

Decision No. 13641

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application  
of The Atchison, Topeka and Santa  
Fe Railway Company, a corporation,  
for authority to construct a spur  
track upon and along Iowa Street  
between 23rd and 25th Streets, in  
the City and County of San Francisco,  
State of California.

Application No. 10129

BY THE COMMISSION:

O R D E R .

ORIGINAL

The Atchison, Topeka and Santa Fe Railway Company, a corporation, filed the above entitled application with this Commission on the 29th day of May, 1924, asking for authority to construct a spur track at grade across a portion of Iowa Street between 23rd and 25th Streets in the City and County of San Francisco, State of California, as hereinafter set forth. The necessary franchise or permit (Ordinance No. 6246 New Series) has been granted by the Board of Supervisors of said City and County of San Francisco for the construction of said crossing 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 provide a separated grade crossing at the point mentioned in this application, or to avoid a grade crossing with said portion of Iowa 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 The Atchison, Topeka and Santa Fe Railway Company to construct a spur tract at grade across a portion of Iowa Street in the City and County of San Francisco, State of California, as follows:

BEGINNING at a point in the center line of an existing track in Iowa Street, City and County of San Francisco, said point lying 55.00 feet southerly from the southerly line of Twenty-third Street and 40.00 feet westerly from the easterly line of Iowa Street; thence southeasterly on the arc of a curve concave to the northeast and having a radius of 235.65 feet, a distance of 93.88 feet, to a point which is distant 95.46 feet southerly from the southerly line of Twenty-third Street and 21.27 feet westerly from the easterly line of Iowa Street; thence southeasterly in a direct line, a distance of 32.09 feet to a point which is distant 177.50 feet southerly from the southerly line of Twenty-third Street and 8.75 feet westerly from the easterly line of Iowa Street; thence southeasterly on the arc of a curve concave to the southwest and having a radius of 235.65 feet, a distance of 93.88 feet to a point which is distant 270.46 feet, southerly from the southerly line of Twenty-third Street, and 10.00 feet easterly from the easterly line of Iowa Street; thence southerly on a line parallel to and distant 10.00 feet easterly from the easterly line of Iowa Street a distance of 100.00 feet to the end.

All of the above as shown by the map (Asst. Eng. No. 500-863-A) attached to the application; said crossing to be constructed subject to the following conditions, viz:

(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 of a width and type of construction to conform to that portion of said Iowa Street now graded, with the top of rails flush with the roadway, and with grades of approach not exceeding two (2) per cent; shall be protected by a suitable crossing sign, and shall in every way 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 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.

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

Dated at San Francisco, California, this 3rd  
day of June, 1924.

C. C. Sawyer

H. B. Brundage

J. T. Whittsey  
Commissioners.