

Decision No. 6584.

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the matter of application of )  
DIRECTOR GENERAL OF RAILROADS, )  
SOUTHERN PACIFIC RAILROAD, for )  
an order authorizing the con- )  
struction of a spur track at )  
grade across Harrison and Folsom )  
Streets and across the tracks of )  
the United Railroads at Eighteenth )  
and Folsom Streets, all in the )  
City and County of San Francisco, )  
State of California. )

Application No. 4825.

By the Commission.

O R D E R

DIRECTOR GENERAL OF RAILROADS, SOUTHERN PACIFIC RAILROAD, having on August 5, 1919, filed an application with the Commission for permission to construct a spur track at grade across Harrison and Folsom Streets and across the tracks of the United Railroads at Eighteenth and Folsom Streets, all in the City and County of San Francisco, State of 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 Board of Supervisors of the City and County of San Francisco has granted its permission for the necessary construction to be made; and it further appearing that it is not reasonable nor practicable to avoid grade crossings with said streets, and that this application should be granted subject to the conditions hereinafter specified;

IT IS HEREBY ORDERED, That permission be and the same is hereby granted DIRECTOR GENERAL OF RAILROADS, SOUTHERN PACIFIC

RAILROAD, to construct a spur track at grade across Harrison and Folsom Streets and across the tracks of the United Railroads at Eighteenth and Folsom Streets, all in the City and County of San Francisco, State of California, described as follows:

COMMENCING at a point in the center line of an existing track on the easterly side of Harrison St. at a point 279.5 ft. northerly from the northerly line of 18th St., thence southerly through a #9 turnout and through an angle of  $6^{\circ} 22'$  to the left for a distance of 134.24 ft. to a point; thence on a curve to the right with a radius of 382.57 ft. through an angle of  $6^{\circ} 22'$  a distance of 42.44 ft. to a point; thence continuing on a curve to the right with a radius of 143.95 ft. and through an angle of  $90^{\circ} 0'$  a distance of 225 ft. to a point in 18th St., which is 8.5 ft. southerly from the center line of said street measured at right angles thereto; thence westerly along 18th St., 489.0 ft. parallel and always 8.5 ft. from the center line of said street to a point; thence on a curve to the right with a radius 235.8 ft., through an angle of  $12^{\circ} 52' 40''$  a distance of 53 ft. and crossing Folsom St., to a point; thence continuing on a curve to the right with a radius of 174.23 ft., through an angle of  $16^{\circ} 30'$ , more or less, a distance of 50 ft., more or less, to a point in the southerly line of 18th St. 31 ft., more or less, westerly from the westerly line of Folsom St.

All of the above as shown by the map attached to the application; said crossings to be constructed subject to the conditions as follow, 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 crossings shall be constructed of a width and type of construction to conform to those portions of the streets to be crossed, with grades of approach not exceeding four (4) per cent; shall be protected by suitable crossing

signs, 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 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 16<sup>th</sup> day of August, 1919.

Erin A. Edgerton  
H. H. Volstead  
Frank D. Wilson  
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Commissioners.