

Decision No. 21393

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

ORIGINAL

In the matter of the application of
 Southern Pacific Company and The
 Atchison, Topeka and Santa Fe Railway
 Company for an order authorizing
 (a) the construction of a spur track
 at grade upon, along and across por-
 tions of 16th and Carolina Streets
 and (b) the shifting of the location
 of existing drill track at grade
 upon, along and across portions of
 16th and De Haro Streets, all in the
 City and County of San Francisco,
 State of California.

Application No. 15801.

BY THE COMMISSION:

ORDER

Southern Pacific Company, a corporation, and The
 Atchison, Topeka and Santa Fe Railway Company, a corporation,
 filed the above entitled application with this Commission on
 the 17th day of July, 1929, asking for authority to construct a
 spur track upon, along and across portions of 16th and Carolina
 Streets, to reconstruct a spur track upon, along and across por-
 tions of 16th and De Haro Streets and to remove a spur track from
 a portion of 16th and across Wisconsin Street, in the City of
 San Francisco, County of San Francisco, State of California, as
 hereinafter set forth. The necessary franchises (Ordinances
 Nos. 8469 and 8470, New Series) have 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 pre-
 sent proceeding is not one in which a public hearing is necessary;
 that it is neither reasonable nor practicable at this time to pro-
 vide grade separations or to avoid grade crossings at the points
 mentioned in this application with said 16th and Carolina Streets

or 16th and De Haro 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 and The Atchison, Topeka and Santa Fe Railway Company to construct a spur track at grade upon and along portions of 16th Street and across Carolina Street, reconstruct a spur track along 16th and across De Haro Street and to remove a spur track from a portion of 16th Street and across Wisconsin Street, in the City of San Francisco, County of San Francisco, State of California, at the locations hereinafter particularly described and as shown by the map (Coast Div'n. Drawings 20419) attached to the application.

Description of Crossings

Along and Across 16th and Carolina Streets:

Beginning at a point in the center line of an existing Southern Pacific Company and Atchison, Topeka and Santa Fe Railway Company Joint Track in 16th Street, distant westerly 110 feet, more or less, from the westerly line of Carolina Street and distant northerly 46.6 feet from the southerly line of 16th Street; thence in a southeasterly direction through a switch turnout to the right and curving to the right, crossing 16th Street and Carolina Street to a point in Carolina Street, distant westerly 10 feet from the easterly line of Carolina Street and distant southerly 102 feet, more or less, from the southerly line of 16th Street; thence southerly parallel to and distant westerly 10 feet from the easterly line of Carolina Street a distance of 198 feet, more or less to end of track.

Along and Across 16th and De Haro Streets:

Beginning at a point in the center line of an existing Southern Pacific Company and The Atchison, Topeka and Santa Fe Railway Company Joint Track in 16th Street, said point being distant easterly seventy (70) feet, more or less, from the easterly line of De Haro Street and distant northerly 46.6 feet from the southerly line of 16th Street; thence in a westerly direction through a turnout to the left and curving to the left and right to a point in the center line of an existing Southern Pacific Company and The Atchison, Topeka and Santa Fe Railway Company spur track in 16th Street, said point being distant northerly 18 feet, more or less, from the southerly line of 16th Street along the northerly prolongation of the westerly line of De Haro Street.

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 applicants.

(2) Said crossings shall be constructed equal or superior to type shown as Standard No. 3, 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 pavement, and with grades of approach not exceeding one (1) 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) Applicant shall remove the tracks shown in yellow on the map (Coast Div'n. Drawings 20419) attached to the application, in so far as they lie in 16th and De Haro Streets and 16th and Wisconsin Streets, 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 29th day
of July, 1929.

Thos. S. Lovett

Chas. J. ...

Leon ...

Commissioners.