

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

Decision No. 3826

In the matter of the application of SOUTHERN PACIFIC COMPANY for permission to construct a spur track at grade across Second Street and Bryant Street and the tracks of the United Railroads thereon, in the City and County of San Francisco, California.

Application No. 2612.

By the Commission,

ORDER

SOUTHERN PACIFIC COMPANY, a corporation, having on October 26, 1916, filed with the Commission an application for permission to construct certain trackage at grade across Second 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 Second 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 a spur track at grade across Second 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 a point on the present spur track of the Southern Pacific Company on the westerly side of Second Street and distant 125.75 feet more or less southerly from the southerly line of Bryant Street; thence on a curve to the right with a 250 foot radius for a distance of 31.75 feet more or less; thence 28 feet more or less on a tangent; thence

on a curve to the right with a radius of 146.19 feet to a tangent on northerly side of Bryant Street and 20.5 feet southerly from the northerly line of Bryant Street; thence on said tangent 158.5 feet more or less; thence by a convenient curve to right into premises of Hawley & Manson on southerly line of Bryant Street and 390 feet easterly of the easterly line of Second Street, 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 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 30<sup>th</sup> day of October, 1916,

Mary Thelen  
H. P. Voland  
Alex Gordon  
Edwin O. Edgerton  
Frazer R. Gilman

Commissioners.