

ORIGINAL

Decision No. 19188.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of Application of  
SOUTHERN PACIFIC COMPANY for an  
order authorizing the construc-  
tion at grade of crossover and  
spur tracks across portions of  
Harrison Street and across Seven-  
teenth Street in the City and  
County of San Francisco, State of  
California.

Application No. 12513.

BY THE COMMISSION:

FIRST SUPPLEMENTAL ORDER

Southern Pacific Company filed with the Commission on November 4, 1927, a supplemental application for a supplemental order in this proceeding authorizing the modification of a description of crossings granted in Decision No. 16221, dated March 18, 1926, and adding a crossover to the track layout in Harrison Street. The railroad company states that during the construction of the tracks conditions arose which resulted in a modification of track layout, which changed slightly the position of the tracks. An amended ordinance (No. 7711 N.S.) modifying Ordinance No. 6935 N.S. has been granted by the Board of Supervisors of said City and County for the construction of said crossings at grade in the changed location. On November 29th, applicant filed new descriptions of tracks as constructed and corresponding to those on the map (Coast Div'n. Dwg. No. 20212, Revised 9-7-1927). Although the new descriptions are given from different points of origin

than those given in Ordinance No. 7711 N.S., applicant states that they are intended to cover the tracks as constructed. Applicant further states that the descriptions are at variance with those of the amended ordinance due to the fact that a portion of 17th Street has been re-located.

It appears to the Commission that this is not a matter in which a public hearing is necessary and that the supplemental application should be granted, therefore,

IT IS HEREBY ORDERED that the descriptions under Tracks No. 1, No. 10 and No. 11, authorized in Decision No. 16221, dated March 18, 1926, be and they are amended to read as follows:

Track No. 2.

Beginning at a point in the center line of an existing S.P. Co. side track in Harrison St. said point being distant 338 feet more or less from the southerly line of 16th St.; thence thru a switch turnout to the right and crossing Harrison St. at its intersection with 17th St. for distance of 175 feet more or less to a point on the westerly line of Harrison Street at the intersection of the southerly line of 17th Street.

Track No. 3.

Beginning at a point on the center line of the above described Track No. 2, said point being distant northerly thereon 90 feet more or less from the intersection of the westerly line of Harrison Street with the southerly line of 17th Street; thence in a southwesterly direction thru a switch turnout to the right crossing Harrison and 17th St. a distance of 90 feet more or less to a point in the southerly line of 17th St., said point being distant easterly thereon 110 feet more or less from the easterly line of Treat Avenue.

Track No. 4.

Beginning at a point on the center line of the above described Track No. 3, said point being distant northeasterly thereon 35 feet more or less from the southerly line of 17th St.; thence in a southwesterly direction thru a switch turnout to the right crossing 17th St. for a distance of 36 feet more or less to a point on the southerly line of 17th St. distant easterly thereon 107 feet more or less from the easterly line of Treat Avenue.

Track No. 5.

Beginning at a point on the center line of an existing S.P. Co. side track in Harrison St. said point being distant southerly 395 feet more or less from the southerly line of 16th St.; thence in a southerly direction thru a switch turnout to the right and crossing Harrison Street and the intersection of Harrison and 17th Sts. for a distance of 270 feet more or less to a point on the westerly line of Harrison St., said point being distant northerly thereon 435 feet more or less from the northerly line of 18th St.

Track No. 6.

Beginning at a point on the center line of the above described Track No. 5, said point being distant northerly thereon 165 feet more or less from the westerly line of Harrison Street; thence in a southwesterly direction thru a switch turnout to the right crossing Harrison St. a distance of 95 feet more or less to a point on the westerly line of Harrison St. distant northerly thereon 505 feet more or less from the northerly line of 18th St.

Track No. 7.

Beginning at a point on the center line of the above described Track No. 5 distant northerly thereon 60 feet more or less from the westerly line of Harrison St., thence in a southwesterly direction thru a switch turnout to the right, crossing Harrison St. for a distance of 40 feet more or less to a point in the westerly line of Harrison St. distant northerly thereon 455 feet more or less from the northerly line of 18th St.

Track No. 8.

Beginning at a point on the center line of the above described Track No. 2 distant northerly thereon 30 feet more or less from the intersection of the westerly line of Harrison St. with the southerly line of 17th St.; thence in a southerly direction thru a switch turnout to the right crossing the intersection of 17th and Harrison Sts. a distance of 30 feet more or less to a point on the southerly line of 17th St. distant westerly thereon 3 feet more or less from the westerly line of Harrison St.

FURTHER

IT IS HEREBY/ORDERED that permission and authority

be and it is hereby granted to Southern Pacific Company to

construct a crossover track at grade across a portion of Harrison Street in the City and County of San Francisco, State of California, at the location hereinafter particularly described and as shown by the map (Coast Div'n. Dwg., 20212, Revised 9-7-1927) attached to the supplemental application filed November 4, 1927.

DESCRIPTION OF CROSSOVER

Beginning at a point on the center line of the existing S.P.Co. main track in Harrison St., said point being distant southerly thereon 200 feet more or less from the southerly line of 16th St.; thence in a southerly direction thru switch turnouts to the right and to the left for a distance of 138 feet more or less to a point in the center line of an existing S.P.Co. side track in Harrison Street.

Said crossover to be constructed subject to the same conditions as those set forth for the trackage granted in said Decision No. 16221.

In all other respects said Decision No. 16221 shall remain in full force and effect.

The authority herein granted shall become effective on the date hereof.

Dated at San Francisco, California, this 23rd day of December, 1927.

Emmett  
C. Seaver  
Leon Whitwell  
Thos. S. Rowland  
M. J. Curran