

ORIGINAL

Decision No. 4428

Decision No. _____.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application)
of SOUTHERN PACIFIC COMPANY for)
permission to construct a spur)
track at grade across Harrison Street) Application No. 2965.
and the tracks of the United Rail-)
roads in the City and County of San)
Francisco, California.)
.....

By the Commission.

O R D E R.

SOUTHERN PACIFIC COMPANY, a corporation, having on May 31, 1917, filed with the Commission an application for permission to construct a spur track at grade across Harrison Street and the tracks of the United Railroads 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 permission of the United Railroads has been secured for the crossings of its tracks; and it further appearing that it is not reasonable nor practicable to avoid grade crossings with said Harrison 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 Harrison Street and the tracks of the United Railroads in the City and County of San Francisco, California, described as follows:

"Commencing at a point in the center line of the existing side track of the Southern Pacific Company in Second Street distant 35 feet westerly from the westerly line of Bryant Street; thence westerly on a curve to the right 125 feet to the point of a reverse curve; thence westerly on a curve to the left 125 feet to a point that is approximately 23 feet at right angles southerly from the northerly line of said Second Street; thence westerly and parallel to said line of Second Street and crossing Harrison Street to a point that is 415 feet westerly from the westerly line of Harrison Street."

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 crossing of Harrison Street, 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 Harrison 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 crossings of the tracks of the United Railroads shall be made in accordance with the agreement between United Railroads and applicant, dated May 14, 1917, copy of which is attached to application.

(4) After the installation of the crossing frogs all engines, trains, motors, and cars of both applicant and United Railroads shall come to a full stop before passing over same, and shall not proceed until it has been ascertained that it is safe to do so.

(5) 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 June, 1917.

Max Thelen
H. D. Howard
Chas. Gordon

Commissioners.