

Decision No. 16291

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 a spur track across a portion of North Point Street and across Taylor Street, and five spur tracks across Jones Street, in the City and County of San Francisco, State of California.

Application No. 12651.

BY THE COMMISSION:

O R D E R

Southern Pacific Company, a corporation, filed the above-entitled application with this Commission on the 18th day of March, 1926, asking for authority to construct a spur track at grade across a portion of North Point Street and across Taylor Street, and five spur tracks across Jones Street, in the City and County of San Francisco, State of California, as hereinafter set forth. The necessary franchise or permit (Ordinance No. 7023 N.S.) 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 that this application should be granted subject to the conditions herein specified, therefore,

IT IS HEREBY ORDERED, that permission and authority be and it is hereby granted to Southern Pacific Company, to construct a spur track at grade across a portion of North Point Street and across Taylor Street, and five spur tracks across Jones Street, in the City and

County of San Francisco, State of California, as follows:

Jones Street;

Beginning at a point on the easterly line of Jones Street, distant northerly thereon 70 feet more or less from the northerly line of North Point Street; thence in a northwesterly direction crossing Jones Street a distance of 80 feet to a point on the westerly line of Jones Street distant northerly thereon 105 feet more or less from the northerly line of North Point Street.

Also beginning at a point on the easterly line of Jones Street distant northerly thereon 55 feet more or less from the northerly line of North Point Street; thence in a northwesterly direction crossing Jones Street to a point on the westerly line of Jones Street distant northerly thereon 90 feet more or less from the northerly line of North Point Street.

Also beginning at a point on the easterly line of Jones Street distant northerly thereon 30 feet more or less from the northerly line of North Point Street; thence in a northwesterly direction crossing Jones Street a distance of 75 feet more or less to a point on the westerly line of Jones Street, distant northerly thereon 55 feet more or less from the northerly line of North Point Street.

Also beginning at a point on the easterly line of Jones Street, distant northerly thereon 25 feet more or less from the northerly line of North Point Street; thence in a northwesterly direction crossing Jones Street, a distance of 72 feet more or less, to a point on the westerly line of Jones Street, distant northerly thereon 40 feet more or less from the northerly line of North Point Street.

Also beginning at a point on the easterly line of Jones Street distant northerly thereon 8.5 feet more or less from the northerly line of North Point Street; thence in a westerly direction crossing Jones Street a distance of 69 feet more or less to a point on the westerly line of Jones Street, distant northerly thereon 10 feet more or less from the northerly line of North Point Street.

North Point Street;

Beginning at a point on the center line of an existing Southern Pacific Company track in North Point Street, distant southerly 28 feet more or less from the northerly line of North Point Street, and distant easterly 64 feet more or less from the easterly line of Taylor Street produced southerly; thence in a westerly direction along North Point Street through a turnout curve to the right and crossing the intersection of Taylor Street a distance of 250 feet more or less to a point on the northerly line of said North Point Street.

and as shown by the map (Drawing 15461) 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 substantially in accordance with Standard No. 4, in General Order No. 72 of this Commission and shall be constructed without superelevation and of a width to conform to those portions of said streets now graded, with the tops of rails at same elevation as main line rails and 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) 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 25<sup>th</sup> day of March, 1926.

H. H. Brundage  
C. L. Jones  
James L. Galt