

ORIGINAL

Decision No. 10002.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application
of The Western Pacific Railroad
Company for permission to con-
struct a spur track at grade across
Army, 26th, and Michigan Streets,
and portions of Illinois and Georgia
Streets, Public Streets in the City
and County of San Francisco, State
of California.

Application No. 12,886.

BY THE COMMISSION:

O R D E R

The Western Pacific Railroad Company, a corporation, filed the above-entitled application with this Commission on the 28th day of May, 1926, asking for authority to construct a spur track at grade across Army, 26th and Michigan Streets and at grade across portions of Illinois and Georgia Streets in the City and County of San Francisco, State of California, as hereinafter set forth. The necessary franchise or permit (Ordinance No. 7084 N.S.) has been granted by the Board of Supervisors of said City and County of San Francisco 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 Western Pacific Railroad Company to construct a spur track at grade across Army, 26th and Michigan Streets and at grade across portions of Illinois and Georgia Streets in the City and County of San Francisco, State of California, as follows:

Beginning at a point of connection in the existing track of The Western Pacific Railroad Company in Georgia Street, said point being distant approximately 20 feet easterly from the westerly line of said Georgia Street and approximately 110 feet southerly from the southerly line of Twenty-fifth Street; thence in a general westerly direction, with turnout to the left, approximately 215 feet to a point in the easterly line of Michigan Street, distant thereon approximately 125 feet southerly from the southerly line of said Twenty-fifth Street, said point also being distant 13 feet southerly from the present "Interchange Track" of The Western Pacific Railroad Company; thence in a general westerly and southerly direction, 13 feet easterly from and parallel with said "Interchange Track", and crossing Michigan Street, Twenty-sixth Street and along Illinois Street, to a point of connection with said "Interchange Track" in said Illinois Street, said last named point being distant approximately 60 feet southerly from the southerly line of Army Street,

and as shown by the map (Exhibit "A") 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 so constructed that grades of approach not exceeding one (1) per cent will be feasible in the event that the construction of roadway along said streets shall hereafter be authorized and so that said grade crossings may 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) This order is made upon the express condition that said streets 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 track.

(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 12th day of June, 1926.

H. B. Brundage

C. Seaver

Leon White

Commissioners.