

Decision No. 20516

ORIGINAL

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 change the loca-)	
tion of and re-construct in and)	Application No. 15192
along Atlantic Street and across)	
"E" and "F" Streets certain track-)	
age in the City of San Diego, County)	
of San Diego, State of California.)	

BY THE COMMISSION:

ORDER

The Atchison, Topeka and Santa Fe Railway Company, a corporation, filed the above entitled application with this Commission on the 16th day of November, 1928, asking for authority to relocate tracks at grade across Atlantic, "E" and "F" Streets and to operate certain tracks to be constructed by the United States Navy in the City of San Diego, County of San Diego, State of California, as hereinafter set forth. The necessary franchise or permit (Ordinance No. 11972) has been granted by the City Council of said City 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 The Atchison, Topeka and Santa Fe Railway

Company to relocate its tracks at grade across Atlantic, "E" and "F" Streets in the City of San Diego, County of San Diego, State of California, at the locations hereinafter particularly described and as shown by the map (Division Engineer's Drawing No. L-8-10072) attached to the application.

TRACK NO. 9:

Beginning at a point in the intersection of the prolongation of the southern line of Broadway and the center line of present track No. 9; thence southerly 71.67 feet on a curve concave to the west, having a radius of 955.366 feet; thence southerly 71.67 feet on a reverse curve concave to the east, having a radius of 955.366 feet; thence southerly 157.48 feet on a tangent parallel with the eastern line of Atlantic Street to a point in the prolongation of the northern line of E Street.

TRACK NO. 25:

Beginning at a point in the intersection of the prolongation of the southern line of Broadway and the center line of present track No. 25; thence southerly 71.67 feet on a curve concave to the west, having a radius of 955.366 feet; thence southerly 71.67 feet on a reverse curve concave to the east, having a radius of 955.366 feet; thence southerly 545.44 feet on a tangent parallel with the eastern line of Atlantic Street to a point in the center line of present track No. 31.

TRACK NO. 27:

Beginning at a point in the center line of present track No. 27, 35.2 feet northerly from the prolongation of the northern line of F Street; thence southerly 35.2 feet parallel with the eastern line of Atlantic Street to a point in the prolongation of the northern line of F Street.

TRACK NO. 29:

Beginning at a point in the center line of the proposed track No. 25, 9.0 feet northerly from the prolongation of the southern line of F Street; thence southerly 9.0 feet on a curve concave to the west, having a radius of 398.937 feet, to point of switch; thence continuing southwesterly 62.87 feet on said curve; then southwesterly 11.12 feet on a tangent; thence southwesterly 71.87 feet on a curve concave to the east, having a radius of 398.937 feet, to a point in the center line of present track No. 29.

TRACK NO. 31:

Beginning at a point at Engineer's Station 13 plus 15.52 in the center line of proposed track No. 25; thence southerly 9.0 feet on a curve concave to the west, having a radius of 398.937 feet to point of switch; thence southwesterly 52.11 feet on said curve; thence southwesterly 188.79 feet on a tangent; thence southerly 100.0 feet on a curve concave to the east, having a radius of 573.686 feet to a point in the center line of present track No. 9.

TRACK NO. 33:

Beginning at a point at Engineer's Station 13 plus 78.52 in the center line of proposed track No. 25; thence southerly 9.0 feet on a curve concave to the east, having a radius of 398.937 feet to point of switch; thence continuing southeasterly 52.00 feet on said curve; thence southeasterly 36.83 feet on a tangent; thence southerly 61.11 feet on a curve concave to the west, having a radius of 398.937 feet to a point in the center line of present track No. 33.

TRACK NO. 35:

Beginning at a point at Engineer's Station 0 plus 58.0 in the center line of proposed track No. 31; thence southwesterly 8.0 feet on a curve concave to the west, having a radius of 383.065 feet to point of switch; thence southwesterly 52.11 feet on a curve concave to northwest, having a radius of 398.937 feet; thence southwesterly 5.89 feet on a tangent; thence southwesterly 63.67 feet on a curve concave to the northwest, having a radius of 573.686 feet; thence southwesterly 27.93 feet on a tangent to a point in the center line of the relocated portion of track No. 35, owned by Spreckles Bros. Comm. Co.

TRACK NO. 77:

Beginning at a point at Engineer's Station 13 plus 23.52 in the center line of proposed track No. 25; thence northerly 9.0 feet on a curve concave to the west, having a radius of 398.937 feet to point of switch; thence continuing northwesterly 52.11 feet on said curve; thence northwesterly 5.89 feet on a tangent; thence northwesterly 19.9 feet on a curve concave to the southwest, having a radius of 235.652 feet, to a point in the center line of the U.S. Navy spur track.

Said crossings of "E" Street shall be identified as portions of Crossing No. 2-267.67-C.

Said crossings of "F" Street shall be identified as portions of Crossing No. 2-267.76-C.

Said crossings to be constructed subject to the following conditions, and not otherwise:

(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 equal or superior to type shown as Standard No. 2 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, and with grades of approach not exceeding three (3) per cent; shall be protected by Standard No. 1 crossing signs, as specified in General Order No. 75 of this Commission, and shall in every way be made suitable for the passage thereover of vehicles and other road traffic.

(3) These crossings are authorized with the understanding that Atlantic Street is not now opened to public travel at the respective points of crossing and this order shall not be deemed as an authorization for such opening.

IT IS HEREBY FURTHER ORDERED that permission and authority be and the same is hereby granted to The Atchison, Topeka and Santa Fe Railway Company to operate the tracks to be constructed by the Navy in and along the northerly side of "E" Street and across Belt Street and Harbor Street.

Said crossing of Belt Street shall be identified as Crossing No. 2-267.84-C.

Said crossing of Harbor Street shall be identified as Crossing No. 2-267.89-C.

Said tracks shall be operated subject to the follow-

ing conditions:

(1) Standard No. 1 crossing signs, as specified in General Order No. 75 of this Commission, shall be installed and maintained at Crossing No. 2-267.84-C and Crossing No. 2-267.89-C.

(2) All clearances along said track shall conform to the provisions of General Order No. 26-C of this Commission.

IT IS HEREBY FURTHER ORDERED that all of the crossings herein shall be constructed subject to the following conditions:

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

(2) 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.

(3) 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 23rd day of November, 1928.

[Signature]

[Signature]

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Commissioners.