

Decision No. _____.

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

Decision No. 3822.

In the matter of the application of)
SOUTHERN PACIFIC COMPANY for permission)
to construct certain trackage at grade)
across Harrison Street and Bryant Street)
and the tracks of the United Railroads)
thereon, in the City and County of San)
Francisco, California.)
.....)

Application No. 2606.

By the Commission,

O R D E R.

SOUTHERN PACIFIC COMPANY, a corporation, having on October 23, 1916, filed with the Commission an application for permission to construct certain trackage at grade across Harrison Street and Bryant Street and the tracks of the United Railroads thereon, 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 City and County of San Francisco, and that the necessary agreement has been entered into with the United Railroads of San Francisco for the construction of said crossings at grade, and it further appearing that it is not reasonable nor practicable to avoid grade crossings with said Harrison Street, Bryant Street and the tracks 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 certain trackage at grade across Harrison Street, Bryant Street and the tracks of the United Railroads thereon, in the City and County of San Francisco, California, described as follows:

"Beginning at the terminus of the Southern Pacific Company's spur track in Second Street near Bryant Street; thence on a straight line northwesterly and parallel to the center line of Second Street, across Bryant and Harrison Streets, and the tracks of the United Railroads thereon to a point 250 feet, more or less northwesterly of the northwesterly line of Harrison Street; thence returning in

a southeasterly direction and parallel to the center line of Second Street, to a point 80 feet more or less northwesterly to the northwesterly line of Harrison Street; thence southwesterly along a curve to the right having a radius of 250 feet more or less a distance of 32 feet more or less; thence southwesterly along a tangent a distance of 27 feet more or less; thence southwesterly by a convenient line into private property at the southwest corner of Second and Harrison Streets, together with necessary switches, turnouts and crossings."

All of the above as shown by the map attached to the application; said crossings 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 safe and convenient use of the public shall be borne by applicant.

(2) Said street crossings shall be constructed of a width and type of construction to conform to those portions of Second Street, Harrison Street and Bryant Street now graded, with grades of approach not exceeding four (4) per cent, and shall in every way be made safe for the passage thereover of vehicles and other road traffic.

(3) Said crossings with the tracks of the United Railroads of San Francisco shall be constructed as stated in the agreement entered into by and between the Southern Pacific Company and the United Railroads of San Francisco and to conform to the grades of those portions of Second Street and Bryant Street now graded.

(4) All overhead wires or obstructions constructed at the crossings shall have a clearance above the rails of not less than twenty-two (22) feet. All pole lines and other side obstructions shall have a clearance from the center line of the track of either company of not less than eight (8) feet.

(5) All engines, trains, motors and cars of applicant shall, before passing over the crossings of 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. All engines, trains, motors and cars of United Railroads shall approach and pass over these crossings under full control.

(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.

Dated at San Francisco, California, this 26th day of October, 1916.

Max Shelton

H. B. Howard

Alex Gordon

Edwin C. Edgerton

Frank R. White

Commissioners.