

ORIGINAL

Decision No. 18684

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application)
of The Atchison, Topeka and Santa)
Fe Railway Company, a corporation,)
for authority to make certain track)
changes in Illinois Street and)
Twenty-third Street, in the City and)
County of San Francisco, State of)
California.)

Application No. 13910.

BY THE COMMISSION:

ORDER

The Atchison, Topeka and Santa Fe Railway Company, a corporation, filed the above-entitled application with this Commission on the 6th day of July, 1927, asking for authority to relocate certain tracks at grade across Illinois, Twenty-third and Michigan Streets in the City and County of San Francisco, State of California, as hereinafter set forth. The necessary franchise or permit has not been granted by the Board of Supervisors of said City and County for the relocation of said crossings at grade but applicant states that application for such franchise has been made. 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 Atchison, Topeka and Santa Fe Railway

Company to construct two tracks at grade across portions of Illinois, Twenty-third and Michigan Streets in the City and County of San Francisco, State of California, at the locations hereinafter particularly described and as shown by the map (Div. Engr's. No. T-6-114) attached to the application.

Description of Crossings

TRACK NO. 1:

Beginning at a point on the center line of an existing track in Illinois Street in the City and County of San Francisco, California, said point lying 32.7 feet westerly from the eastern line of said Illinois Street and 416.1 feet southerly from the northerly line of Twenty-third Street produced across said Illinois Street; thence northeasterly over and along said Illinois Street on a curve to the right having a radius of 398.94 feet a distance of 91.0 feet to a point; thence continuing northeasterly on a curve to the right, having a radius of 338.27, tangent to last described curve at last described point, a distance of 60.2 feet to a point on the easterly line of said Illinois Street 268.8 feet southerly from said northerly line of Twenty-third Street; thence continuing northeasterly across private property on last described curve a distance of 275.5 feet to a point on the western line of Michigan Street 89.0 feet southerly from said northern line of Twenty-third Street; thence continuing easterly, crossing Michigan Street and along Twenty-third Street, on last described curve, a distance of 109.0 feet to a point in said Twenty-third Street 71.5 feet southerly from said northern line of Twenty-third Street and 27.5 feet easterly from the eastern line of Michigan Street produced across Twenty-third Street; thence easterly along said Twenty-third Street 452.5 feet to the eastern termination of said Twenty-third Street 71.5 feet southerly from said northern line of Twenty-third Street.

TRACK NO. 2:

Beginning at a point on the center line of the above described track in Twenty-third Street 40.00 feet westerly from the intersection with the western line of Georgia Street produced northerly across said Twenty-third Street; thence easterly along said Twenty-third Street on a curve to the left, having a radius of 398.94 feet, a distance of 62.9 feet; thence easterly on a curve to the right having a radius of 398.94 feet a distance of 71.9 feet to a point which is 58.5 feet southerly from the northerly line of said Twenty-third Street and 14.6 feet easterly from the eastern line of said Georgia Street; thence easterly parallel with said northern line of Twenty-third Street 148.0 feet; thence easterly on a curve to the left, having a radius of 398.94 feet a distance of 37.4 feet to a point on the eastern termination of said Twenty-third Street 57.5 feet southerly from said northern line of Twenty-third 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. 2 in General Order No. 72 of this Commission 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 two (2) 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 ninety (90) days submit a certified copy of a franchise or permit from the City and County of San Francisco for the construction of said crossings at grade, and in the event that this is not done, the authorization herein granted for the installation of said crossings shall lapse and shall thereupon become null and void and of no further force and effect.

(4) Nothing in this order shall be construed as an authorization by this Commission for the construction of a track in such a manner as will be contrary to any of the provisions of General Order No. 26-C of this Commission.

(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 2nd day of July, 1927.

Ernest A. Coe

Albany

Frank H. ...

Commissioners.