

Decision No. 29035.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of Application of SOUTHERN PACIFIC COMPANY for an order authorizing the construction at grade of railroad spur tracks to be operated jointly by Southern Pacific Company and The Atchison, Topeka and Santa Fe Railway Company, in and along 20th Street, and in and along Michigan Street, in the City and County of San Francisco, State of California.

**ORIGINAL**

Application No. 20703.

BY THE COMMISSION:

O R D E R

Southern Pacific Company, a corporation, on August 4, 1936, applied for authority to construct its spur tracks, to be operated jointly by Southern Pacific Company and The Atchison, Topeka and Santa Fe Railway Company, at grade across Twentieth Street and across a portion of Michigan Street (an unimproved street), in the City and County of San Francisco, State of California. The necessary franchise or permit (Order No. 4,329), has been granted by the Department of Public Works of said City and County for the construction of said crossings at grade.

It appearing that a public hearing is not necessary herein; that it is neither reasonable nor practicable at this time to provide grade separations or to avoid grade crossings at the points mentioned; and that the application should be granted,

IT IS HEREBY ORDERED that Southern Pacific Company is hereby authorized to construct its spur tracks, to be operated jointly by Southern Pacific Company and The Atchison, Topeka and Santa Fe Railway Company, at grade across Twentieth Street and a

portion of Michigan Street (an unimproved street), in the City and County of San Francisco, State of California, at the locations more particularly described in the application and as shown by the map (Coast Division Drawing No. 20682), attached thereto, subject to the following conditions:

- (1) The above crossing of Twentieth Street shall be identified as a portion of Crossing No. 2SF-1.10.
- (2) The entire expense of constructing and thereafter maintaining the crossing of Twentieth Street in good and first-class condition for safe and convenient use of the public, shall be borne by applicant.
- (3) Said crossing of Twentieth Street shall be constructed equal or superior to the type shown as Standard No. 2 in our General Order No. 72, and shall be constructed of a width to conform to that portion of said street now graded, with the tops of rails flush with the pavement and with grades of approach not exceeding three (3) per cent, and shall be protected by a Standard No. 1 crossing sign, as specified in our General Order No. 75-A.
- (4) This order is made upon the express condition that Michigan Street is not now actually constructed and open to travel at the point of crossing and this order shall not be deemed an authorization for the construction of an opening of said street to public use across said spur tracks. Said spur tracks shall be so constructed that grades of approach not exceeding three (3) per cent will be feasible in the event that the construction of an opening of Michigan Street across said spur tracks shall hereinafter be authorized and so that said grade crossing may be made safe for the passage thereover of vehicles and other road traffic.
- (5) Applicant shall, within thirty (30) days thereafter, notify this Commission, in writing, of the completion of the installation of said crossings and of its compliance with the conditions hereof.
- (6) The authorization herein granted shall lapse and become void if not exercised within one (1) year from the date hereof, unless further time is granted by subsequent order.
- (7) 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, public convenience and necessity demand such action.

The authority herein granted shall become effective on the date hereof.

Dated at San Francisco, California, this 7<sup>th</sup> day of August, 1936.

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W. A. C.

W. H. M.

Frank P. Quinn

Commissioners