

Decision No. 18824

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

<p>In the matter of application of Southern Pacific Company for an order authorizing the construction at grade of railroad tracks in, along and across Harrison Street between 14th and 18th Streets, and in and across a portion of 18th Street, in the City and County of San Francisco, State of California.</p>	
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ORIGINAL

Application No. 13992.

BY THE COMMISSION:

O R D E R

Southern Pacific Company, a corporation, filed the above entitled application with this Commission on the 11th day of August, 1927, asking for authority to construct turnout, spur and side tracks at grade across portions of Harrison Street, across 15th Street, across a portion of 18th Street and across a portion of 20th Street, all in the City and County of San Francisco, State of California, as hereinafter set forth. The necessary franchise or permit (Ordinance No. 7607 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 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 Southern Pacific Company to construct turnout, spur and side tracks at grade across portions of Harrison Street, across 15th Street, across a portion of 18th Street and across a portion of 20th Street, in the City and County of San Francisco, State of

California, at the locations hereinafter particularly described and as shown by the map (Coast Div'n. Dwg. 40,074) attached to the application.

Description of Crossings

Description No. 1: Beginning at a point in the center line of an existing side track on Harrison Street, said point being distant easterly 47 feet, more or less, from the westerly line of Harrison Street, and distant northerly 118 feet, more or less, from the northerly line of Sixteenth Street produced; thence in a northeasterly direction on a curve concave to the left to a point in the existing side track in Harrison Street, said point being distant westerly 10 feet, more or less, from the easterly line of Harrison Street, and distant southerly 120 feet, more or less, from the southerly line of Fifteenth Street produced.

Description No. 2: Beginning at a point in the existing side track on Harrison Street, said point being distant easterly 47 feet, more or less, from the westerly line of Harrison Street and distant northerly 118 feet, more or less, from the northerly line of Sixteenth Street produced; thence through a turnout to the left for a distance of 58.8 feet to a point; thence in a northeasterly direction on a curve concave to the left for a distance of 80 feet, more or less, to a point; thence in a northerly direction parallel to and 25 feet westerly at right angles from the easterly line of Harrison Street for a distance of 860 feet, more or less, to the southerly line of Fourteenth Street produced.

Description No. 3: Beginning at a point in the proposed new side track on Harrison Street, said point being distant easterly 58 feet, more or less, from the westerly line of Harrison Street and distant northerly 322 feet, more or less, from the northerly line of Sixteenth Street produced; thence through a turnout to the right for a distance of 48.8 feet to a point; thence in a southwesterly direction on a curve concave to the right crossing Harrison Street, for a distance of 120 feet, more or less, to a point in the westerly line of Harrison Street, said point being distant northerly 165 feet, more or less, from the northerly line of Sixteenth Street.

Description No. 4: Beginning at a point in the proposed new side track on Harrison Street, said point being distant easterly 58 feet, more or less, from the westerly line of Harrison Street and distant southerly 125 feet, more or less, from the southerly line of Fifteenth Street produced; thence through a turnout to the left for a distance of 48.8 feet to a point; thence in a northwesterly direction on a curve concave to the left for a distance of 30 feet, more or less, to a point in the existing spur track on Harrison Street, said point being distant easterly 50 feet, more or less, from the westerly line of Harrison Street, and southerly 50 feet, more or less from the southerly line of Fifteenth Street produced.

Description No. 5: Beginning at a point in the proposed new side track on Harrison Street, said point being distant easterly 58 feet, more or less, from the westerly line of Harrison Street and on the northerly line of Fifteenth Street produced; thence through a turnout to the right for a distance of 48.8 feet to a point; thence in a southwesterly direction on a curve concave to the right for a distance of 15 feet, more or less, to a point in the existing spur track in Harrison Street, said point being distant easterly 50 feet, more or less, from the westerly line of Harrison Street and on the southerly line of Fifteenth Street produced.

Description No. 6: Beginning at a point in the proposed new side track on Harrison Street, said point being distant easterly 58 feet, more or less, from the westerly line of Harrison Street and distant northerly 110 feet, more or less, from the northerly line of Fifteenth Street produced; thence through a turnout to the left for a distance of 48.8 feet to a point; thence in a northwesterly direction on a curve concave to the left for a distance of 126 feet, more or less, to a point in the westerly line of Harrison Street, said point being distant northerly 270 feet, more or less, from the northerly line of Fifteenth Street.

Description No. 7: Beginning at a point in the existing side track on Harrison Street, said point being distant easterly 28 feet, more or less, from the westerly line of Harrison Street and distant northerly 230 feet, more or less, from the northerly line of Eighteenth Street produced; thence through a turnout to the right for a distance of 48.8 feet to a point; thence in a southerly direction on a tangent for a distance of 20 feet, more or less, to a point; thence in a southwesterly direction on a curve concave to the right for a distance of 130 feet, more or less, to a point in the westerly line of Harrison Street, said point being distant northerly 43 feet, more or less, from the northerly line of Eighteenth Street.

Description No. 8: Beginning at a point in the northerly line of Eighteenth Street, said point being distant westerly 28 feet, more or less, from the westerly line of Harrison Street; thence in a southwesterly direction on a curve concave to the right for a distance of 106 feet, more or less, to a point in the existing spur track on Eighteenth Street, said point being distant southerly 40 feet, more or less, from the southerly line of Eighteenth Street and 124 feet, more or less, westerly from the westerly line of Harrison Street produced.

Description No. 9: Beginning at a point in the center line of the existing main track in Harrison Street, said point being distant easterly 41.2 feet from the westerly line of Harrison Street and distant southerly 147 feet, more or less, from the southerly line of Twentieth Street produced; thence in a northwesterly direction through a turnout to the left for a distance of 48.8 feet to a point; thence in a northwesterly direction on a tangent for a distance of 50 feet, more or less, to a point; thence in a northwesterly direction on a curve concave to the right for a distance of 60 feet, more or less, to a point in an existing spur on Harrison Street distant northerly 20 feet, more or less, from the southerly line of Twentieth Street and distant easterly 25 feet, more or less, from the westerly line of Harrison Street produced.

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) All of said crossings, except those between 15th and 16th Streets, which may be of Standard No. 2 construction, shall be constructed substantially in accordance with Standard No. 4, 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 roadway or pavement, 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) No train, engine, motor or car shall be operated over said crossings unless said train, engine, motor or car shall be under full control and unless traffic on the highway be protected by a member of the train crew or other competent employee acting as flagman.

(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) Applicant shall remove the tracks shown in yellow on the map (Dwg. 40074) filed with letter of August 26th, 1927, insofar as they lie in said streets, and shall repair the streets to conform to the remainder thereof.

(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 20th day of September, 1927.

Emmery

Alseamy

Leon Whitehall

Thos. J. Rauter

W. J. Carr

Commissioners.