

Decision No. 13364

ORIGINAL

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 industrial tracks
across 13th St., alley between
13th and 14th and A and B Sts.,
across 14th St., 18th St., alley
between 17th, 18th, A and B Sts.,
across A St., alley between 17th
and 18th and A and North B Sts.
and in two locations across North
B St., in the City of Sacramento,
County of Sacramento, State of
California.

Application No. 9921

BY THE COMMISSION:

ORDER

Southern Pacific Company, a corporation, filed the above entitled application with this Commission on the 27th day of March, 1924, asking for authority to construct its spur tracks at grade across 13th Street, alley between 13th, 14th, A and B Streets, across 14th Street, 18th Street, alley between 17th, 18th, A, and North B Streets and in two locations across North B Street, in the City of Sacramento, County of Sacramento, State of California, as hereinafter set forth. The necessary franchise or permit has been granted by the City Council of said City for the construction of said crossings at grade, and 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 avoid a grade crossing with said streets and alleys and that this appli-

cation 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 its spur tracks at grade across 13th Street, Alley between 13th, 14th, A and B Streets, across 14th Street, 18th Street, alley between 17th, 18th, A, and North B Streets and in two locations across North B Street, in the City of Sacramento, County of Sacramento, State of California, as follows:

1. Across 13th Street between A and B Streets and alley in block bounded by A and B, 13th and 14th Streets.

COMMENCING at a point in the center line of proposed track, said point being 1204.2 feet westerly from the West side of 16th Street and 195.79 feet southerly from the South side of A Street, said distances being measured respectively along the southerly side of A Street and the westerly side of 13th Street; thence South $84^{\circ} 37'$ East, a distance of 82.49 feet along center line of proposed track to the easterly line of 13th Street; thence continuing across alley in block bounded by 13th and 14th and A and B Streets, a distance of 61.38 feet, to the northerly line of said alley.

2. Across 14th Street between A and B Streets.

COMMENCING at a point in the center line of proposed track, said point being on the westerly line of 14th Street, 802.8 feet westerly from the West side of 16th Street and 94.82 feet southerly from the South line of A Street, said distances being measured respectively along the southerly line of A Street and the westerly line of 14th Street; thence easterly along center line of proposed track following a tapering curve concave to the left, the curvature of which increases $2^{\circ} 30'$ at each 15 feet of its length (and with a radius 1146.0 feet), at its intersection with the West line of 14th Street, a distance of 81.35 feet; thence along a curve concave to the left (with a radius of 286.84 feet), a distance of 1.75 feet, to a point on the easterly line of 14th Street, said point being 67.33 feet southerly from the southerly line of A Street, said distance being measured along easterly line of 14th Street.

3. Across 18th Street between A and B Streets.

COMMENCING at a point in the center line of proposed track, said point being on the East line of 18th Street, 802.8 feet easterly from the East side of 16th Street and 292.44 feet southerly from the South line of A Street, said distances being measured respectively along the southerly line of A Street and the easterly line of 18th Street; thence northerly along center line of proposed track on a curve concave to the right (with a radius of 286.84 feet) an arc distance of 124.58 feet to the westerly line of 19th Street, said point being 199.29 feet from the southerly line of A Street, said distance being measured along the westerly line of 18th Street.

4. Alley between A and B, 17th and 18th Streets.

COMMENCING at a point in the center line of proposed track, said point being on the southerly side of alley bounded by 17th and 18th Streets and A and B Streets, and 709.88 feet easterly from the East line of 16th Street, said distance being measured along the southerly line of said alley; thence northerly along center line of proposed track on a curve concave to the right (with a radius of 286.84 feet), across said alley an arc distance of 23.44 feet to a point on the northerly line of said alley, 702.80 feet easterly from the East line of 16th Street, measured along the northerly line of alley.

5. Across A Street between 17th and 18th Streets.

COMMENCING at a point in the center line of proposed track, said point being on the South line of A Street, 695.59 feet easterly from the East side of 16th Street, said distance being measured along the southerly side of A Street; thence northerly along center line of proposed track on a curve concave to the right (with a radius of 286.84 feet), an arc distance of 1.25 feet; thence on tangent North $32^{\circ} 30'$ East, a distance of 58.14 feet; thence on a curve concave to the left (with a radius of 382.25 feet), an arc distance of 21.71 feet, to the northerly line of A Street.

6. Across alley between A and North B Streets, 17th and 18th Streets.

COMMENCING at a point in the center line of proposed track, said point being on the South line of alley bounded by A and North B Streets and 17th and 18th Streets, 718.8 feet easterly from the East side of 16th Street, said distance being measured along the southerly line of said alley; thence northerly along center line of proposed track parallel to the easterly line of 16th Street, a distance of 20 feet to the northerly side of said alley.

7. Across North B Street between 17th and 18th Streets.

COMMENCING at a point in the center line of proposed track, said point being on the South line of North B Street, 718.8 feet easterly from the East side of 16th Street, said distance being measured along the southerly side of North B Street; thence North $19^{\circ} 30'$ East, along center line of proposed track, a distance of 24 feet; thence along a curve concave to the right (with a radius of 382.25 feet), an arc distance of 56 feet, to a point on the northerly line of North B Street, said point being 726 feet easterly from the East line of 16th Street, said distance being measured along the northerly side of North B Street.

Track No. 2. COMMENCING at a point in the center line of proposed track, said point being on the South line of North B Street, 714.1 feet easterly from the East side of 16th Street, said distance being measured along the southerly side of North B Street; thence North $11^{\circ} 20'$ East, along center line of proposed track, a distance of 80.82 feet to the northerly line of North B Street, said point being 702.62 feet easterly from the East line of 16th Street, said distance being measured along the northerly side of North B Street.

All of the above as shown by the map (Sacramento Division Drawing A-89) attached to the application; said crossings to be constructed subject to the following conditions, viz:-

(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 so constructed that grades of approach not exceeding four (4) percent will be feasible in the event that the construction of roadway along said streets and alleys shall hereafter be authorized and so that said grade crossings of said streets and alleys may be made safe 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 crossings.

(4) This order is made upon the express condition that said streets and alleys 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 or opening of said streets and alleys to public use across said railroad tracks.

(5) 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.

(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.

This order shall become effective three (3) days after
the making thereof.

Dated at San Francisco, California, this 2nd day of
April, 1924.

Oliver

Egerton Shore

J. H. Whittelsey

Commissioners.