

Decision No. 18757

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 an unnamed street, across Mendell Street, across a portion of and along Armstrong Avenue in the City and County of San Francisco, State of California.

ORIGINAL

Application No. 13967.

BY THE COMMISSION:

O R D E R

Southern Pacific Company, a corporation, filed the above entitled application with this Commission on the 2nd day of August, 1927, asking for authority to construct a spur track at grade across an unnamed street, across Mendell Street and across a portion of and along Armstrong Avenue, in the City and County of San Francisco, State of California, as hereinafter set forth. The necessary franchise or permit (Ordinance No. 7585 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 avenue 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 Southern Pacific Company to construct a spur track at grade across an unnamed street, across Mendell Street and across a portion of and along Armstrong Avenue, in the City and County of San Francisco, State of California, at the locations hereinafter

particularly described and as shown by the map (Coast Division) attached to the application.

Description of Crossings

Beginning at a point in the center of the existing drill track in an unnamed street, lying easterly from and adjoining the right-of-way of the Coast Division main line of the Southern Pacific Company, said point being distant seventy-one (71) feet, more or less, southerly measured along center line of said drill track from the southwesterly line of Yosemite Avenue, produced, and twenty-five (25) feet easterly, measured at right angles from the westerly line of said unnamed street; thence southeasterly on a curve concave to the left through a number seven switch for a distance of seventy (70) feet to a point; thence southeasterly crossing the intersection of said unnamed street and Mendell Street on a curve concave to the left, with a radius of two hundred twenty-nine and sixty-four hundredths (229.64) feet for a distance of eighty-eight (88) feet, more or less to a point on the easterly line of said unnamed street, said point being distant twenty-five (25) feet, more or less, measured along the easterly line of said unnamed street from the northeasterly line of Armstrong Avenue; thence continuing on private property to a point on the northeasterly line of Armstrong Avenue, distant thirty-five (35) feet, more or less, measured along the northeasterly line of said Armstrong Avenue from the easterly line of above mentioned unnamed street; thence southeasterly on a curve concave to the left, with a radius of two hundred twenty-nine and sixty-four hundredths (229.64) feet, for a distance of seventy (70) feet, more or less, to a point distant ten (10) feet southwesterly measured at right angles from the northeasterly line of Armstrong Avenue, thence southeasterly parallel to the said northeasterly line of Armstrong Avenue four hundred twenty-five (425) feet, more or less, to a point distant fifty (50) feet measured at right angles from the northwesterly line of Lane 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 so constructed that grades of approach not exceeding four (4) per cent will be feasible in the event that the construction of roadway along said streets and avenue 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) This order is made upon the express condition that said unnamed street, Mendell Street and Armstrong Avenue 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 and avenue to public use across said railroad track.

(4) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of said crossings.

(5) 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.

(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 2nd day of ~~August~~ ^{September}, 1927.

Al Seaver

Leon C. Will

Thos. J. Lewis

M. J. Carr
Commissioners.