

Decision No. 18631.

ORIGINAL

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 four (4) spur tracks at grade across DeHaro Street, a public street in the City and County of San Francisco, State of California.
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Application No. 13893.

BY THE COMMISSION:

ORDER

The Western Pacific Railroad Company, a corporation, filed the above-entitled application with this Commission on the 28th day of June, 1927, asking for authority to construct four spur tracks at grade across DeHaro Street in the City and County of San Francisco, State of California, as hereinafter set forth. The necessary franchise or permit (Ordinance No. 7576) 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 DeHaro Street 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 four spur tracks at grade across De Haro 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 existing side track of the applicant, approximately 215 feet south of the south line of Seventeenth Street and approximately 106 feet east of the east line of De Haro Street; thence northwesterly intersecting the east line of said De Haro Street approximately 73 feet southerly from the southerly line of said Seventeenth Street and intersecting the west line of said De Haro Street approximately 20 feet southerly from the south line of said Seventeenth Street.

Spur No. 2:

Beginning at a point in the center line of the above described Spur Track No. 1, approximately 142 feet south from the south line of Seventeenth Street and approximately 54 feet east from the east line of De Haro Street; thence northwesterly intersecting the east line of said De Haro Street approximately 84 feet southerly from the south line of said Seventeenth Street and intersecting the west line of said De Haro Street approximately 39 feet southerly from the south line of said Seventeenth Street.

Spur No. 3:

Beginning at a point on the west line of Carolina Street in the center line of the existing side track of the Applicant, approximately 28 feet north of the north line of Mariposa; thence northwesterly intersecting the east line of said De Haro Street approximately 197 feet southerly from the south line of said Seventeenth Street; thence westerly to the east line of Rhode Island Street, intersecting the west line of said De Haro Street 194.71 feet southerly from the south line of said Seventeenth Street.

Spur No. 4:

Beginning at a point in the center line of the above described Spur Track No. 3 approximately 294 feet south of the south line of Seventeenth Street, and approximately 138 feet east of the east line of De Haro Street; thence northwesterly intersecting the east line of said De Haro Street approximately 216 feet southerly from the south line of said Seventeenth Street; thence westerly, a distance of approximately 244 feet to the east line of Rhode Island Street, intersecting the west line of said De Haro Street 213.71 feet southerly from the south line of said 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 equal or superior to type shown as Standard No. 2, in General Order No. 72 of this Commission and shall be constructed of a width to conform to those portions of said street now graded, with the tops of rails flush with the roadway; 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 13th day of July, 1927.




