

Decision No. 18809

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application  
of The Atchison, Topeka & Santa  
Fe Railway Company, a corporation,  
for authority to construct spur  
tracks across Twenty-fifth Street,  
and in and along Minnesota Street,  
in the City and County of San Fran-  
cisco, State of California.

**ORIGINAL**

Application No. 14000.

BY THE COMMISSION:

O R D E R

The Atchison, Topeka and Santa Fe Railway Company, a corporation, filed the above entitled application with this Commission on the 15th day of August, 1927, asking for authority to construct two spur tracks at grade across portions of Twenty-fifth Street and at grade across Minnesota Street, in the City and County of San Francisco, State of California, as hereinafter set forth. The necessary franchise or permit (Ordinance No. 7620 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 portions of Twenty-fifth Street and said Minnesota 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 Atchison, Topeka and Santa Fe Railway Company to construct two spur tracks at grade across portions of

Twenty-fifth Street and at grade across Minnesota Street, in the City and County of San Francisco, State of California, at the locations hereinafter particularly described and as shown by the map (Div'n. Eng. Dwg. No. T-16-240) attached to the application.

#### Description of Crossings

##### Twenty-fifth Street:

Beginning at a point in the center line of an existing track of The Atchison, Topeka and Santa Fe Railway Company in the center line of 25th Street, City and County of San Francisco, California, lying 78.84 feet easterly from the eastern line of Tennessee Street; thence over and along 25th Street and crossing Tennessee and Minnesota Streets on the following described courses, to-wit:

Westerly on a curve to the left having a radius of 573.69 feet, a distance of 100.00 feet; thence tangent 32.07 feet; thence on a curve to the right having a radius of 573.69 feet, a distance of 100.00 feet to a point lying 71.98 feet westerly from the western line of said Tennessee Street and 10.00 feet northerly from the southern line of said 25th Street; thence westerly parallel with said southern line of 25th Street a distance of 50.00 feet; thence on a curve to the right, having a radius of 573.69 feet, a distance of 100.00 feet; thence tangent 32.07 feet; thence on a curve to the left 100.00 feet to a point in said existing track 72.80 feet westerly from the western line of said Minnesota Street and in the center line of 25th Street.

##### Minnesota Street:

Beginning at a point on the center line of proposed relocation of Main Track in 25th Street, said City and County, lying 71.98 feet westerly from the western line of Tennessee Street and 10.00 feet northerly from the southern line of 25th Street; thence over, along and crossing 25th Street and Minnesota Street on the following described courses, to-wit:

Westerly on a curve to the right having a radius of 235.65 feet a distance of 50.00 feet; thence continuing northwesterly on a curve to the right having a radius of 177.79 feet, a distance of 238.02 feet to a point lying 17.95 feet easterly from the western line of said Minnesota Street and 123.11 feet northerly from the northern line of said 25th Street; thence continuing parallel with the said western line of Minnesota Street a distance of 258.19 feet to connection with an existing track in said Minnesota Street; thence along said existing track in said Minnesota Street, which is 17.95 feet easterly from the said western line of Minnesota Street a distance of 335.00 feet to proposed end of said existing track; thence continuing northerly on proposed spur parallel with said western line of Minnesota Street 149.70 feet to the southern line of 23rd Street produced easterly across said Minnesota 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) Until such time as the streets involved are improved, said crossings may be constructed equal to type shown as Standard No. 1 in General Order No. 72 of this Commission and shall be constructed of a width to conform to those portions of said streets now graded, with the tops of rails flush with the roadways and with grades of approach not exceeding five (5) 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 remove the tracks shown in yellow on the map (Div'n. Eng. Dwg. T-16-240) attached to the application, insofar as they lie in Minnesota Street, and shall remove the tracks shown in dotted yellow on said map (Div'n. Eng. Dwg. T-16-240) attached to the application, insofar as they lie in 25th Street; and shall repair the streets to conform to the remainder thereof.

(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 14<sup>th</sup> day of ~~August~~ <sup>September</sup>, 1927.

*E. J. [unclear]*

*C. J. [unclear]*

*[unclear]*

*M. J. [unclear]*

Commissioners.