

Decision No. 18580

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 team
track across "N" Street, Eighth
Street, Seventh Street, Sixth Street
and Imperial Avenue in the City of
San Diego, County of San Diego,
State of California.

ORIGINAL

Application No. 11746.

BY THE COMMISSION:

O R D E R

The Atchison, Topeka and Santa Fe Railway Company, a corporation, filed the above-entitled application with this Commission on the 25th day of September, 1925, asking for authority to construct a team track at grade across "N" Street, Eighth Street, Seventh Street, Sixth Street and Imperial Avenue in the City of San Diego, County of San Diego, State of California, as hereinafter set forth. The necessary franchise or permit (New Charter Ordinance No. 58) has been granted by the Board of Trustees of said City of San Diego 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 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 The Atchison, Topeka and Santa Fe Railway Com-

pany to construct a team track at grade across "N" Street, Eighth Street, Seventh Street, Sixth Street and Imperial Avenue in the City of San Diego, County of San Diego, State of California, as follows:

N STREET:

Beginning in the center line of The Atchison, Topeka and Santa Fe Railway Company's main track in N Street at Engineer's Station 250 plus 93.57; thence northwesterly 13.23 feet on a tangent curve concave to the northeast and having a radius of 1403.46 feet to point of switch; thence continuing northwesterly on said curve 80.33 feet to E.C.; thence northwesterly 11.47 feet on tangent to said curve, this tangent making an angle of 43 degrees 25 minutes to the southeast with the northern line of N Street, and crossing said northern line at a point distant 188.5 feet westerly from its intersection with the western line of 9th Street.

EIGHTH STREET:

Beginning in the eastern line of Eighth Street distant 289.67 feet southerly from its intersection with the southern line of Imperial Avenue; thence northwesterly 13.23 feet on a line making an angle of 46 degrees 35 minutes to the northwest with said eastern line, to E.C.; thence northwesterly 87.02 feet on a tangent curve concave to the southwest and having a radius of 603.81 feet to P.C.C.; thence northwesterly 3.69 feet on a compound curve concave to the southwest and having a radius of 2878.93 feet to a point in the western line of Eighth Street, distant 223.35 feet southerly from its intersection with said southern line of Imperial Avenue.

SEVENTH STREET:

Beginning in the eastern line of Seventh Street distant 89.34 feet southerly from its intersection with the southern line of Imperial Avenue; thence northwesterly 95.91 feet in a direct line, making an angle of 56 degrees 31 minutes to the northwest with said eastern line of Seventh Street, to a point in the western line of Seventh Street distant 36.42 feet southerly from its intersection with the southern line of Imperial Avenue.

IMPERIAL AVENUE:

Beginning in the southern line of Imperial Avenue distant 55.08 feet westerly from its intersection with the western line of Seventh Street; thence northwesterly 99.26 feet on a line, making an angle of 33 degrees 29 minutes to the northwest with said southern line of Imperial Avenue, to B.C.; thence northwesterly 44.67 feet on a tangent curve concave to the northeast and having a radius of 1432.59 feet, to a point in the northern line of Imperial Avenue distant 174.77 feet westerly from its intersection with said western line of Seventh Street.

SIXTH STREET:

Beginning in the eastern line of Sixth Street distant 282.28 feet southerly from its intersection with the southern

line of I Street; thence northwesterly 99.79 feet on a curve, concave to the northeast and having a radius of 1432.69 feet to E.C., the tangent to said curve at said point of beginning making an angle of 53 degrees 29 minutes 29 seconds to the northwest with said eastern line of Sixth Street; thence northwesterly 2.35 feet on a tangent to said curve, to a point in the western line of Sixth Street distant 218.6 feet southerly from its intersection with said southern line of I Street.

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 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 substantially in accordance with Standards specified in General Order No. 72 of this Commission as follows: Sixth Street - Standard No. 2A or 2B; Seventh Street - Standard No. 2A or 2B; Eighth Street - Standard No. 3A, 3B or 3C; and shall be constructed of a width to conform to those portions of said streets now graded, with the tops of rails flush with the roadway or 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) Said crossings shall be so constructed that grades of approach not exceeding two (2) per cent will be feasible in the event that the construction of roadway along said "N" Street and Imperial Avenue shall hereafter be authorized and so that said grade crossings may be made safe for the passage thereover of vehicles and other road traffic.

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

(5) 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.

(6) This order is made upon the express condition that "X" Street and Imperial 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 streets to public use across said railroad tracks.

(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.

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

Dated at San Francisco, California, this 29th day of October, 1925.

H. B. Sandberg
C. C. Sweeney
George D. Squires
Ernest DeLoach

Commissioners.