

ORIGINAL

Decision No. 18500 .

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of THE WESTERN PACIFIC RAILROAD COMPANY for permission to construct a spur track at grade across Mariposa and Carolina Streets and a spur track along Carolina Street, public streets in the City and County of San Francisco, State of California.

Application No. 13839.

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 fourth day of June, 1927, asking for authority to construct a spur track at grade across Mariposa and Carolina Streets and a spur track at grade along Carolina Street, in the City and County of San Francisco, State of California, as hereinafter set forth. The necessary franchise or permit (Ordinance No. 7554) 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 Mariposa and Carolina 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 Mariposa and Carolina Streets and a spur track at grade along Carolina Street in the City and County of San Francisco, State of California, at the locations hereinafter particularly described and as shown by the map (Exhibit A) attached to the application.

DESCRIPTION OF CROSSINGS.

Spur No. 1. Beginning at a point in the center line of the existing side track of the Applicant, distant approximately 79 feet south of the south line of Mariposa Street, and approximately 53 feet east of the east line of Carolina Street; thence northwesterly along a turnout to the right approximately 102 feet, intersecting the south line of said Mariposa Street approximately 13 feet east from the east line of said Carolina Street; thence northwesterly along the arc of a curve to the left with a radius of 574 feet, a distance of approximately 30 feet; thence in a direct line northwesterly approximately 159 feet to a point on the west line of Carolina Street approximately 114 feet north of the north line of said Mariposa Street; thence northwesterly along the arc of a curve to the left having a radius 1722 feet a distance of approximately 74 feet; thence northwesterly, parallel with and 33 feet distant northwesterly from the center line of the main track of the Applicant, a distance of approximately 259 feet to a point on the south line of Seventeenth Street, approximately 30 feet east of the east line of DeHaro Street.

Spur No. 2. Beginning at a point in the center line of the above described Spur Track No. 1, 9 feet north of the north line of Mariposa Street, and approximately 25 feet west of the east line of Carolina Street; thence northwesterly along a turnout to right approximately 70 feet; thence northerly along the arc of a curve to the right having a radius of 287 feet, a distance of approximately 100 feet to a point 10 feet east of the west line of said Carolina Street; thence northerly, parallel with and 10 feet distant easterly from the west line of said Carolina Street, a distance of approximately 276 feet to the south line of Seventeenth Street.

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 flush with the roadway, and with grades of approach not exceeding three (3) 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 10th day of June, 1927.

\_\_\_\_\_  
*H. B. ...*  
\_\_\_\_\_  
*C. ...*  
\_\_\_\_\_  
*Leon ...*  
\_\_\_\_\_

Commissioners.