ORIGINAL

Decision No. 16221.

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 spur track crossings in Seventeenth and Harrison Streets and Treat Avenue in the City and County of San Francisco, State of California.	Application No. 12,513.

BY THE COMMISSION:

O R D E R

Southern Pacific Company, a corporation, filed the above-entitled application with this Commission on the 10th day of February, 1926, asking for authority to construct its tracks at grade across Seventeenth and Harrison Streets and Treat Avenue, in the City and County of San Francisco, State of California, as hereinafter set forth. The necessary franchise or permit (Ordinance No. 5935 New Series) has been granted by the Board of Supervisors of said City and County 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 avenue and that this application should be granted subject to the conditions hereinafter specified, therefore,

IT IS HEREBY ORDERED that permission and authority

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be and it is hereby granted to Southern Pacific Company to construct its tracks at grade across Seventeenth Street, Harrison Street and Treat Avenue, in the City and County of San Francisco, State of California, as follows:

Cross over Track.

Beginning at a point on the center line of the existing east bound main track on Treat Ave., said point being distant southerly thereon 86 feet more or less from the southerly line of Alameda St. produced; thence in a southwesterly direction through a #10 turnout to the right crossing Treat Ave. and Harrison St., a distance of 226 feet more or less to a point on the center line of an existing side track in Harrison St., said point being distant northerly thereon 112 feet more or less from the northerly line of 16th St.

Track No. 1.

Beginning at a point on the center line of an existing side track in Harrison St., said point being distant thereon southerly 337 feet more or less from the southerly line of 16th St., thence in a southwesterly direction through a girder rail turnout to the right and crossing Harrison St. a distance of 173 feet more or less to a point on the proposed new southerly line of 17th St. near its intersection with the westerly line of Harrison St., thence continuing into private property.

Also beginning at a point on the above described center line distant northerly thereon 88 feet more or less from the proposed new southerly line of 17th St., thence continuing in a southwesterly direction through a girder rail turnout to the right and crossing Harrison St. and proposed new 17th St., a distance of 90 feet more or less to a point on the proposed new southerly line of 17th St., distant northeasterly thereon 111 feet more or less from the easterly line of Treat Ave., thence continuing into private property.

Also beginning at a point on the above described center line distant northerly thereon 36 feet more or less from the proposed new southerly line of 17th St., thence in a southwesterly direction crossing proposed new 17th Street a distance of 40 feet more or less to a point on the proposed new southerly line of 17th St. distant northeasterly thereon 107 feet more or less from the easterly line of Treat Ave.; thence continuing into private property.

Also beginning at a point on the center line of No. 1 track distant northerly thereon 33 feet more or less from the proposed new southerly line of 17th St., thence in a southwesterly direction crossing Harrison St. and proposed new 17th St., a distance of 33 feet more or less to a point on the proposed new southerly line of 17th St. near its intersection with the westerly line of Harrison St.; thence continuing into private property.

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Tracks No. 10 and 11.

Beginning at a point on the center line of an existing side track in Harrison St., distant southerly thereon 395 feet more or less from the southerly line of 16th St., thence in a southwesterly direction thru a girder rail turnout to the right and crossing Harrison St. a distance of 232 feet more or less to a point on the westerly line of Harrison St. distant northerly thereon 470 feet more or less from the northerly line of 18th St., thence continuing into private property.

Also beginning at a point on the above described center line distant northerly thereon 73 feet more or less from the westerly line of Harrison St., thence in a southwesterly direction crossing Harrison St., a distance of 46 feet more or less to a point on the westerly line of Harrison St. distant northerly thereon 497 feet more or less from the northerly line of 18th St., thence continuing into private property.

and as shown by the map (Coast Division Drawing 20194) 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 Standard No. 4, as specified in General Order No. 72 of this Commission and shall be constructed of a width to conform to those portions of said streets and 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.

(3) A human flagman shall be maintained for the protection of said crossings of Seventeenth Street between the hours of 7:00 A. M. and 6 P. M. daily. The cost of maintaining said human flagman shall be borne by applicant.

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(4) All train movements over said crossing of Seventeenth Street during hours that human flagman is not on duty shall be protected by a member of the train crew or other competent employee acting as flagman.

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

(6) 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.

(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 18th day of March, 1926.

H. H. Brundige

C. L. Seavey

Emmet Scott

Leon O. Whitsell

Commissioners.

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