

Decision No. 14326

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 drill tracks )  
across Yosemite Avenue, Armstrong )  
Avenue, Bancroft Avenue, Carroll )  
Avenue, Mendell Street and portion )  
of an unnamed street, in the City )  
and County of San Francisco, State )  
of California. )

Application No. 10533.

BY THE COMMISSION:

ORDER

Southern Pacific Company, a corporation, filed the above-entitled application with this Commission on the 10th day of October, 1934, asking for authority to construct industrial drill tracks at grade across various streets in the City of San Francisco, County of San Francisco, State of California, as hereinafter set forth. The necessary franchise or permit (6362 New Series) has been granted by the Board of Supervisors 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 provide separated grade crossings at the points mentioned in this application, or to avoid grade crossings with said streets 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 industrial drill tracks at grade across Yosemite Avenue, Armstrong Avenue, Bancroft Avenue, Carroll Avenue, Mendell Street, and a portion of an unnamed street, in the City of San Francisco,

County of San Francisco, State of California, as follows:

Commencing at the intersection of the westerly line of Mendell Street (formerly M Street South) with the north-easterly line of Yosemite Avenue (formerly 24th Avenue South); thence northwesterly along the said northeasterly line of Yosemite Avenue (formerly 24th Avenue South), a distance of 110.00 feet, more or less, to the point of beginning of the line to be described, said point being 90.00 feet at right angles easterly from the surveyed center line of the Southern Pacific Company's main line; thence southerly parallel to and 90.00 feet at right angles easterly from the said surveyed center line of the Southern Pacific Company's main line and along an unnamed street (property for said unnamed street was dedicated by the Southern Pacific Company to the City of San Francisco, December 2, 1904, and recorded February 28, 1905, in Liber 2103, Page 194, San Francisco County Records), crossing Yosemite Avenue (formerly 24th Avenue South), Mendell Street (formerly M Street South), Armstrong Avenue (formerly 25th Avenue South) and Bancroft Avenue (formerly 26th Avenue South), a distance of 963.00 feet, more or less, to a point in the northerly line of Carroll Avenue (formerly 27th Avenue South); thence on a curve to the right with a radius of 573.14 feet for a distance of 88 feet, more or less, to a point on the southerly line of Carroll Avenue.

Commencing at the intersection of the southwesterly line of Armstrong Avenue (formerly 25th Avenue South) with the westerly line of Mendell Street (formerly M Street South); thence southwesterly along the said westerly line of Mendell Street (formerly M Street South), a distance of 7.00 feet to a point; thence at right angles easterly from the said westerly line of Mendell Street (formerly M Street South) a distance of 13.00 feet, more or less, to a point in the center line of the present constructed and operated eastbound main track of the Southern Pacific Company's main line, the point of beginning of the line to be described; thence southerly on a number 10 turnout curve, concave to the left and crossing Mendell Street (formerly M Street South), a distance of 90.00 feet, more or less, to a point in the easterly line of Mendell Street (formerly M Street South), distant thereon 115.00 feet, more or less, northeasterly from the intersection of the easterly line of Mendell Street (formerly M Street South), with the northeasterly line of Bancroft Avenue (formerly 26th Avenue South); thence continuing southerly into private property.

Commencing at the intersection of the easterly line of Mendell Street (formerly M Street South), with the north-easterly line of Bancroft Avenue (formerly 26th Avenue South); thence southeasterly along the said northeasterly line of Bancroft Avenue (formerly 26th Avenue South), a distance of 90.00 feet, more or less, to the point of beginning of the line to be described; thence southerly crossing Bancroft Avenue (formerly 26th Avenue South) and along an unnamed street (property for said unnamed street was dedicated by the Southern Pacific Company to the City of San Francisco, December 2, 1904, and recorded February

28, 1905, in Liber 2103, Page 194, San Francisco County Records), a distance of 245.00 feet, more or less, to a point, said point being 90.00 feet at right angles easterly from the surveyed center line of the Southern Pacific Company's main line, the end of line.

and as shown by the map (14617) 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 three (3) per cent will be feasible in the event that the construction of roadway along said streets shall hereafter be authorized and so that said grade crossings 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) 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.

(5) This order is made upon the express condition that said streets 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.

(6) This order is granted upon the express condition, that in the event that it becomes necessary to open one or more of said streets across the main tracks of the Southern Pacific Company, the granting of this application and the expenditures of money made in connection therewith in the building of the tracks applied for or

in the construction of industrial plants to be served thereby, shall not be urged by applicant or others as reasons why a separation of grades should not be made at such point or points.

(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 demand such action.

This order shall become effective two (2) days after the making thereof.

Dated at San Francisco, California, this 29<sup>th</sup> day of October, 1924.

C. S. Seavey  
H. B. Boudier  
Egerton Shore

Commissioners.