

ORIGINAL

Decision No. 14247

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 an unnamed street and)
across Bancroft Avenue, in the City)
and County of San Francisco, State)
of California.)

Application No. 10553.

ORIGINAL

BY THE COMMISSION:

O R D E R

Southern Pacific Company, a corporation, filed the above-entitled application with this Commission on the 20th day of October, 1924, asking for authority to construct a spur track at grade across an unnamed street and across Bancroft Street in the City of San Francisco, County of San Francisco, State of California, as hereinafter set forth. The necessary franchise or permit (6361 (N.C.)) 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 a spur track at grade across a portion of an unnamed street and across Bancroft Street, in the City of San Francisco, County of San Francisco, State of California, as follows:-

BEGINNING at a point in a certain street in the City and County of San Francisco, said street being located adjacent to and on the easterly side of the Southern Pacific Company's main line between Yosemite and Carroll Aves., said point being distant southerly 30 ft. more or less from the southerly line of Armstrong Avenue produced and distant easterly 25 ft. from the westerly line of the first above mentioned street; thence in a southerly direction through a No. 7 turnout to the left for a distance of 82.6 ft.; thence on a tangent a distance of 88 ft. more or less to a point; thence on a curve concave to the left having a radius of 286.84 feet for a distance of 280 feet more or less and crossing said first above mentioned street to a point distant northerly 8 1/2 ft. from the southerly line of Bancroft Ave. and distant 487 ft. more or less from the westerly line of Railroad Ave. produced; thence in a southeasterly direction parallel to and distant northerly 8.5 ft. at right angles to the said southerly line of Bancroft Ave. a distance of 409 ft.

and as shown by the map (14576) 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 street 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 29th day of October, 1924.

C. C. Kearney
H. B. Brundage

Egerton Shore

Commissioners.