

Decision No. 15519.

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the application of
the Western Pacific Railroad Company
for permission to construct a spur
track at grade across Loomis Street,
San Bruno Avenue and Holladay Avenue,
San Francisco, and across track of
Market Street Railway Company at San
Bruno Avenue.

Application No. 11,206.

C. W. Dooling for Applicant.
Bernard Lowe in propria persona.
E. G. Poss for California Highway Commission.
William Tudor, for California Automobile
Association.
C. E. Healy for City and County of San
Francisco.
L. P. Natcher for Quality Enameling Co.
Harry Gorman, for City Industrial Land Co.

SEAVEY, COMMISSIONER:

O P I N I O N

This is an application of the Western Pacific Railroad Company requesting authority to construct a spur track crossing at grade Loomis Street, Holladay Avenue and San Bruno Avenue and the tracks of the Market Street Railway Company on San Bruno Avenue, all in the City and County of San Francisco. Public hearings on this matter were held in San Francisco on September 2nd and September 15th, 1925, at which the authorization of the crossing of San Bruno Avenue at grade was protested by the California Highway Commission.

The spur track, which it is desired to construct, originates in the old Ocean Shore track in Loomis Street (now operated by Western Pacific Railroad) and passes over private property between that street and San Bruno Avenue, thence across this avenue and tracks of Market Street Railway thereon into the property which it is proposed to develop.

This property consists of approximately six acres of light industrial property lying immediately adjacent and west of San Bruno Avenue and north of Cortland Avenue. A portion of this area is fairly level and available for use with a small amount of grading but some of it lies on steep slopes of rock formation and will require heavy grading. There is at the present time one building on the westerly end of the property, the plant of the Quality Enameling Company, which has just been completed. The remainder of the property is vacant. Because of the contour of the ground and the irregular shape of the area suitable for industrial use, it is proposed to construct the spur track with gradients as great as four per cent and curvetures as sharp as of thirty degrees.

This property is classified as "light industrial" in the San Francisco zoning ordinance and an inspection of the map filed as Applicant's Exhibit No. 1, on which is shown in distinguishing colors the areas designated as light and heavy industrial districts, indicates that the greater portion of the territories classified as light industrial are those which are not readily accessible by spur tracks. It was represented that there is in San Francisco a shortage of industrial property but it appears that there are at present undeveloped several hundred acres suitable for industrial use in the immediate vicinity of this property, which can be reached by railroad trackage without grade crossings of arterial thoroughfares. The plea of public necessity for this grade crossing, therefore, has little merit.

San Bruno Avenue is one of the two arterial streets connecting downtown San Francisco with the existing Bay Shore County Road leading through South San Francisco to a connection with the main Peninsula Highway at San Bruno. It carries a heavy traffic which is estimated at about 6000 vehicles per day, much of which is inter-city

traffic. In addition there are normally 320 street car movements a day on the Market Street Railway at this point. In the vicinity of the proposed crossing, this street and additional land on each side, a total width of 125 feet, was declared a State Highway by the State Legislature at its last session and when improved as such will become a part of the so-called Bay Shore Highway, which is now being constructed southward from South San Francisco and will eventually be extended on to San Jose following in a general way the west shore line of San Francisco Bay.

While there appears to be a certain amount of hazard and inconvenience to the public offered by the installation of this spur track at grade across the existing San Bruno Avenue, these factors are not nearly as objectionable as they will be when this street is straightened and widened and reconstructed as a part of the Bay Shore Highway. If the establishment of a permanent grade crossing can be avoided and a temporary crossing installed with proper restrictions as to operation and use and ample protection provided, authorization of the crossing applied for may be justified.

It appears that it is feasible to avoid a grade crossing over the future Bay Shore Highway and serve this property as adequately as proposed by the Western Pacific Railroad and also that tracks so constructed need not materially interfere with any development of the tract that may be undertaken under the present plan of improvement, and it therefore appears reasonable to grant the present crossing with the condition that it be abolished at such time as the Bay Shore Highway is constructed.

The applicant contends that to properly serve the industries to be located on this track, two switches per day will be required and that due to uncertainties in the arriving time of trains and length of time required to load outgoing shipments, considerable latitude in the time of these switches should be permitted.

even going so far as to state that a period of ten hours per day will be required. Considering that the one industry at present located on the tract has a potential business of ten carloads per month and that the ultimate development of the property is five industries handling one carload at a time, this limit appears excessive. A period of one hour between 12:00 noon and 1:00 P.M. is recommended by the City Engineer as this is the hour of minimum vehicular traffic in industrial districts during the daylight hours. Night switching over important streets that carry a substantial amount of through traffic at high speeds is always very objectionable. One hour should be adequate time to handle the maximum switching that will be required and it appears reasonable to limit the use of the crossing to the hour suggested.

With these and other suitable restrictions, such as the installation of derails at proper points and the flagging of all movements over the crossing, it appears proper to authorize this grade crossing as a temporary measure, until the Bay Shore Highway is actually constructed in this vicinity. There appears to be no important objection to the authorization of the other crossings proposed in this application.

O R D E R

The Western Pacific Railroad Company, a corporation, having made application to this Commission for authority to construct a spur track at grade across Loomis Street, San Bruno Avenue and Holladay Avenue in the City and County of San Francisco, State of California, and across the tracks of Market Street Railway Company on said San Bruno Avenue, all as hereinafter set forth, a public hearings having been held, the Commission being apprised of the facts, the matter

being under submission and ready for decision,

IT IS HEREBY ORDERED, that permission and authority be and it is hereby granted to The Western Pacific Railroad Company to construct a spur track at grade across Loomis Street, San Bruno Avenue and Holladay Avenue, in the City and County of San Francisco, State of California, as follows:

Beginning at a point in the center line of the existing track of The Western Pacific Railroad Company in Loomis Street, distant thereon approximately 705 feet, measured northerly along said center line from the intersection thereof with the westerly line of said Loomis Street; thence in a southerly direction with switch and turnout to the left approximately 140 feet; thence on a curve to the right approximately 335 feet, crossing the said track of The Western Pacific Railroad Company approximately 630 feet northerly of the northerly line of Waterloo Street, and crossing the westerly line of said Loomis Street at a point distant thereon approximately 560 feet northerly of the northerly line of said Waterloo Street; thence on a tangent westerly approximately 225 feet, crossing the easterly line of San Bruno Avenue, also the tracks of the Market Street Railway Company approximately 580 feet northerly of the northerly line of said Waterloo Street; thence in a westerly direction by curve to the left approximately 245 feet, crossing the westerly line of said San Bruno Avenue at a point distant thereon approximately 460 feet northerly of the northerly line of Cortland Avenue; thence by curve to the right approximately 325 feet, crossing the easterly line of Holladay Avenue at a point approximately 170 feet northerly of the northerly line of said Cortland Avenue, and the westerly line of said Holladay Avenue approximately 155 feet northerly of the northerly line of Cortland Avenue; thence by tangent in a westerly direction approximately 320 feet to the point of termination.

and as shown by the map (Exhibit "A") attached to the application, said crossings to be constructed subject to the following conditions, viz:

(1) The authority herein granted, insofar as it applies to the crossing of San Bruno Avenue, shall lapse and become void upon the construction and opening to public use and travel of the Bay Shore Highway to Redwood City, San Mateo County, California

(2) 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.

(3) Said temporary crossing of San Bruno Avenue shall be constructed substantially in accordance with Standard No. 4, as specified in General Order No. 72 of this Commission and shall be constructed of a width to conform to that portion of said Avenue now graded, with the tops of rails flush with the pavement, and with grades of approach not exceeding one (1) 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.

(4) The applicant shall file a plan and stipulation, which will meet with the approval of the Commission showing the manner in which it will undertake and agree to provide track service to the property now proposed to be served, without a grade crossing of the Bay Shore Highway, if and when said San Bruno Avenue in this vicinity shall be reconstructed as a part of said Bay Shore Highway, and no work of constructing the temporary crossing herein authorized shall be undertaken until said plan and stipulation has been approved by the Commission.

(5) Before using the said temporary crossing of San Bruno Avenue for the passage of cars or engines, applicant shall install derails on the tracks herein proposed of a type and in a location approved by the Commission.

(6) No trains, engines, motors or cars shall be moved over or allowed to stand upon said temporary crossing of San Bruno Avenue between the hours of 1:00 P.M. and 12:00 M.

(7) No trains, engines, motors or cars shall be operated over said temporary crossing of San Bruno Avenue without first having been brought to a stop and the traffic on the highway protected by a member of the train crew or other competent employee acting as a flagman.

(8) This order is made upon the express condition that Loomis Street and Holladay Avenue 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.

IT IS HEREBY FURTHER ORDERED, that permission and authority be and it is hereby granted to The Western Pacific Railroad Company to construct a spur track at grade across the tracks of Market Street Railway Company within the City and County of San Francisco, State of California, at a point on San Bruno Avenue approximately 550 feet north of Waterloo Street; 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 shall be borne by applicant.

(2) All trains, motors, engines and cars of applicant shall stop before crossing the tracks of Market Street Railway Company and shall not proceed thereover until the conductor or other competent employee has gone upon the crossing to ascertain that it is safe so to do and shall have given a suitable signal to proceed.

IT IS HEREBY FURTHER ORDERED, that

(1) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of the crossings herein authorized.

(2) 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.

(3) 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 foregoing opinion and order are hereby approved and ordered filed as the opinion and order of the Railroad Commission of the State of California.

Dated at San Francisco, California, this 9th
day of October, 1925.

H. B. Bondi

Chas.

George D. Squires

Leon Whitell
Commissioners.