

Decision No. \_\_\_\_\_.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application of  
THE ATCHISON, TOPEKA AND SANTA FE  
RAILWAY COMPANY for permission to  
construct a spur track at grade across  
Spear Street, in the City and County  
of San Francisco, California.  
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ORIGINAL  
Application No. 2692:  
Decision No. 3957

By the Commission,

O R D E R.

THE ATCHISON, TOPEKA AND SANTA FE RAILWAY COMPANY, a corporation, having on December 26, 1916, filed with the Commission an application for permission to construct a spur track at grade across Spear Street, 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 for the construction of said crossing at grade, and it further appearing that it is not reasonable nor practicable to avoid a grade crossing with said Spear Street, and that this application should be granted subject to the conditions hereinafter specified,

IT IS HEREBY ORDERED, That permission be hereby granted The Atchison, Topeka and Santa Fe Railway Company to construct a spur track at grade across Spear Street, in the City and County of San Francisco, California, described as follows:-

"Commencing at a point in the center line of a spur track of The Atchison, Topeka and Santa Fe Railway Company in Spear Street, San Francisco, San Francisco County, California, said point being distant 41.25 feet northeasterly at right angles from the southwesterly line of Spear Street and 19.35 feet northwesterly at right angles from the northwesterly line of Harrison Street; thence northerly on the arc of a curve concave to the east having a radius of 235.65 feet, a distance of 141.46 feet to a point in the northeasterly line of Spear Street which is

distant 152.54 feet northwesterly from the northwesterly line of Harrison Street, measured along said northeasterly line of Spear Street; thence continuing along curve and tangent across private property."

All of the above as shown by the map attached to the application; said crossing to be constructed subject to the following conditions, viz.:-

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

(2) Said crossing shall be constructed of a width and type of construction to conform to that portion of Spear Street now graded, with grades of approach not exceeding four (4) per cent; shall be protected by a suitable crossing sign and shall in every way be made safe for the passage thereover of vehicles and other road traffic.

(3) The Commission reserves the right to make such further orders relative to the location, construction, operation, maintenance and protection of said crossing 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 28th day of December, 1916.

Max Thelen

W. H. Howard

Chas. Gordon

Edwin C. Edgerton

Frank R. Derby

Commissioners.