

ORIGINAL

Decision No. _____

Decision No. 3475

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

IN THE MATTER OF THE APPLICATION)
of the City and County of San)
Francisco for Permission to)
install grade crossings for)
the Construction Railway of)
the Municipal Water Supply.)

Application No. 2262.

Percy V. Long and Robert M. Searls, by
Robert M. Searls for applicant.
W. F. McClure, State Engineer, for State
Engineering Department.

GORDON, Commissioner.

O P I N I O N.

In this application the City and County of San Francisco seeks permission to build eleven (11) crossings of state and county highways in connection with the construction of a railroad to the Hetch Hetchy Valley to aid in building the future water supply system for the City.

These crossings are located as follows and are shown in detail by the map attached to the application:

Crossing No. 1 in section 31, T. 1 S., R. 14 E., M.D.B. & M.
Crossing No. 2 in section 3, T. 2 S., R. 14 E.
Crossings Nos. 3 & 4 in section 20, T. 1 S., R. 15 E.
Crossing No. 5 in section 30, T. 1 S., R. 16 E.
Crossing No. 6 in section 33, T. 1 S., R. 17 E.
Crossing No. 7 in section 27, T. 1 S., R. 17 E.
Crossing No. 8 in section 36, T. 1 S., R. 17 E.
Crossing No. 9 in section 30, T. 1 S., R. 18 E.
Crossing No. 10 in section 29, T. 1 S., R. 18 E.
Crossing No. 11 in section 28, T. 1 S., R. 18 E.

The first two crossings in this list are with county roads; the others are State roads. Except for Crossing No. 5,

above, permission is asked to construct all of these crossings at grade.

Shortly after this application was filed, a protest was received from the State engineer against granting permission to cross the state roads at grade, and after an inspection was made by our engineering department, the application was set for a formal hearing, which was held on June 9, 1916.

The railroad, as I have said, is being constructed to expedite the Hetch Hetchy water project of the City and County of San Francisco, and some doubt was expressed as to whether or not it would be a common carrier. This matter was briefly considered at the hearing. It appears probable that when the road is constructed freight and passengers will be carried for compensation, but it is possible that when the water project is completed it will have served its purpose and the City may desire to abandon operations upon it. Inasmuch as the road will probably be operated as a common carrier for some years at least, there seems to be no reason why the Commission should not have jurisdiction over the crossings to be constructed, especially since the City and County desires it to assume such jurisdiction.

Although Mr. W. F. McClure, the State Engineer, appeared in the hearing in opposition to the construction of grade crossings on state roads, he took the attitude that the matter should be thoroughly considered before grade crossings were decided upon and did not insist that grade separations should be made in all cases.

There seems to be no reason why this application should not be granted under certain conditions. The railroad

traverses a rough country and has maximum grades of four (4) per cent and maximum curves of thirty (30) degrees. In a country where such grades and curves are necessary, grade separations are difficult unless plans are originally made to bring them about. It seems that when surveys were first made for the construction of the railroad, the County of Tuolumne had jurisdiction over those roads which have since been turned over to the State and that the Board of Supervisors of that County were agreeable to having them crossed at grade. While it is ordinarily well worth while to spend considerable money to secure grade separations, in this case, where the railroad will possibly be in existence for a few years only, the matter is not so clear. In any event, the road has been located, considerable work has been done upon it and it would work a hardship on the City to require the grades of the roads and the railroad to be separated now. The traffic on the railroad will consist of one train each way per day and the maximum speed of trains will not exceed twenty miles per hour, and may not exceed fifteen. The traffic on the highways is not excessive even during the summer and it is much less in winter than during the summer seasons.

In the opinion of our engineers and those of the City there are but two of these proposed grade crossings where conditions will be especially dangerous and where protection other than the usual crossing sign will be needed. These two crossings are Crossings Nos. 3 and 4 in the list previously given. At Crossing No. 3 the State road bridges the river

and immediately crosses the track in such a manner that no view can be had of approaching trains while the trainmen, on the other hand, can secure no view of the crossing until the locomotive is upon it. At Crossing No. 4, the road and the railroad parallel each other, running northwesterly toward the crossing for some distance when the railroad makes a sharp turn across the track. To make these crossings safe, our engineers have recommended that all trains should be required to come to a stop before passing over Crossing No. 3 and that a fence should be built, between the highway and the railroad, at Crossing No. 4 for some distance southeasterly from this crossing and that trains should either stop at the crossing or an automatic flagman should be installed.

The engineers of the City agreed with the Commission's engineers that these provisions would be reasonable and they will be made a condition in the order.

I recommend the following form of order,

O R D E R.

CITY AND COUNTY OF SAN FRANCISCO having applied to the Commission for permission to construct eleven (11) crossings over state and county roads as indicated and a public hearing having been held and it appearing to the Commission that this application should be granted subject to certain conditions to be hereinafter specified,

IT IS HEREBY ORDERED, That permission be and the same is hereby granted to the City and County of San Francisco to construct its railway of the Municipal Water Supply over the county and state roads at the following locations:

Crossing No. 1 in section 31, T. 1 S., R. 14 E., M.D.B. & M.
Crossing No. 2 in section 3, T. 2 S., R. 14 E.
Crossings Nos. 3 & 4 in section 20, T. 1 S., R. 15 E.
Crossing No. 5 in section 30, T. 1 S., R. 16 E.
Crossing No. 6 in section 33, T. 1 S., R. 17 E.
Crossing No. 7 in section 27, T. 1 S., R. 17 E.
Crossing No. 8 in section 36, T. 1 S., R. 17 E.
Crossing No. 9 in section 30, T. 1 S., R. 18 E.
Crossing No. 10 in section 29, T. 1 S., R. 18 E.
Crossing No. 11 in section 28, T. 1 S., R. 18 E.

All of the above being on map attached to the application;
crossings to be constructed subject to the following conditions:

(1) Crossing No. 5 shall be made at separated grades, with clearances conforming, in all particulars, to the Commission's General Order No. 26.

(2) The entire expense of constructing these crossings together with the expense of maintaining them thereafter shall be borne by applicant.

(3) All grade crossings shall conform in width and type of construction to those portions of the roads to be crossed, with grades of approach not exceeding ten (10) per cent; shall in every way be made safe for vehicles and other road traffic and shall be protected by suitable crossing signs conspicuously located.

(4) All engines, trains, motors and cars of applicant shall, before passing over Crossing No. 3, come to a full stop and shall not proceed until it has been ascertained that no vehicle will be endangered by so doing.

(5) A suitable fence shall be erected between the road and highway, southeast of Crossing No. 4 and applicant shall either install at its own expense a suitable automatic flagman or require all its engines, trains, motors and cars to come to a stop before passing over this crossing.

(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 foregoing opinion and order are hereby approved and ordered filed as the opinion and order of the Railroad Commission of the State of California.

Dated at San Francisco, California, this 30th day of June, 1916.

Max Thelen
H. S. Loveland
Alvin Gordon
Edwin V. Edgerton

Commissioners.