

Decision No. 15209

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 seven railroad tracks) Application No. 11377.
across Second Street Extension in)
the City of Sacramento, County of)
Sacramento, State of California.)

BY THE COMMISSION:

O R D E R

Southern Pacific Company, a corporation, filed the above-entitled application with this Commission on the 3rd day of July, 1925, asking for authority to construct seven railroad tracks at grade across Second Street Extension in the City of Sacramento, County of Sacramento, State of California, as hereinafter set forth. The necessary franchise or permit (Ordinance No. 73, First Series) has been granted by the Board of Trustees of said City for the construction of said crossings at grade. 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 grade separations, or to avoid grade crossings at the points mentioned in this application with said Second Street Extension 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 seven railroad tracks at grade across Second Street Extension,

in the City of Sacramento, County of Sacramento, State of California, as follows:

Track One: Beginning at a point on the southwesterly line of Second Street Extension, distant thereon 380 feet, more or less, northwesterly from the point of intersection of the southwesterly line of Second Street Extension produced southeasterly, with the center line of Second Street; thence easterly across Second Street Extension along a curve to the right of radius 340.68 feet to a point on the northeasterly line of Second Street Extension, distant thereon two hundred eighty-nine (289) feet, more or less, northwesterly from the point of intersection of the said northeasterly line of Second Street Extension with the center line of Second Street.

Track Two: Beginning at a point on the southwesterly line of Second Street Extension, distant thereon 425 feet, more or less, northwesterly from the point of intersection of the southwesterly line of Second Street, produced southeasterly, with the center line of Second Street; thence easterly along a straight line across Second Street Extension to a point on the northeasterly line of Second Street Extension, distant thereon 300 feet, more or less, northwesterly from the point of intersection of the said northeasterly line of Second Street Extension with the center line of Second Street.

Track Three: Beginning at a point on the southwesterly line of Second Street Extension, distant thereon 438 feet, more or less, northwesterly from the point of intersection of the southwesterly line of Second Street Extension, produced southeasterly, with the center line of Second Street; thence through a turnout curve to the right, a distance of 90 feet, more or less, to a point in the northeasterly line of Second Street Extension, distant thereon 322 feet, more or less, from the intersection of said northeasterly line of Second Street Extension with the center line of Second Street.

Track Four: Beginning at a point on the southwesterly line of Second Street Extension, distant thereon 446 feet, more or less, northwesterly from the point of intersection of the southwesterly line of Second Street Extension produced southeasterly with the center line of Second Street; thence easterly in a straight line across Second Street Extension to a point on the northeasterly line of Second Street Extension, distant thereon 322-feet, more or less, northwesterly from the point of intersection of the said northeasterly line of Second Street Extension with the center line of Second Street.

Track Five: Beginning at a point on the southwesterly line of Second Street Extension, distant thereon four hundred sixty-five (465) feet, more or less, northwesterly from the point of intersection of the southwesterly line of Second Street Extension, produced southeasterly with the center line of Second Street; thence easterly across Second Street Extension through a number ten turnout to the right to a point on the northeasterly line of Second Street Extension, distant thereon 371 feet, more or less, northwesterly from the point of intersection of the said northeasterly line of Second Street Extension with the center line of Second Street.

Track Six: Beginning at a point on the southwesterly line of Second Street Extension, distant thereon 465 feet, more or less, northwesterly from the point of intersection of the southwesterly line of Second Street Extension, produced southeasterly with the center line of Second Street; thence easterly across Second Street Extension through a turnout and along a curve to the left of radius 657.47 feet to a point on the northeasterly line of Second Street Extension, distant thereon three hundred seventy-eight (378) feet, more or less, northwesterly from the point of intersection of the said northeasterly line of Second Street Extension with the center line of Second Street.

Track Seven: Beginning at a point on the southwesterly line of Second Street Extension, distant thereon 482 feet, more or less, northwesterly from the point of intersection of the southwesterly line of Second Street Extension produced southeasterly with the center line of Second Street; thence easterly across Second Street Extension along a curve to the left of radius 644.47 feet, to a point on the northeasterly line of Second Street Extension, distant thereon 394 feet, more or less, northwesterly from the point of intersection of the said northeasterly line of Second Street Extension with the center line of Second Street.

and as shown by the map (Sacramento Division Drawing S-382-a) 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 constructed of a width and type of construction to conform to those portions of said street now graded, with the tops of rails flush with the pavement, and with grades of approach not exceeding two (2) per cent; shall be protected by suitable crossing signs, 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 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) 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.

The authority herein granted shall become effective on the date hereof.

Dated at San Francisco, California, this 23rd day of July, 1925.

H. B. ...

O. ...

George W. Squires

Commissioners.