alterations -
- 16. Structural Removals E e g f p
- 17. Site e g f p E

- D. 13. Condition: G, per field notes Threats: None Dev Zon Vand PWks Oth N
- 14-16. Alterations: REM 1914-15 ~~ATC~~ one/several major/minor char.intact/ok/changed/beyond recog. ST DE
- WF
- DW
- RH

E. REVERSIBILITY e g f p

- 18. Exterior Alterations
- 19. Interior Alterations

Listings as of 02/17/94. Nat Reg. Not listed

City Not listed

Other Not listed

Evaluated by EPN 3/16/94

Comments: The former major garage 47th St was there (over the street) demolished - fire Survey gave estimate 1920s, or later as 1930s - now Children's Hospital parking lot

PART I IDENTIFICATION

Serial No. 4623-1435

A. OCHS (Sanborn) File Address:

4629 M L KING JR WY

B. Second Address/location:

741-35 47TH ST

C. Assessor's File Address:

4629 M L KING JR WY

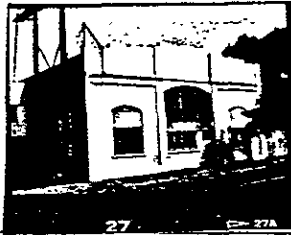
D. Assessor's Parcel Number:

Map Book Number 13  
Block Number 1164  
Parcel Number 29  
Subparcel No. 0

E. Building:

(if there's more than 1/parcel)

PART II PHOTOGRAPHS Attach below. Identify Roll #, Frame #, & Date



← another stepped  
parapet facing  
47th St

615-27

07/08/92

PART III PRELIMINARY SURVEY

Information from Sanborn Map # 357

A. Preliminary Rank: Dc

C. District: none noted

B. Est Date(s): const: 1910s

D. Stories, shape, lot:

alts: ALT

1E high one story

Date if bldg is mvd:

LF L-plan

DL on a double-ended lot

PART IV ADDITIONAL INFORMATION

Information from Assessor's records

A. Present Use: 42 light industrial

Opstatus: OB

B. Present Owner: JACKSON ELKAN & IRENE TRS ETAL

PART V NOTES AND COMMENTS

The Pullman Co.'s Private Steam Laundry.--SSinfo: 1.0 stories; 16400 sf; RED & YEL/BEARING WALL; ///EXTERIOR & INTERIOR WALL BRICK MASONRY./--SSaddr: 4629 M.L.K.JR.WAY/735 47th St./4629M L KING JR WY \*\* No Green Number. No original BP on fiche: A55472 alt; A70008 alt windows; B1913 alt. Nothing found in BP by street on Grove or on 47th. Could this be pre 1906???/also A48370 rep 4629 Grove/bldg is at SW cor MLK & 47th ST/ \*\* Date for this bldg as of now is 1914inc 1888c. In 1914 BB notes show fire here, 1915 imp jumps from 3000 to 5800 and Yosemite Laundry takes over. The main section of bldg, along the south part of lot, was inc'd in 1914 rebuilding. The new construction was along MLK JR Wy. On 1888 SA map brick rectangular bldg drawn in. In Oakland Twنشp BB's of 1880(platt bk-Alden

OCHS File Address: 4629 M.L.KING-JR.WY  
 Second Address/location: 741-35 47TH ST  
 Assessor's Parcel No.: 13-1164-29-0  
 Desc.: 1E high one story  
 LF L-plan  
 DL on a double-ended lot

Serialnum: 1435 Study: URM  
 Prelim. Survey (Map 357):  
 Dc3 1910s ALT

1914-15  
~24-39

Use Code: 42 light industrial  
 Improvement Value: \$ 95249

Permit number: GREENNUM from Sanborn Map 333

unless otherwise indicated:

Other sources:  
 BP BY STREET index:  
 Side of street: N S E W Distance/dir.  
 1-series possible permit #s: 3714  
 A-series possible permit #s:

\_\_\_\_\_ from cross st.  
 \_\_\_\_\_ from cross st.

✓ record # seen 47th or

ADDRESS FICHE: Address typed on fiche:  
 CONTRACT INDEXES (1884-99, 1886-1908)

ORIGINAL CONSTRUCTION: Info. from Ledger Book unless otherwise indicated.  
 Fiche Tray 28  Address Fiche  other? Source if not BP: bb  
 pre-BP:  Edwards Trans.  CABN  County Misc.Records  Newspaper

Permit No.:  
 Date Issued: / /  
 Owner:  
 Contractor:  
 Architect:  
 Description:  
 Location:  
 Cost: \$

by: date:

Plans listed in index?  Found? Yes No Date: Reviewed? Date:

ADDRESS FICHE: alterations, additions, moving, demolition, etc. 4629 / 743 47th (orig. file misc. pl)

permit number	date issued	description & location	owner & address	builder & address	architect & address	cost	insp
856117	3/7/55	sketch of cable car, brick-repl. w conc fl, rept. wood beam used beam	The Pullman Co, gm	Herman Krusi, Berk		2000	
A54472	4/13/34	remove bricks from windows now closed -	" " - Chicago IL	none		25	
A48370	10/24/31	tension rods & lower chord member on 10 trusses	" " - gm		RC Schuppert, 4637 Park Bv	275	
D 2716	5/12/77	for rep - use = m fr	Muller & Jackson	Louie Rubenstein		20000	

NOTES AND COMMENTS:

The Pullman Co.'s Private Stear Laundry.--SSInfo: 1.0 stories; 16400 sf; RED & YEL/BEARING WALL; ///EXTERIOR & INTERIOR WALL BRICK MASONRY./--SSaddr: 4629 M.L.K.JR.WAY/735 47th St./4629M L KING JR WY \*\* No Green Number. No original BP on fiche: A55472 alt; A70008 alt windows; B1913 alt. Nothing found in BP by street on Grove or on 47th. Could this be pre 1906??/also A48370 rep 4629 Grove/bldg is at SW cor MLK & 47th ST/ \*\* Date for this bldg as of now is 1914inc 1888c. In 1914 BB notes show fire here, 1915 imp jumps from 3000 to 5800 and Yosemite Laundry takes over. The main section of bldg, along the south part of lot, was incl'd in 1914 rebuilding. The new construction was along MLK JR Wy. On 1888 SA map brick rectangular bldg drawn in. In Oakland Twnshp BB's of 1880(platt bk-Alden Tract), 1884, 1888, 1891 all show this lot to be vacant. This lot not in City BB's until 1898 because part of 1897 annex. | 1936 Reverse Dir.: Pullman Co Laundry





Oakland Cultural Heritage  
Oakland City Planner

13-1164-29-0 ( ) Sanborn: 357  
4629 M L KING JR WY/741-35 47TH ST  
old:  
Prel. Dc 1910s ALT  
Dist: UC=42 Desc: 1E LF DL  
permit: 1902 Sanb:

BUILDING RESEARCH FORM

BR

Present Address or Location \_\_\_\_\_

Estimated Year \_\_\_\_\_

A. To narrow down original construction date, etc., check Historic Maps as follows:

1. First look at the historic Sanborn Insurance Co. Maps and record the following information:

a) Maps which show the property (with or without building) are the following:

- 1) Map # \_\_\_\_\_, Vol # \_\_\_\_\_, Printed \_\_\_\_\_, Updated \_\_\_\_\_ times to \_\_\_\_\_.
- 2) Map # \_\_\_\_\_, Vol # \_\_\_\_\_, Printed \_\_\_\_\_, Updated \_\_\_\_\_ times to \_\_\_\_\_.
- 3) Map # \_\_\_\_\_, Vol # \_\_\_\_\_, Printed \_\_\_\_\_, Updated \_\_\_\_\_ times to \_\_\_\_\_.

b) Circle number (above) of map which is the earliest showing the building:

Building is shown on:  Original Map;  Update Only;  Can't Determine

c) Locate the building as follows:

- 1) Street name and address as shown on map \_\_\_\_\_
- 2) Side of street building is located on N, S, E, W
- 3) Distance from each side of building to respective street corners (scale is usually 1"=50'):

Cross Street \_\_\_\_\_ Distance \_\_\_\_\_ Cross Street \_\_\_\_\_ Distance \_\_\_\_\_

d) Trace building exactly as shown on earliest Sanborn and attach, or describe as follows:

Construction \_\_\_\_\_; Use \_\_\_\_\_; Height \_\_\_\_\_; Other \_\_\_\_\_

e) Compare earliest Sanborn to later ones (including current) and describe the differences (remodelings, etc.):

2. Next determine location of property on Map of Oakland and Vicinity (1912) and record the following:

Tract/Plat Name(s): Alden Tract; Post-1906 Block No. (lg. print) \_\_\_\_\_; Pre-1906 Block No. (sm. print) 2112

3. If building appears to have been constructed prior to 1889, check the Birds-Eye-View Map (c.1871) for a similar structure. None found. If found, describe or sketch below or on reverse:

1880 Plat  
vacant  
SF: ALDEN  
owner

ANNEX 1897

4. Conclusions based on map research: Building was constructed sometime prior to \_\_\_\_\_ and after \_\_\_\_\_

\*1884 Oak Township BB shows cor 47th + Grove was vacant Alterations are:  significant,  minor,  not apparent

1888, 1891 - also vacant

Prepared by: \_\_\_\_\_ Date: \_\_\_\_\_

B. To find original construction date, etc., check City Tax Assessor's Block Books (1877/78-1925) and Tax Assessment Rolls (1856/1927) and record data below: Lot(s) on which building appears to be located: \_\_\_\_\_

Year	City/BB/R	Bk - Bl - Lot(s)	Owner	Land**	Improv.**	PP	Other Info (good notes in County 1889-90, O/T in 1884, etc.)
1898		- - ↑	Oak Consolidated Street		3000	1500	1914 inc 1898 C
1900	1902	14 - - 1216+21	↑		3000	1000	
1905		- - -	Oakland Transit Co		3000	1000	(imp noted on 12)
1906-112		-1164-	Oakland Traction Co		3000		Assd non op vol 14 (1912)
1915		- - 12-16	↑		5900		fire-reassess 1915 Autos 2800
1921	1925	1819-1164- 15+16	Nosemilk Laundry Co		5800	12500	pp inc autos

\* Scale of maps in Block Books is usually 1"=40'.

\*\* Assessments for land usually appear only in the assessment rolls, not the block books. Figures in the block books unaccompanied by notations (such as "imp" or "pp") usually refer to improvements.

Comments ON BASE PROSSA

by 1911 SA Area of Laundry that is Masonry increased by 13-1/2 total area

Prepared by: \_\_\_\_\_ Date: \_\_\_\_\_

If name of the original owner is found, check City Directories (1869-Present) to see if property was owner-occupied

1. Is owner listed in Oakland City Directory? Yes (years checked \_\_\_\_\_) No (years checked \_\_\_\_\_)

2. If listed, copy listing exactly: \_\_\_\_\_

\*\*\* check at end of Owner column if SR form started

Prepared by: \_\_\_\_\_ Date: \_\_\_\_\_

Conclusions:  Needs Chain of Title Research  
 Needs Alteration Permit Research  
 Other \_\_\_\_\_

ORIGINAL OWNER: \_\_\_\_\_  
DATE(S) CONSTRUCTED: \_\_\_\_\_

I | I Oakland Cultural Heritage Survey  
TTTTT Oakland City Planning Department

PLACE TO NAME  
(INDUSTRIAL/COMMERCIAL)  
RESEARCH FORM

P N

File Address: 4629 M L KING JR WY/741-35 47TH ST  
Old Address:

Sanborn 357 Prel. Dc3  
1951 Sanb. p. 333 S  
1902 Sanb. p.

Estdate: 1910s ALT  
APN: 13-1164-29-0

Dist: Use: 42 Desc: 1E LF DL

PERMIT: owner:

	owner:	date:	desc:
1927	(United Service Corp)	4701 Grove	United - operating Ambassador + Yosemite
1923	Yosemite Laundry Co.	JM Kelley pres., 4629 Grove	- Pullman
1928	"	4701 "	
1913	"	"	JPMeehan pres. JM Kelley up 4629 Grove
1908	"	(Meehan + Kelley)	" "
1906	"	660 Franklin	
1904	"	660 Franklin	

Lech of Pullman  
Yosemite -  
misc letter

SANBORN MAPS:

c.1951 "Z MAP" (& GN map) page: 333 color\*: RzC compare: S (Structure: 1W )  
\*brick mixed with wood frame, metal cladding  
Pullman Co. Private Steam Laundry

REVERSE DIRECTORIES ETC.

1936 Kelts Geographical Directory  
1925 Pullman Co Laundry  
1927, 1928 " (" dept) J L Thomas mgr 4629 Grove - 1927 also Pullman Co Employment Agency 404 Willow  
1943 " UV Thomas mgr Ind

1967 Polk's Oakland Directory  
Stone's Linen Supply

Other?

BLOCK BOOKS: 1925? others?

NOTES:

The PULLMAN Co.'s Private Steam Laundry.--SSinfo: 1.0 stories; 16400 sf; RED & YEL/BEARING WALL; ///EXTERIOR & INTERIOR WALL BRICK MASONRY./--SSaddr: 4629 M.L.K.JR.WAY/735 47th St./4629M L KING JR WY \*\* No Green Number. No original BP on fiche: A55472 alt; A70008 alt windows; B1913 alt. Nothing found in BP by street on Grove or on 47th. Could this be pre 1906???/also A48370 rep 4629 Grove/bldg is at SW cor MLK & 47th ST/ \*\* Date for this bldg as of now is 1914 inc 1888c. In 1914 BB notes show fire here, 1915 imp jumps from 3000 to 5800 and Yosemite Laundry takes over. The main section of bldg, along the south part of lot, was inc'd in 1914 rebuilding. The new construction was along MLK JR Wy. On 1888 SA map brick rectangular bldg drawn in. In Oakland Twshp BB's of 1880(platt bk-Alden Tract), 1884, 1888, 1891 all show this lot to be vacant. This lot not in City BB's until 1898

287

BOBB

0

28

5060

GROVE

51<sup>ST</sup> ST.

BOBT

5037

0

ATTN ST.

5026

WEST

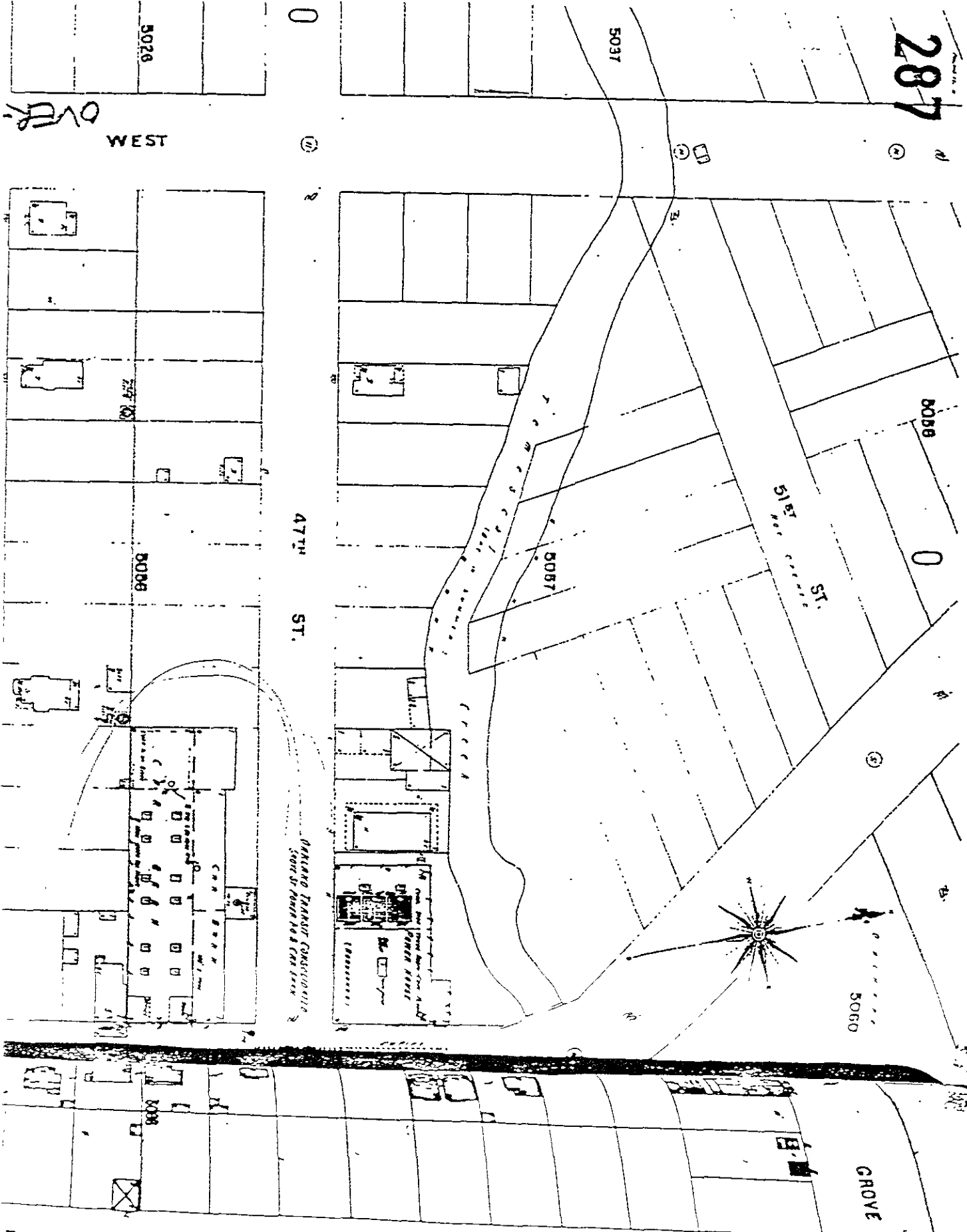
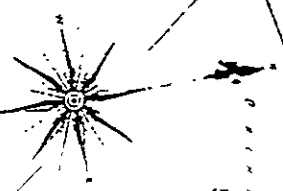
BOBB

5008

ST.

OVER

DETACHED TRANSIT CONSTRUCTION  
SOUTH OF NORTH 51<sup>ST</sup> ST. AND WEST

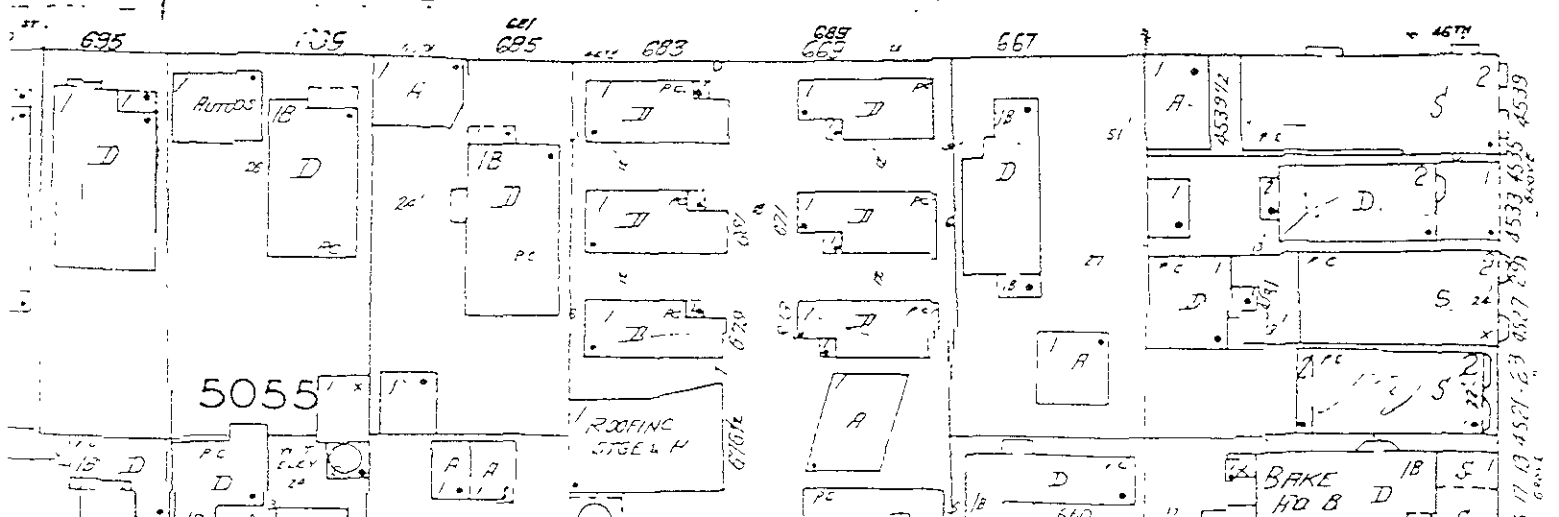
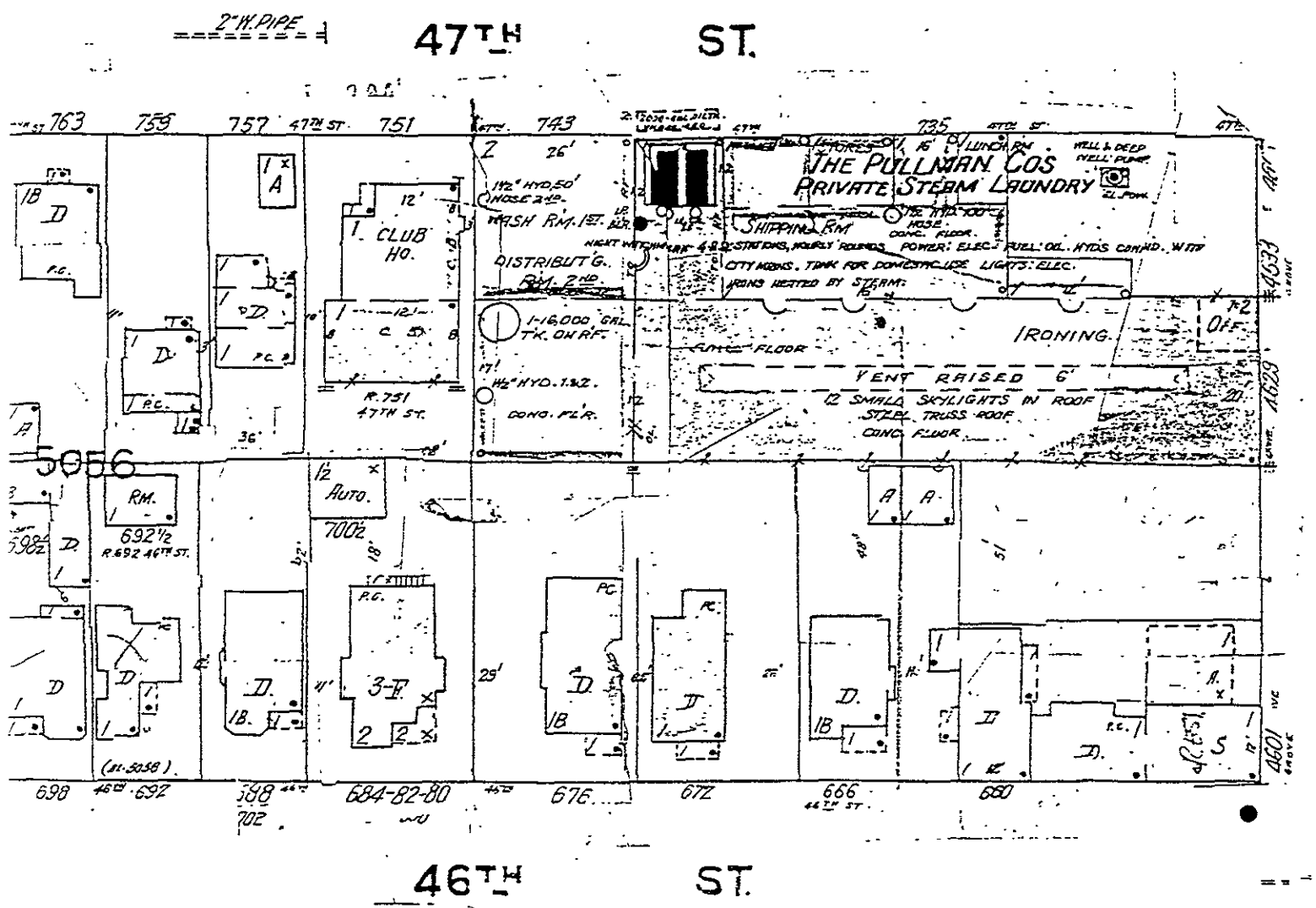


4629 11.11

Seaborn  
1912-1951

333

310

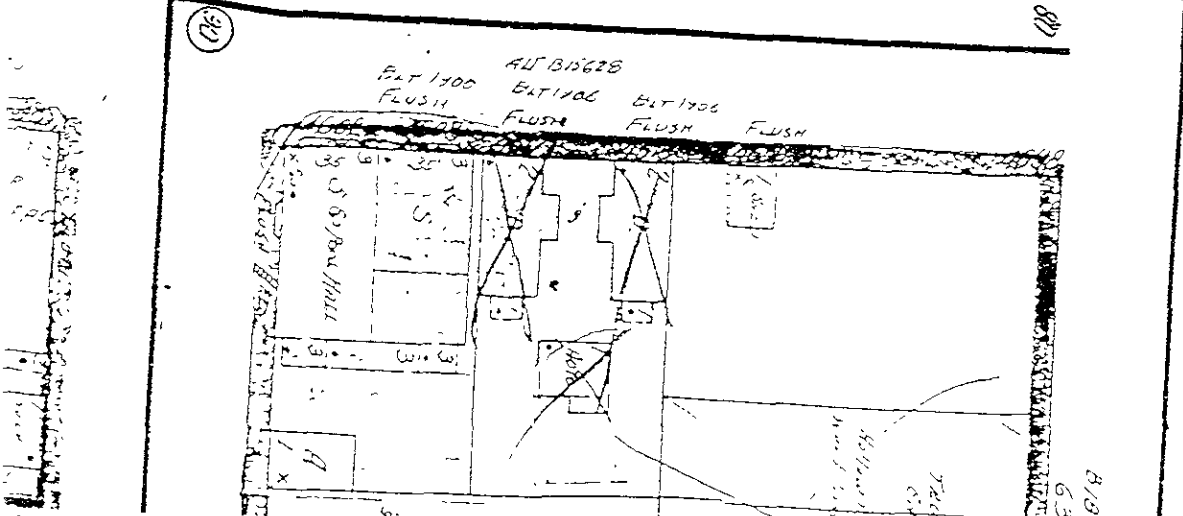
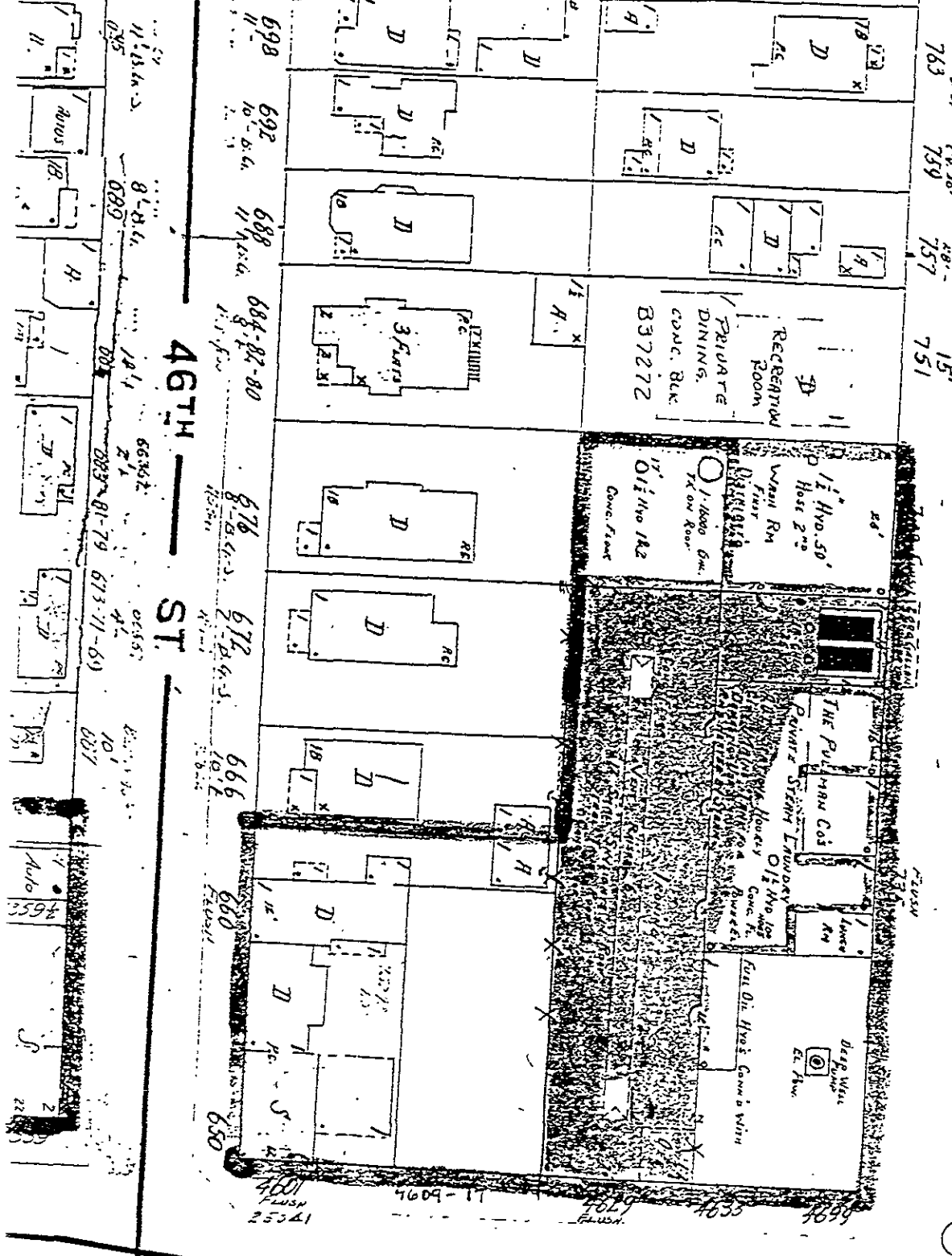


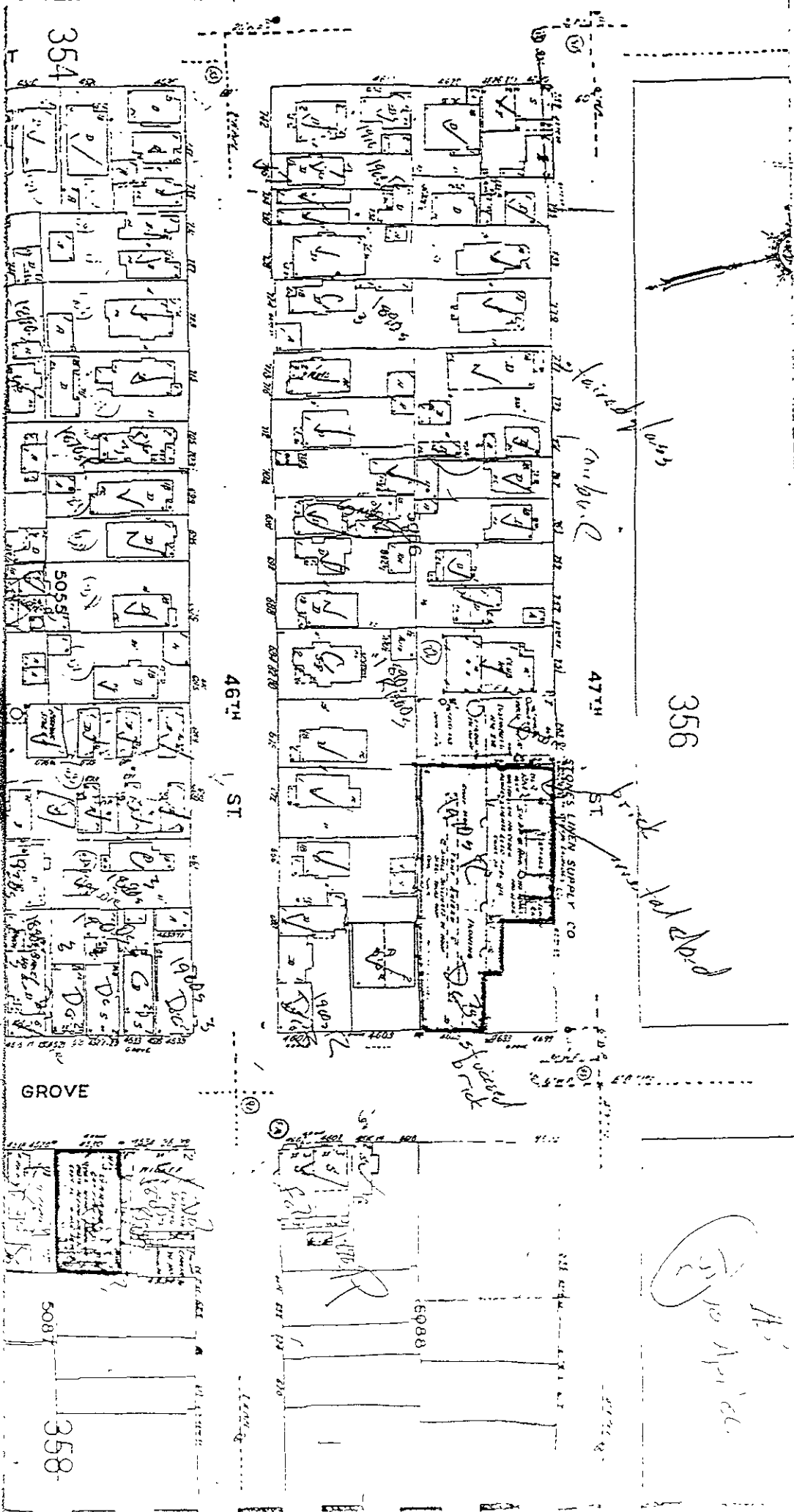
310

Hand drawn Copy

47TH ST.

46TH ST.





354

356

GROVE

508

358

46TH ST

47TH ST

*Handwritten note:* Stonk's Linen Supply Co

*Handwritten note:* Stonk's Linen Supply Co

*Handwritten note:* H.S. 10 April 1911

*Large handwritten letter:* R

"OAKLAND AND BERKELEY'S FIRST ELECTRIC RY"  
by  
Erle Charles Hanson

Electric street railway service began in the Eastbay in May 1891; with the opening of the Oakland and Berkeley Rapid Transit Company's Grove Street Line between Oakland and Berkeley. Hardly had service begun on this 3 foot 6 inch gauge electric line when the name of the company was changed to the Oakland Consolidated Street Railway Company--perhaps a forewarning of what was to follow, for the electric railway company names in the Eastbay have been changing ever since. The first 28 cars of the pioneer electric line were built by the Stockton Combine Harvester and Agricultural Works of Stockton, California. These cars were of the California type like today's California Street cable cars. Most of the cars had four-window long closed sections, and the deck-roof was only over this central section. The trucks were under the open sections which had outward-facing seats. Some of the cars such as Number 11 were of the California type with short drop platforms with outward-facing seats and had a nine-window long closed body. The trucks on this type of car were under the closed section. The early day rider of the nineties liked his fresh air so that the middle three windows and panels of the closed section on cars such as the 11 were removed to create a center open section. Stops were installed where the fifth window had been giving the car a center entrance as well as the end entrances. Among the original 28 cars were four cars with a convertible central section--6 windows long-- the panels on this section could be removed to make the entire car open.

All of these cars were 31 feet long and were on double trucks. Each car was equipped with two fifteen-horsepower Thomson-Houston motors--quite a contrast to the four 65-hp General Electric 201's which Bay Area's 271 has today. Trucks used on the Oakland Consolidated Street Railway Company's 28 cars were of Bemis, Brill, Peckham, and McGuire make. It is interesting to note that the Brill trucks used were of the first maximum traction type developed by that noted builder.

Route of the pioneer electric line was from 2nd and Broadway, via 2nd street to Franklin, Franklin to 13th Street, 13th Street to Grove, and Grove to 47th Street and Grove where the long single-track Berkeley loop began. From 47th and Grove the track went along Grove Street to Center Street, past on Center to Oxford Street, west on Oxford to Allston Way, east on Allston Way to Dana Street, south on Dana to Dwight Way, west on Dwight Way to Shattuck, south on Shattuck to 47th Street, and west on 47th Street to Grove Street where the track again joined those on Grove Street. At this point were located the carhouse, power house, and offices of the Oakland and Berkeley Rapid Transit Company which for most of its independent existence was known as the Oakland Consolidated Street Railway Company. These buildings are still standing today--washed up as a carhouse as early as 1904--they are now used by the Pullman Company for its laundry.

The Berkeley Loop was operated in both direction with four cars each being run from 2nd and Broadway, Oakland. The vertical hand rails, trolley poles, headlights and other trimmings were painted either red or blue to denote which direction the cars ran around the Berkeley Loop. In the 1890's, the company was not too sure about electric lights so that the little cars carried both oil and electric headlights. The electric headlights were mounted on the roof while the oil head lamps were on the dash.

The branch lines of the Oakland Consolidated Street Railway were the 40th Street, the 16th Street, and the West 8th Street Lines. The 40th Street branch began and 40th and Grove, went east on 40th to Broadway, north on Broadway to 41st, east on 41st to Howe Street, and north on Howe Street to a point about one and a half blocks into the Catholic Cemetery. This branch brought the Oakland Consolidated Street Railway into direct competition with the Consolidated Piedmont Cable Company's Piedmont Avenue Line and its construction influenced the later company to re-construct this line as a cable road instead of its 14th Street branch which had been slated for a cable before Piedmont Avenue. The west 16th Street line ran from 16th and Grove, west on 16th to Center st. along Center to 17th St. and west on 17th St. to Wood St. thence via Wood St. to 16th and Wood Streets. The West 8th Street line began at 13th and Grove Streets, south on Grove to 8th St. west on 8th to Pine St. south on Pine St. to 7th St. and terminated at this point. This later line was closed to the 7th St. steam suburban service of the Southern Pacific whose Oakland local passengers rode free in the nineties. However, the new electric service with its five cent fare was able to attract enough riders to make the line pay.

As early as 1893, air brakes had been tried on the narrow gauge electric cars of the Oakland Consolidated Street Railway Company. However, the long-lever hand brake was the standard equipment. The Westinghouse storage air brake system was the one tried. In this system there were no compressors carried on the cars. A large compressor was installed at the car-barn at 47th and Grove Streets, and the air brakes on the air brake cars had their tanks charged from a stanpipe at this location with compressed air at 150 lbs. presser. This charging took about a minute or two, and one charge was found to be sufficient for six hours. Two charges were enough to keep the air brakes on the air brake cars in air for the entire days schedule.

To supply the electricity for the twenty-eight cars, there were two 300-hp Fraser and Chalmers condensing engines which were connected to the same shaft and flywheel. From this wheel, there were two continuous rope belts used to drive a pulley on a jackshaft from which 114-hp Edison Generators were driven by means of pulleys and leather belts. It was possible to cut out any generator through means of clutches. The success of the Oakland Consolidated Street Railway's electric railway system had led to plans as early as 1893, for it to extend its line west on 40th St. to connect with a new ferry line which was then being projected between Oakland and San Francisco. These plans called for a long trestle extending out into the bay on which narrow gauge tracks were to be laid to carry the electric street cars to the ferry boat landing. Blue prints were actually made of the long pier and the ferry boats to be built. These plans show the little California type cars which began the electric service between Oakland and Berkeley out



on the pier waiting for the ferry boats. However, ten years later, the Key Route was to build the Key Pier along far more ambitious plans than those drawn up in 1893.

The Oakland Transit Company was formed on March 1, 1898, to take over the Oakland Consolidated Street Railway Company, the Central Avenue Railway Company, the Alameda Oakland and Piedmont Electric Railroad Company, the Piedmont and Mountain View Railway Company (earlier name Consolidated Piedmont Cable Co.) the East Oakland Street Railway Company, the California Railway, and the Highland Park and Fruit-Vale Railroad. In 1901, this company took over the Oakland Railroad which by now was a standard gauge electric system to form the Oakland Transit Consolidated. The Oakland Railroads lines were the Telegraph Avenue line, the San Pablo Avenue line, and the shuttle line on Alcatraz Avenue, between Lorin (south Berkeley) and Telegraph Avenue. This company had in 1899, built the first portion of the new defunct Euclid Avenue line in Berkeley, from Shattuck Square to Hilgard and Euclid Avenues. Better routing was now possible, and the standard gauged track along Shattuck was connected up with the Telegraph Avenue line. Of course, at this time the gauge on Shattuck had been changed to standard gauge. At about the same time, the Grove Street trackage was rebuilt into a standard gauge line from 20th and San Pablo Avenue, to Lorin. For sometime after this two narrow gauge cars were run on Grove street north from Lorin, to Berkeley station via Grove and Center Streets.

The standard gauging of the original electric line was completed on October 1, 1904; At this time the tracks on Center Street were abandoned, and the extension on Grove Street to University Ave. and east on University Ave. to Shattuck Ave. was put in service. Thus the days of the narrow gauge electric street railway between Oakland and Berkeley were ended. At first the Grove St. car tracks were laid on the east side of Adeline St. and crossed the Southern Pacific tracks at Woolsey St. When the Key Route began in 1903, its mainline was single track at Lorin, between Grove and Woolsey Streets to allow room for the street car tracks.

The narrow gauge street cars did not go out with the change of gauge, however; Placed on standard gauge trucks with more powerful motors, they became noted for their speed. However, the cars known as the Lehighs, (purchased from the Lehigh Valley Co. Pa.) had set a higher standard to street cars in Oakland, and all the later cars were somewhat longer and heavier than the original rolling stock. The little former narrow gauge street cars disappeared one by one, but one of the original electric cars was to remain until 1936. This was the Oakland and Berkeley Rapid Transit Company's number 4, which is best remembered by its last number, the 104. For many years it served as the wrecker at Central Car-House, near Lake Merritt; Of course, its unique little clerestory had been long gone when the car was finally retired, but there was much about it still to recall the electric railway days of the 1890's when the Oakland and Berkeley Rapid Transit Company started the first electric line which first drove the Southern Pacific into the electric street railway business in Oakland. The 104's life span of 45 years has been equaled but a very few times.

32-A Oakland Tribune Wed., May 5, 1971



Golden State Transportation Historical Society collection

**CABLE CAR-LIKE TROLLEYS BROUGHT RAPID TRANSIT TO EASTBAY**  
Oakland-Berkeley line opened 80 years ago this month on Grove Street

# Eastbay's Rapid Tran

By HARRE W. DEMORO  
Tribune Staff Writer

Eighty years ago this month the first electric streetcar sparked out Grove Street to Berkeley, and "rapid transit" was born in the Eastbay.

The Tribune reported on May 12, 1891, that at 5:30 a.m. the first car rolled smoothly out of the car barn at 47th and Grove Streets in Oakland.

Unlike the still uncompleted rapid transit system of the 1970s, the Oakland and Berkeley Rapid Transit Co. operated that first day with no problems worthy of mention, The Tribune reported.

"Downtown and in fact along the line of the road, the cars attracted almost as much attention as a circus," The Tribune noted.

"Enthusiastic residents and property owners, who have been longing for the cars to start, hung out flags on their door-posts, and at the different flagstaffs along the line of the road the Stars and Stripes fluttered in joyous commemoration," the paper reported.

The Tribune devoted much of page one to the opening of the line and one headline was: "On a Broomstick Train." This was a reference to the trolley pole that drew electricity from the overhead wire.

The electrical equipment was of the Sprague type, following the patents of Frank Sprague, a young electrical genius and Annapolis graduate, who resigned his commission to work on electrical

problems. Sprague built what is considered the first successful electric street railway; it opened in 1888 in Richmond, Va.

The Oakland-Berkeley line was among the first successful electric railways on the Pacific Coast, San Jose having recently abandoned a railway that drew power from an underground conduit. A similar street railway also was opened in 1891 in San Francisco.

The sleek new Bay Area Rapid Transit trains are much more sophisticated than the infant sparkers of 80 years ago, but follow the same basic electrical and mechanical technology.

The biggest problem slowing the opening of the railway was a legal quirk. Oakland granted the company a franchise for use of the streets, but then it was discovered the city had no power to make such grants to railroads powered by electricity. Previously, Oakland had only steam, horse and cable railways, all of which were allowed by the city charter. A battle occurred in the State Legislature, but the city secured the necessary authorization and construction was not seriously delayed.

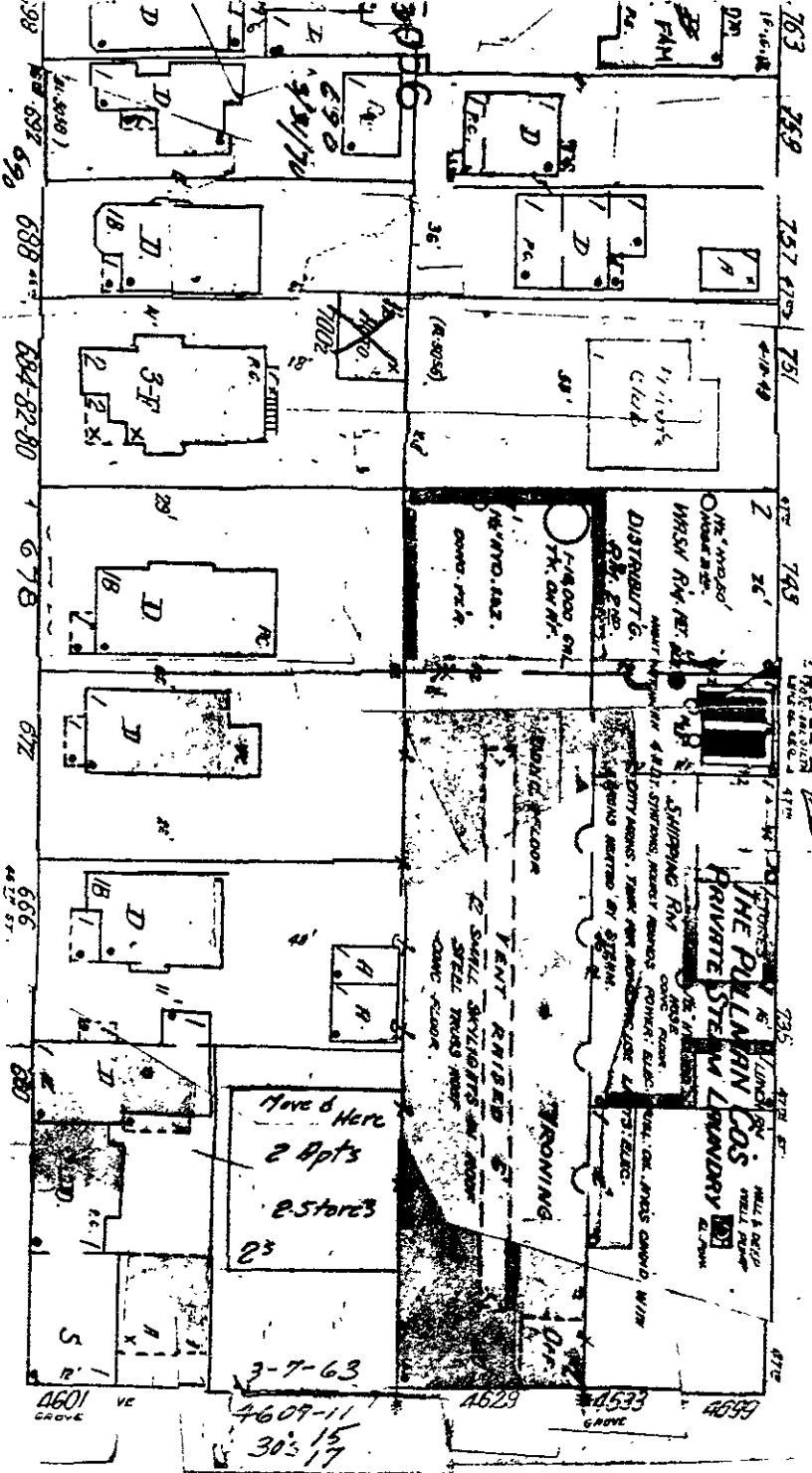
George McNair, a wealthy grain merchant, was president of the line. James Gamble of Piedmont, a Western Union executive, first proposed the idea, and developed the plan after seeing a successful installation in Seattle.

BART turned to an aerospace manufacturer, the Rohr Corp., for its sophisticated electric cars. The trolley line bought its first cars from a farm implement company, the Stockton Combine, Harvester and Agricultural Works. They were similar in appearance to the cable cars on California Street in San Francisco.

The line terminated at Second Street and Broadway in Oakland. It ran to Berkeley on Franklin, 13th and Grove Streets. It branched into two lines at 47th and Grove Street, with one continuing out Grove to Berkeley, and eventually to the University of California, and the other line also going

310

2" W. PIPE  
47TH ST.



46TH ST.

1" W. PIPE  
6" W. PIPE

