

Decision No. 3417

ORIGINAL

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BEFORE THE RAILROAD COMMISSION OF THE STATE OF  
CALIFORNIA.

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In the matter of the application of  
Southern Pacific Company for permis-  
sion to construct a spur track at grade across  
Second and Federal Streets and the tracks of  
the United Railroads in the City and County of  
San Francisco, California.  
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Application  
No. 2333.

By the Commission.

O R D E R.

Southern Pacific Company, a corporation, having  
on June 7, 1916, filed with the Commission an application  
for permission to construct a spur track at grade across  
Second and Federal Streets and the tracks of the United Rail-  
roads in the City and County of San Francisco, California, as  
hereinafter indicated, and it appearing to the Commission that  
this is not a case in which a public hearing is necessary; that  
the necessary franchise or permit has been granted by the board  
of Supervisors of the City and County of San Francisco, for  
the construction of the crossings of Second and Federal Streets  
and that the permission of the United Railroads has been se-  
cured for the construction of a grade crossing with the track  
of that Company, and it further appearing that it is not reason-  
able nor practicable to avoid a grade crossing with said Second

and Federal Streets and with the track of the United Railroads and that this application should be granted subject to the conditions hereinafter specified,

IT IS HEREBY ORDERED, That permission be hereby granted Southern Pacific Company to construct a spur track at grade across Second and Federal Streets and the tracks of the United Railroads in the City and County of San Francisco, California, described as follows:

BEGINNING at a point in Southern Pacific Company's drill track in Second Street a distance of 137.5 feet southeasterly from the southeasterly line of Federal Street, produced southwesterly; thence northwesterly along a curve to the right having a radius of 250 feet a distance of 32 feet; thence northwesterly along a tangent a distance of 27 feet; thence northerly along a curve to the right, having a radius of 161.66 feet, crossing Second Street and the United Railroads tracks therein, a distance of 115 feet to a point in the northeasterly line of Second Street, said point also lying in the roadway of Federal Street; thence continuing along said curve to the right into private property.

All of the above as shown by the map attached to the application; the crossings of Second and Federal Streets to be constructed subject to the following conditions, viz:

(1) The entire expense of constructing the crossings, together with the cost of their maintenance thereafter in good and first-class condition for the same and convenient use of the public shall be borne by applicant.

(2) Said crossings shall be constructed of a width and type of construction to conform to these portions of Second and Federal Streets now graded, with grades of approach not exceeding 4% ; shall be protected by suitable crossing signs, and shall in every way be made safe for the passage thereover of vehicles and other road traffic.

(3) All engines, trains, motors and cars of applicant shall, before passing over the tracks of the United Railroads, come to a full stop and shall not proceed until it has been ascertained that it is safe to do so.

(4) 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.

Dated at San Francisco, California, this 14<sup>th</sup>  
day of June, 1916.

Mary Thelen  
H. S. Loveland  
Edwin O. Edgerton

Commissioners.