

ORIGINAL

Decision No. 21332.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of application of Southern Pacific Company for an order authorizing the construction at grade of a spur track upon, along and across a portion of Seventh Street, and upon and across King Street, Townsend Street, Gilbert Street, Butte Place, Lucerne Street and Harriet Street, In the City and County of San Francisco, State of California.

Application No. 15830

BY THE COMMISSION:

O R D E R

Southern Pacific Company, a corporation, filed the above entitled application with this Commission on the 29th day of July, 1929, asking for authority to construct a spur track at grade across a portion of Seventh Street and at grade across King Street, Townsend Street, Butte Place, Gilbert Street, Lucerne Street, and Harriet Street in the City and County of San Francisco, State of California, as hereinafter set forth. The necessary franchise or permit (Ordinance No. 6864) has 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 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 a spur track at grade across a portion of Seventh Street and at grade across King Street, Townsend Street, Gilbert Street, Butte Place, Lucerne Street, and Harriet 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 Division Drawing 18185) attached to the application.

DESCRIPTION OF CROSSINGS

Seventh Street

Beginning at a point in existing track on 7th Street, approximately 36 feet North of Berry Street; thence northwesterly along 7th Street, and crossing King and Townsend Streets, to a point approximately 95 feet northwesterly of the northwesterly line of Townsend Street, and 24 feet Southwesterly of Northeastery line of 7th Street; thence continuing along 7th Street on a curve concave to the right a distance of 95 feet more or less to the Northeastery line of 7th Street.

Gilbert Street

Beginning at a point in the Southwesterly line of Gilbert Street, approximately 262 feet Southeasterly from the Southeasterly line of Brannan Street; thence North-easterly and crossing Gilbert Street to the Northeastery line thereof.

Butte Place

Beginning at a point in the Southwesterly line of Butte Place, approximately 262 feet Southeasterly from the South-easterly line of Brannan Street; thence Northeastery and crossing Butte Place to the Northeastery line thereof.

Lucerne Street

Beginning at a point in the Southwesterly line of Lucerne Street, approximately 262 feet Southeasterly from the Southeasterly line of Brannan Street; thence North-easterly and crossing Lucerne Street to the Northeastery line thereof.

Harriet Street

Beginning at a point in the Southwesterly line of Harriet Street, approximately 262 feet Southeasterly from the Southeasterly line of Brannan Street; thence North-easterly and crossing Harriet Street to the Northeastery line thereof.

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 substantially in accordance with Standard No. 4, in General Order No. 72 of this Commission and shall be constructed without superelevation and 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 conforming with the official grades of said streets, 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) The human flagman now maintained at the intersection of Seventh and Townsend Streets shall protect vehicular travel against train movements over the crossing of Townsend Street herein authorized.

(4) All engines, motors, trains, or cars, moving southerly along said spur track, shall stop before passing the northerly property line of Seventh Street and shall not proceed on to said Seventh Street until it has been ascertained that it is safe so to do.

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

(6) 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.

(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 8th day of August, 1929.

Thomas D. Lott
Ed. J. Jones
Ed. J. Jones
Leon A. Russell

Commissioners.