

Decision No. 16209

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 certain railroad tracks  
across a portion of "R" Street and  
across 22nd, 23rd, 24th and 25th  
Streets, in the City of Sacramento,  
County of Sacramento, State of  
California.

Application No. 12,544.

BY THE COMMISSION:

O R D E R

Southern Pacific Company, a corporation, filed the above-entitled application with this Commission on the 17th day of February, 1926, asking for authority to construct a side track at grade across portions of "R" Street and at grade across 22nd, 23rd, 24th and 25th Streets and to construct six (6) team tracks at grade across 23rd, 24th and 25th Streets, all in the City of Sacramento, County of Sacramento, State of California, as hereinafter set forth. The necessary franchises or permits (Ordinance No. 7 First Series and Resolution No. 687) have been granted by the Board of Trustees of said City of Sacramento 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 "R", 22nd, 23rd, 24th and 25th 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 side track at grade across portions of "R" Street and at grade across 22nd, 23rd, 24th and 25th Streets, and to construct six (6) team tracks at grade across 23rd, 24th and 25th Streets in the City of Sacramento, County of Sacramento, State of California, as follows:

Proposed side track on "R" Street -

Commencing at a point in Railroad's existing main track approximately 40 feet westerly from the west line of 22nd Street; running thence easterly to a No. 7 turnout to the left and curve to the right, across 22nd Street; thence easterly parallel to and 13 feet distant northerly from railroad's existing main track in "R" Street and across 23rd, 24th and 25th Streets, connecting to the lead to railroad's proposed team tracks at a point approximately 120 feet easterly from the east line of 25th Street.

Lead Track "A"

At 23rd Street: - Beginning at a point on the existing S.P. Company track on "R" Street, said point being approximately 250 feet east of the center line of 25th Street and running thence thru a No. 7 turnout to the right, a distance of approximately 175 feet to a point; thence on the arc of a curve to the right with radius 191.53 feet, a distance of approximately 17 feet to a point; thence on a tangent a distance of approximately 25 feet to a point, said point being on the east property line of 25th Street produced and ten feet south of the north property line of "R" Street; thence continuing on the aforesaid mentioned tangent a distance of approximately 81 feet to a point on the west property line of 25th Street, which point is approximately ten feet north of the north property line of "R" Street.

Lead Track "B"

Commencing at a point on the aforementioned lead track "A", said point being approximately 60 feet east of the center line of 25th Street and running thence through a No. 7 turnout to the right, a distance of approximately 105 feet to a point on the westerly property line of 25th Street, said point being approximately nineteen feet north of the north property line of "R" Street.

At 24th Street

Track 1 - Commencing at a point on the east line of 24th Street, said point being 20.3 feet north from the north line of "R" Street; thence across 24th Street a distance of 80 feet to the west line of 24th Street.

Track 2 - Commencing at a point on the east line of 24th Street, said point being 33.3 feet north from the north line of "R" Street; thence across 24th Street a distance of 80 feet to the west line of 24th Street.

Track 3 - Commencing at a point on the east line of 24th Street, said point being 73.9 feet north from the north line of "R" Street; thence across 24th Street a distance of 80 feet to the west line of 24th Street.

Track 4 - Commencing at a point on the east line of 24th Street, said point being 86.9 feet north from the north line of "R" Street; thence across 24th Street a distance of 80 feet to the west line of 24th Street.

Track 5 - Commencing at a point on the east line of 24th Street, said point being 127.5 feet north from the north line of "R" Street; thence across 24th Street a distance of 80 feet to the west line of 24th Street.

Track 6 - Commencing at a point on the east line of 24th Street, said point being 140.5 feet north from the north line of "R" Street; thence across 24th Street a distance of 80 feet to the west line of 24th Street.

At 23rd Street.

Track 1 - Commencing at a point on the east line of 23rd Street, said point being 20.3 feet north from the north line of "R" Street; thence across 23rd Street a distance of 80 feet to the west line of 23rd Street.

Track 2 - Commencing at a point on the east line of 23rd Street, said point being 33.3 feet north from the north line of "R" Street; thence across 23rd Street a distance of 80 feet to the west line of 23rd Street.

Track 3 - Commencing at a point on the east line of 23rd Street, said point being 73.9 feet north from the north line of "R" Street; thence across 23rd Street a distance of 80 feet to the west line of 23rd Street.

Track 4 - Commencing at a point on the east line of 23rd Street, said point being 86.9 feet north from the north line of "R" Street; thence across 23rd Street a distance of 80 feet to the west line of 23rd Street.

Track 5 - Commencing at a point on the east line of 23rd Street, said point being 127.5 feet north from the north line of "R" Street; thence across 23rd Street a distance of 80 feet to the west line of 23rd Street.

Track 6 - Commencing at a point on the east line of 23rd Street, said point being 140.5 feet north from the north line of "R" Street; thence across 23rd Street a distance of 80 feet to the west line of 23rd Street,

and as shown by the map (Sacramento Divn. Dwg. S 392-10; Drawer 55) attached to the application; said crossings to be constructed subject to the following conditions, namely:

(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 equal or superior to type shown as Standard No. 4, in General Order No. 72 of this Commission and shall be constructed without super-elevation and of a width to conform to those portions of said streets now graded, with tops of rails flush with the roadways and pavements, 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.

(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) No train, engine, motor or car shall be operated over said crossings unless said train, engine, motor or car shall be under full control and unless traffic on the highway be protected by a member of the train crew or other competent employee acting as flagman.

(6) 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 16th day of March, 1926.

John B. ...

Frank ...

Leon ...

Commissioners.