

Decision No. 22041.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of  
The Western Pacific Railroad Company  
for permission to construct, main-  
tain and operate a spur track at grade  
in the vicinity of 24th and Illinois  
Streets, in the City and County of  
San Francisco, State of California.

Application No. 16208.

BY THE COMMISSION:

O R D E R

The Western Pacific Railroad Company, a corporation, filed the above entitled application with this Commission on the 7th day of January, 1930, asking for authority to construct a spur track at grade across a portion of Illinois Street and across Twenty-fourth and Twenty-fifth Streets in the City and County of San Francisco, State of California, as hereinafter set forth. The necessary franchise or permit (Ordinance No. 8642 N.S.) 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 The Western Pacific Railroad Company to construct a spur track at grade across a portion of Illinois Street and across Twenty-fourth and Twenty-fifth Streets in the City and County of San Francisco, State of California, at the locations hereinafter particularly described and as shown by the map (Exhibit "A") attached to the application.

#### DESCRIPTION OF CROSSINGS

Beginning at a point in the center line of existing connecting track in Illinois Street, said point being distant, measured northerly along said track, approximately 120 feet northerly from the northerly line of 26th Street, extended westerly; thence continuing northerly along a turnout to the right, approximately 115 feet to a point distant 13 feet measured at right angles easterly from the center line of the most easterly joint track of the A.T. & S.F. and S.P. Companies; thence continuing northerly, 13 feet easterly from and parallel with the center line of said track, a distance of approximately 630 feet, crossing the southerly and northerly lines of 25th Street, extended westerly, approximately 25 feet westerly from the easterly line of said Illinois Street; thence northeasterly along a curve to the right, having a radius of 286.84 feet, a distance of approximately 450 feet; crossing the southerly line of 24th Street, extended westerly, approximately 25 feet westerly from the easterly line of said Illinois Street, also crossing the northerly line of said 24th Street, extended westerly, approximately 17 feet westerly from the westerly line of said Illinois Street; also crossing the easterly line of said Illinois Street at a point distant northerly thereon approximately 42 feet from the northerly line of said 24th Street; thence easterly approximately 495 feet to end of spur.

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 shall be borne by applicant.

(2) Said crossings shall be so constructed that grades of approach not exceeding two (2%) per cent will be feasible in the event that the construction of roadway along said Illinois, Twenty-fourth and Twenty-fifth Streets shall hereafter be authorized and so that said grade crossings may be made safe for the passage thereover of vehicles and other road traffic.

(3) This order is made upon the express condition that Illinois, Twenty-fourth and Twenty-fifth Streets are not now actually constructed and open to travel at the respective points of crossing, and said order shall not be deemed an authorization for the construction of an opening of said streets to public use across said railroad tracks.

(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 judg-

ment, 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 22th day of January, 1930.

Ed Sawyer  
Frank A. ...  
Leon Whitely  
Thos. S. ...  
M. A. ...  
Commissioners.