S-19

Electrification, San Francisco to San Jose.

Six-track railroad between Visitacion and Broadway.

Pam 302
1936

5-3-25-100M-4539A-SO 1387

S-19 LOCAL

SOUTHERN PACIFIC COMPANY
PACIFIC LINES

FORM 2587-B PENDING TO 7/30, FILE S-19

LETTER FILE COPY

SF - July 12, 1928

Rec'd 1/14/29

Mr.W.H.Kirkbride:

Referring to Mr. Burckhalter's letter to you of July 12th with your footnote to me, I hand you herewith my file of studies on possible second track and additional tracks down the Peninsula. No instrumental surveys have ever been made except at Sierra Point, prints of which have heretofore been furnished to Mr.Dyer and your office.

DICTATED gwb c
SIGN IN FULL
APPROVED
APPROVED
APPROVED

(COPY)

Personal

San Francisco, July 12, 1928

Mr.W.H.Kirkbride:

In connection with Peninsula survey, I have the following telegram from Mr. Dyer, dated Detroit, this morning:

> "Believe Boschke made some investigation for freight line Redwood - Bayshore. Probably this should be first duty assigned Mathews."

Such a survey was made within the past couple years, and Mr. Boschke will be glad to loan you his entire file covering.

(Signed) F L Burckhalter

G.W.B.
Will you pls
do so.
(Sgd:) WHK

1-10-27-50M-5666A-SO52

S-19 LOCAL

FORM 2587

SOUTHERN PACIFIC COMPANY
PACIFIC LINES

PENDING TO FILE

San Francisco, April 4, 1927

LETTER FILE COPY

SUBJECT: Right of Way for six-track railroad between Visitacion ahd Broadway. Separation of grades at Sierra Point.

Mr.J.H.Dyer:

Referring to your letter of March 2nd, 925/300-421, regarding status of investigation of possible six-track railway at Sierra Point.

I hand you herewith three copies of memorandum, with prints attached, which outlines three lines that have been run at this point, the cost of which is shown on profile of line.

You will note that the "C" line, which provides for passing six tracks over the present tunnel so as to separate grades and allow freight trains to use the present tunnel, is very expensive and no doubt we would have considerable trouble in securing the necessary right of way.

I am also much disappointed in the cost of the "B" line, which is the level grade line and would provide crossing the freight trains over the present line so that they would enter the Bay Shore yard. This cost ran much beyond my expectation as the investigation of the bottom proved that it would require a tremendous amount of filling due to the soft bottom before the fill would bring up.

In any case I am of the opinion that we should not attempt any of this work at the present time until the remodeling of the highway at Sierra Point has been carried out, as this would relieve us of a very considerable expense, which expense however is not included in this estimate. However, if you are able to reach a decision we would then be in a position to secure the right of way for whichever line you might think advisable to adopt.

DICTATED.....
SIGN IN FULL
APPROVED.....

APPROVED.....
ewbjc

ROVED.....

G.H.Buchtel

1-10-27-50M-5666A-SO52

FORM 2587

SOUTHERN PACIFIC COMPANY
PACIFIC LINES

MEMORANDUM PENDING TO....., FILE.....
LETTER FILE COPY

San Francisco, March 24th, 1927.

SUBJECT: Right of way - For Six-Track Railroad: Visitacion-Broadway Survey made under GMO-70954, In vicinity of Sierra Point, for separation of Grades near east end of tunnel No. 5.

Map Drawing #20656 and profile Drawing #20657 show:

Via "C" Line: Center line of four tracks for passenger trains to pass over constructed line with separation of grades.

Via "B" Line: Center line of four track (two freight and two through passenger), located on level grade, same elevation as constructed line.

Via Tunnels: Center lines for two double track tunnels located on level grade, same elevation as constructed line.

Highway Survey: "H" Line Survey and projected line being the latest line considered by State Highway Engineers, width of cut at grade to be 64 feet.

Newspaper reports indicate that highway is to be constructed in the near future; the highway construction would remove the Spring Valley Water Company's 44 inch pipe line and the several pole lines that would fall within the slopes of excavation made for four tracks via the "C" Line.

The estimated cost of each of the three routes, covers between Engineer Stations "C" 336+79.9 and "C" 400+85.4, excepting the item of block signals, which includesthe crossing of freight tracks over passenger tracks at grade near the present constructed Visitacion Interlocking Tower.

DICTATED
SIGN IN FULL
APPROVED
APPROVED
APPROVED

The embankment subsidence, as determined from test piles and subsidence notes on constructed line compiled in 1918, show embankments to be in excess of excavation for routes via "C" Line and via

"B" Line as follows:

Via "C" Line:	Embankment with 60 ft. roadbed.....	835,000 c.y.
	Excavation " " " "	359,000 c.y.
	Excess Embankment	476,000 c.y.
Via "B" Line:	Embankment with 60 ft. roadbed	601,000 c.y.
	Excavation " " " "	204,000 c.y.
	Excess Embankment	397,000 c.y.

Ballast Deck Creosoted Pile Trestle has been used in estimate to eliminate the excess embankment as follows:

Via "C" Line: 1950 lineal ft. of trestle required,
Via "B" Line: 2100 lineal ft. of trestle required.

The estimated cost for each of the three routes has been made on basis of grading for four tracks via "C" and "B" Lines, with trestle and track for four and for two tracks. The tunnel route being estimated for two double track tunnels with four tracks and for one double track tunnel with two tracks. The excavation from tunnels and portals is assumed to be sufficient quantity to make the corresponding embankment. The cost price includes haul from tunnel to embankment.

Three Drawings, Scale 1" = 100 feet, have been made covering as far west as Guadalupe Canal, showing the present Interlocking Tower at Visitacion and proposed tower location at McDonald Point. The drawing numbers are:

DICTATED.....
SIGN IN FULL
APPROVED..... 20685 - Via "C" Line, with legend for ultimate six-track railroad,
20684 - Via "B" Line, with legend for ultimate six-track railroad,
APPROVED..... 20686 - Via Tunnels, with legend for ultimate six-track railroad.

APPROVED.....

1-8-26-200M-3913A-SO 9

SOUTHERN PACIFIC COMPANY
PACIFIC LINES

FORM 2587-B
LETTER FILE COPY

PENDING TO....., FILE.....

San Francisco, March 3, 1927

Mr. J.H.Dyer:

Your letter March 2nd, file 925/300-421, in reference to study of right of way for six-track railroad between Visitacion and Broadway.

It will require about three weeks to complete the study for additional right of way needed for this six-track railroad between Visitacion and Broadway.

grbjc
DICTATED.....
SIGN IN FULL
APPROVED.....
APPROVED.....
APPROVED.....

S-19

925/300-421
San Francisco, March 2, 1927.

Mr. G. W. Boschke:

Referring to my letter to Mr. Shoup, copy to you, January 6th, about study of right-of-way for six-track railroad between Visitacion and Broadway:

What is status of survey and investigation which was authorized on January 17th under GMO-70954?

J H Dyer

Field work completed, Estimates maps and profiles to be completed in about three weeks.

RC
3-3-1927

RECEIVED MAR 3 1927 CHIEF ENGINEER S.P. CO.

Form 5527

C. S.

To be enclosed in
Mailgram Envelope

MAILGRAM

To Save Telegraphing—Use this blank
for all messages sent late in the day where immediate answer is not required and for messages to stations that may be quickly reached by train.

G.M.O. 20954

Personal

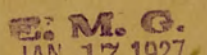
January 17, 1927.

Mr. Geo. W. Boschke:

Form thirty, CE-463, survey and field investigation, Visitacion - Broadway, approved. C-114

J. H. Dyer





R. C

925/300-421
San Francisco, Jan. 6, 1927.

Mr. Paul Shoup:

Your letter December 6th, file 521-3, asking my views relative proposed six track railroad from Visitacion to Broadway:

Mr. Boschke's suggestion that instead of building two more double track tunnels through Sierra Point we build four tracks around Sierra Point, is entirely feasible. However, if such alignment was constructed it would probably be some time before it would be suitable for fast passenger train service due to rapid settlement of fills that no doubt would take place on each side of Sierra Point, shown shaded in pink on Drawing No. 20482. This is evidenced by fact that even now on present main line, we experience considerable trouble from settlement that takes place on curve east of Tunnel No. 5.

However, any tracks that might now be constructed on Mr. Boschke's suggested "B" line, could be used for freight tracks while settlement is taking place. Such freight tracks would cross over main lines and into Bay Shore Yard by means of switches and under protection of existing interlocking plant. Believe that a plan of grade separation for freight and passenger tracks near Tunnel No. 5 worthy of careful consideration in our developments of additional trackage down the Peninsula. Freight tracks should be on the Bay side of the present main line tracks from Dumbarton to Bay Shore and to reach the Bay Shore Yards a crossover of passenger tracks is necessary.

Tentative plans for such grade separations have been prepared but are not yet in shape so that they can be intelligently passed on. Mr. Boschke asks for authority to spend $2,000 for making actual survey and careful investigation on ground. I recommend his request be granted and enclose Form 12-3 Record No. 2723 to cover.

(Signed) J. H. DYER

Encl.

cc - Mr. G. W. Boschke

1-8-26-200M-3913A-SO 9

LOCAL

SOUTHERN PACIFIC COMPANY
PACIFIC LINES

FORM 2587-B

December 29, 1926. FILE 8-19

LETTER FILE COPY

SUBJECT: Six track railroad from Visitation to Broadway
Form 30.

Mr. T. O. Edwards:-

Herewith ten (10) copies of my Form 30 C.E. #463 of December 29th, 1926 covering proposed survey and field investigation, in connection with determining right of way required for four new passenger tracks in vicinity of Tunnel #5.

Encls.

cc- Paul Shoup
J.H.Dyer (Your letter of Dec.27,1926 file 925/310)

DICTATED EMG:LJB

SIGN IN FULL

APPROVED

APPROVED

APPROVED

ED

Form 2a

C. S.
4-25-100000

(OWNER) Southern Pacific COMPANY.

(OPERATED BY) Southern Pacific COMPANY. GENERAL MANAGER'S

Coast DIVISION NO.

FILE COPY

Office of Chief Engineer, S.P.Co. San Francisco, Cal., Dec. 29, 6.
(Place) (Date)

192

General Supt's M. P. No.

Division Supt's No.

Supt's of M. P. No.

Chf.Engr.'s No. 463

Valuation Section No.

Reference to companion Forms 30

(State)

AUTHORITY FOR EXPENDITURE.

of $ 2,000.00 is requested for the purpose

of Survey to the property as follows:

Station Location Visitacion to Broadway

Mile Post No. 8

Description of project: Survey of center line and field investigation for four new passenger tracks to pass over present double track with separated grades near east portal of tunnel five.

Recommendations:

For a Six-track railroad from Visitacion to Broadway additional right of way is required in the vicinity of tunnel Five.

To definitely determine what right of way will be required it is necessary to make a careful survey and investigation to determine the approximate cost and feasibility of construction on the proposed line.

SUMMARY OF ESTIMATE

INVESTMENT ACCOUNT NOS.	DEBIT	LEDGER VALUE PROPERTY RETIRED	NET CHARGE OR CREDIT TO INVESTMENT ACCOUNTS
TOTAL CAPITAL ACCOUNT			

No. Operating Expenses

Material on Hand (Salvage)

Other Accounts

Estimated Gross cost of Project P.S. & R. Location Survey and field investigation $2000

Submitted by

(Title)

Recommended: Chief Engineer.

(Title)

(Title)

(Title)

(Title)

(Title)

Expenditure and change approved and authorized:

Description of project: Forms 30

investigation for four new passenger tracks to pass over present double track with separated grades near east portal of tunnel five.

Recommendations:

For a Six-track railroad from Visitacion to Broadway additional right of way is required in the vicinity of tunnel Five.

To definitely determine what right of way will be required it is necessary to make a careful survey and investigation to determine the approximate cost and feasibility of construction on the proposed line.

SUMMARY OF ESTIMATE

INVESTMENT ACCOUNT NOS.	DEBIT	LEDGER VALUE PROPERTY RETIRED	NET CHARGE OR CREDIT TO INVESTMENT ACCOUNTS
TOTAL CAPITAL ACCOUNT			

No. Operating Expenses

Material on Hand (Salvage)

Other Accounts

Estimated Gross cost of Project

P.S. & R. Location Survey and field investigation — $2000

Cost to

Net Cost to Railroad Company — $2000

No. Ledger value property retired, plus the following, less M. O. H.

Cost to renew in kind $

Incidental Charges $

$

$

Estimated by

Estimate Correct Edmund M. Goldsmith (Title)

Assistant Engineer (Title)

Submitted by

(Title)

Recommended: John Bradley

Chief Engineer. (Title)

(Title)

(Title)

(Title)

(Title)

Expenditure and change approved and authorized:

Officer in General Charge of Operation

NOTE: Authorization by the Officer in General Charge of Operation must be obtained on this Form for all changes in Investment Accounts and for expenditures for Maintenance of Way and Equipment, as follows:

For all work to be performed involving expenditure in excess of the following amounts:

Repairs, Maintenance of Way and Structures	$ 400.00
Repairs to Locomotives	1,000.00
Repairs to Passenger Cars	500.00
Repairs to Freight Cars and other Rolling Stock Equipment	100.00
New Tools, and Maintenance of Shops	100.00

Distribution Correct:

San Francisco, December 27, 1926.

DEC 27 1926

G. W. B.

Mr. Geo. W. Boschke:

Your letter Dec. 22nd, subject: Six-track railroad from Visitacion to Broadway. I note you recommend that an appropriation of $2,000 to make actual survey and careful investigation on the ground, be authorized. If you will originate Form 30 I will be very glad to present the matter to the Executive Vice President for approval, so that a proper study can be made of the problem.

cc-Mr W H Kirkbride

E. M. G.
DEC 27 1926

RECEIVED
DEC 27 1926
CHIEF ENGINEER
S.P. CO.

9-17-26-50M-5362A-SO2972

LOCAL

FORM 2587

S-19

SOUTHERN PACIFIC COMPANY
PACIFIC LINES

PENDING TO 1/3, FILE.....

LETTER FILE COPY

San Francisco, December 22, 1926

SUBJECT: Six-track railroad from Visitacion to Broadway.

Mr. J. H. Dyer:

Your letter December 14th, file 925/310, together with copy of letter to you from Mr. Kirkbride under date of December 13th.

I hand you herewith copy of my print 20516 on which is shown in solid red alignment that would pass over the present double track railroad at the east portal of tunnel 5, the idea being to take the four tracks this way in lieu of around the point as originally planned by me. This would take the through passenger and local trains and the freight trains would use the present tunnel 5. This would necessitate about 2700 feet of one percent grade in both directions to get up for clearance and would likely be more expensive than as I had originally planned, which provided for crossing the freight trains west of tunnel 5 over the passenger tracks at grade.

Should this plan be carried out we would then have to revise the amount of land required at the east end of tunnel 5, shown in pink. On the west end we could secure about as shown. I do not see what we would want with the additional right of way shown in pink at the east end except a small corner right at the east portal of tunnel 5.

In order to intelligently pass on this we should have some money to make actual survey and careful investigation on the ground to arrive at what the costs would be, which would be approximately $2000.

I have some doubts, however, about securing the right of way in green, as you will remember the Western Pipe and Steel Company bought a portion of this property between the Richfield oil tank and the Crocker Estate for their use and they may have definite plans for using it which would no doubt affect their business. This property was offered to us at one time and I recommended

DICTATED.....
SIGN IN FULL
APPROVED.....
APPROVED.....
APPROVED.....

its purchase, but my recommendation was not taken.

The line as suggested by Mr. Kirkbride would hardly be feasible as it hits the hill too hard.

If the plan as above suggested to you is carried out, it will be necessary to rebuild a portion of the highway, but I understand the highway has in contemplation a change that might take them out of our way without expense to us.

G W B

cc to Mr. Kirkbride
(With copy of print 20516)

DICTATED.....

SIGN IN FULL

APPROVED.....gwb--jc.....

APPROVED.....

APPROVED.....

925/310

G. M. G. DEC 22 1926

G. W. B. DEC 22 1926

San Francisco, December 21st, 1926.

Mr. G. W. Boschke:

Trust it will soon be practicable for you to favor me with a reply to my letter of December 14th, relative to plans for six-track railroad from Visitacion to Broadway.

RECEIVED DEC 21 1926

Richard Schmidt

925/310

San Francisco, December 14th, 1926.

Mr. G. W. Boschke:

You have copy of Mr. Kirkbride's letter to me of the 13th instant, with reference to plans for six-track railroad from Visitacion to Broadway:

Appreciating the desirability of eliminating crossing of passenger lines by freight tracks to reach the Bay Shore Yards, consider there is merit in Mr. Kirkbride's suggestion that there be a separation of the freight and passenger tracks. Just how this can best be accomplished is, of course, an engineering problem, and would be pleased to have the benefit of your views on the plans suggested by Mr. Kirkbride to accomplish this result.

CC - Mr. W. H. Kirkbride

G. W. B. DEC 18 1926

Noted RC

DEC 15 1926

DEC 15 1926

DEC 15 1926

(1) The passenger tracks could be elevated, passing over the East portal of Tunnel 5, as shown in dashed red line; freight traffic being handled on the present main lines through tunnel 5:

(2) The freight lines following alignment "B" could be carried over the West portal of Tunnel 5, as shown by the solid green line. The print shows a grade line of 5/10%, which creates very long approaches and detail study would no doubt show that steeper grade line could economically be operated.

Purchase of Property:

In any event the areas of property outlined in pink will be available for any of the schemes proposed, and it is my recommendation that same be purchased without delay.

If you think favorably of Scheme No. 1, elevating the passenger lines over tunnel 5, then additional property should be purchased East of Tunnel 5 between our main line tracks and the County Highway.

cc-Mr. Boschke



ORIGINAL SIGNED
W. H. KIRKBRIDE

9-17-26-50M-5361A-SO2972

FORM 2587

SOUTHERN PACIFIC COMPANY
PACIFIC LINES

LETTER FILE COPY

PENDING TO....., FILE S-19

(See also S-185)

December 10, 1926.

SUBJECT: Additional Right of Way
Visitacion to San Bruno.

Mr. E. B. Leavitt:

Herewith four prints No. 20482 requested in your letter of December 8, 1926, File 92511/311-1.

EMB

Encl.

EMG-ED

925111/311-1

San Francisco, Calif., Dec. 8, 1926

Mr. Boschke:

Your letter, S-19, of Dec. 2nd enclosing various blue prints showing proposed acquisition of property in vicinity of South San Francisco:

Please send me four additional prints of your Drawing No. 20482 colored as per print same number received with your letter.

E.B. Leavitt
EMG

RECEIVED DEC 9 1926

DEC 9 1926

B-M

8-19

521-3

December 6, 1926.

Mr. Dyer:

Referring to Mr. Boschke's letter December 2, of which you have copy, in relation to right of way for a six-track railroad from Visitacion to Broadway:

Will appreciate your views on this subject.

cc Mr. Boschke

ORIGINAL SIGNED
PAUL SHOUP
BY MULKS

G. W. S.
DEC 6 1926

9-17-26-50M-5362A-SO2972

SOUTHERN PACIFIC COMPANY
PACIFIC LINES

FORM 2587

PENDING TO....., FILE.....

LETTER FILE COPY

San Francisco, December 2, 1926

SUBJECT: Additional right of way required in vicinity of tunnel 5 and South San Francisco for a six-track railroad from Visitacion to Broadway.

Mr.E. B. Leavitt:

Your letter October 7th, 1926, file 925111/311-1, in reference to right of way for six-track railroad from Visitacion to Broadway with the exception of some small pieces in the vicinity of Tunnel 5 and South San Francisco.

In preparing prints requested by you in your letter of October 7th, showing additional right of way required for six main tracks in the vicinity of Tunnel 5 and South San Francisco, five drawings have been made, numbered as follows;

#20482, scale 1" = 400 feet, from Visitacion to San Bruno,

20483,)
20484,) scale 1" = 100 feet, showing details.
20485,)
20486,)

The present owned Southern Pacific property is tinted brown and the six additional parcels of land required have been tinted red.

The total area in the six parcels required for additional right of way is approximately 17.2 acres.

Prints above mentioned are attached hereto.

CC Messrs. Paul Shoup
W. H. Dyer
W. H. Kirkbride

DICTATED.....gwb.jc
SIGN IN FULL
APPROVED.....

.....D.....

9-17-26-50M-5362A-SO2972

S-19 LOCAL

FORM 2587

SOUTHERN PACIFIC COMPANY
PACIFIC LINES

PENDING TO....., FILE.....

LETTER FILE COPY

San Francisco, December 2, 1926

SUBJECT: Additional right of way required in vicinity of Tunnel 5 and South San Francisco for a six-track railroad from Visitacion to Broadway.

Mr.Paul Shoup:

I attach hereto copy of letter to me from Mr. E.B.Leavitt under date of October 7th and copy of my reply to same under date of December 2nd, 1926, all of which is self-explanatory, but I wish particularly to call your attention to the fact that the right of way I have suggested we purchase will permit of our building additional four-track railroad at Tunnel 5 and by this plan we will avoid any tunnel.

The original plan contemplated two more double track tunnels through Sierra Point, but by building the four tracks as outlined on my print 20482 in lieu of two additional double track tunnels, we will save in the neighborhood of $1,000,000 and I am quite sure we will have no trouble in holding the line where I have it planned. I have not made a close estimate on the building of these four tracks so as to connect up Visitacion Yard with the South San Francisco Yard but I think it can be accomplished for something under $300,000, and for some amount less if we only provided at the present time two additional tracks instead of four but doing the grading for the four tracks at the beginning.

I believe we would be warranted in carrying out this proposition at Tunnel 5 as soon as we feel the money could be made available, as this would facilitate our switching between Visitacion Yard and South San Francisco very considerably and should make quite an operating saving.

I am sending to Mr. Dyer for his information a copy of this letter, together with a set of the prints showing additional right of way required to enable us to build a six-track railroad between Visitacion and Broadway.

DICTATED.....
SIGN IN FULL
APPROVED.....
gwb jc
APPROVED.....
cc Mr. Dyer
Mr. Kirkbride
APPROVED.....

EWB

9-17-26-50M-5362A-SO2972

LOCAL

FORM 2587

SOUTHERN PACIFIC COMPANY
PACIFIC LINES

PENDING TO....., FILE S-19

LETTER FILE COPY

Rc

October 8, 1926.

SUBJECT: Additional tracks between San Francisco and San Jose, with four divergent tracks for through trains from Broadway Station to near Santa Clara.

Mr. E. B. Leavitt:

Your letter October 7th, file 925111/311-1, asking for duplicate blue prints showing additional right of way required for six main line tracks and necessary switching tracks in the vicinity of tunnel 5 and South San Francisco, is being given attention.

The most indefinite problem is to plan the requirements in the way of additional right of way necessary to accommodate the new drill tracks and rearrangement of turnouts to industries to take the place of those now existing on ground that will be required for the six tracks.

Our Operating people are to collaborate in planning the requirements which will take several days to work out a definite plan.

Geo. W. Boschke
mwg

EMG-ED

DICTATED.....
SIGN IN FULL
APPROVED.....

APPROVED.....

APPROVED.....

RECEIVED
OCT 7 1926
CHIEF ENGINEER
S.P.CO.

925111/311-1

San Francisco, Calif., Oct. 7, 1926

OCT 7 1926

Mr. Boschke:

Under date of Oct. 6th Mr. Sproule states that in your report of July 6th it is shown that we have secured right of way for a six-track railroad from Visitacion to Broadway, with the exception of some small pieces in the vicinity of Tunnel 5 and South San Francisco.

Mr. Sproule has requested that we let him see the parcels of land to be purchased.

As I have no record in my office of these lands will be obliged if you will kindly send me duplicate blue prints showing the properties to be acquired.

Copy to chief Engr. Maintenance 12/2/26 gc RC

P. M. G. OCT 8 1926

E B Leavitt
DMB

1-2-26-75M-3702A-SO 1

LOCAL

SOUTHERN PACIFIC COMPANY
PACIFIC LINES

FORM 2587 PENDING TO....., FILE S-19

LETTER FILE COPY

San Francisco, July 6th, 1926.

SUBJECT: Additional tracks between San Francisco and San Jose, with four divergent tracks for through trains from Broadway Station to near Santa Clara.

PERSONAL

MR. PAUL SHOUP:

Referring to your letter of April 7th, 1926, in relation to making quietly a study of the Peninsula situation:

I advised you on April 8th I was assigning Mr. Russell Chase to study of this situation.

I have, of course, not attempted to make any estimates of cost until some definite plan is outlined as to what we should do.

I attach hereto, two copies of Mr. Chase's report to me under date of May 17th, together with Prints 20130, Sheets 1 and 2, and 20158, being map of the City of San Francisco.

The Plan I suggest, as seeming to me most practical, would be to provide a four-track railroad from the vicinity of Seventh and Townsend Streets to our Visitacion Yard;

from Visitacion Yard, a six-track railroad to Broadway;

at Broadway, diverge with a four-track railroad, as shown on Prints 20130 (two sheets), to the vicinity of Santa Clara.

Do not think that we should attempt to increase the number of tracks through the towns along our present constructed line between Broadway and Santa Clara, as this territory is growing rapidly and all the land that we own between Broadway and Santa Clara will no more than fill our needs for local business for the future.

The advantage of a divergent four-track railroad from Broadway to Santa Clara would avoid passing through any of the numerous towns, and give us a high speed line for freight and through passenger trains, and would enable us to bring our freight trains into Visitacion Yard at all times without interfering with passenger

DICTATED.....
SIGN IN FULL
APPROVED.....
APPROVED.....
PPROVED.....

Paul Shoup - 2 -

July 6th, 1926.

traffic. Such a divergent line would also have the effect of blocking, to a certain extent, any other line trying to secure an entrance into San Francisco, via the Peninsula.

From the vicinity of Seventh and Townsend, I would recommend a double track line for suburban cars north on Seventh Street to Market.

My recommendation would be to start with, that we purchase the necessary right-of-way for a four-track railroad between Broadway and San Mateo, and that as soon afterward that we can do so, construct two of the four tracks, which should answer our purpose for some little time, as this would give us a four-track railroad from Visitacion Yard to Santa Clara, the two divergent tracks to be used for non-stop San Jose-San Francisco passenger trains and freight trains, and no doubt, in the near future, we would find it necessary to complete the four tracks from Visitacion Yard into San Francisco to the vicinity of Seventh and Townsend, and the two tracks up Seventh Street to a terminal at Market and Seventh.

Mr. Chase's report also deals with the use of our present line via Valencia Street to San Bruno, but it does not seem to me that such a line would be useful to us for our fast suburban business down the Peninsula on account of the numerous street crossings and necessarily slow speed. Such a line might be useful to gather traffic to a transfer to the main line at San Bruno in the way of street car service.

DICTATED.....
SIGN IN FULL
APPROVED.....

We have details of re-arrangement of tracks, etc., worked out, between Visitacion and Broadway, so as to satisfy ourselves that

APPROVED.....

APPROVED.....

1-2-26-75M-3702A-EO 1

SOUTHERN PACIFIC COMPANY
PACIFIC LINES

FORM 2587 PENDING TO....., FILE.....

LETTER FILE COPY

the plan, as outlined above, is feasible.

We practically have right-of-way secured for a six-track railroad from Visitacion to Broadway, except some small pieces in the vicinity of tunnel 5, and possibly some additional right-of-way at South San Francisco, for industrial tracks, some of which present tracks we would now, with this plan, have to convert into main line tracks.

E W Bozarth

DICTATED.....
SIGN IN FULL
APPROVED.....

APPROVED.....

GWB fjs
APPROVED.....

SOUTHERN PACIFIC COMPANY
PACIFIC LINES

FORM 2587 PENDING TO....., FILE S-19

LETTER FILE COPY

San Francisco, Calif., May 17th, 1926.

SUBJECT: Additional tracks between San Francisco and San Jose, with four divergent tracks for through trains from Broadway Station to near Santa Clara.

MR. GEO. W. BOSCHKE:

Copies sent Mr. A. Shoup 7-6-26

Map of 25 sheets bound together has been made from prints of existing maps as follows:

From Valencia and 25th Streets to Santa Clara - - 20 sheets
From Visitacion Yard to San Bruno - - - - - - - - 5 "

Alternative routes for local passenger trains from 7th and Market Streets to San Bruno have been shown on drawing Number 20158.

The distance by each of the two routes from 7th and Market Streets to San Jose would be as follows:

by way of Valencia Street - - - - - - - - - 49.2 Miles.
by way of Visitacion Yard - - - - - - - - - 47.2 Miles.

In favor of line by way of Visitacion Yd.- 2.0 Miles.

Maps have been heretofore made showing the location for four running tracks between 7th and Townsend Streets and Visitacion Yard.

Between Valencia and 25th Streets and San Bruno present constructed line is double track on 13 ft. centers for a distance of four miles. At Bernal Cut near Mile Post four the right of way has been limited to ten feet from center line on left as shown by memorandum of Agreement Audit No. 14233. At Elkton team track has been placed by G.M.O. 66931 with oiled Macadam and redwood curbs occupying 31.2 ft. of the 60 ft. right of way. Space has been provided at Elkton for two running tracks 13 ft. centers by placing retaining wall on right of way line. In general it would be necessary to place the two running tracks 13 ft. centers between Valencia Street and San Bruno. Retaining walls

DICTATED.....
SIGN IN FULL
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APPROVED.....

would be necessary in places to hold slopes within the present right of way.

Between San Bruno and Broadway Stations there would be six tracks on the same right of way: The westerly two tracks would be for local passenger trains placed 17 ft. centers.

Between Broadway Station and near Santa Clara, new right of way would be required for the four divergent tracks for through trains. The local trains to use the present constructed double track main line. The distance would be about the same by either line.

Between near Santa Clara and Santa Clara where six tracks would be on the same right of way the westerly two tracks would be for local trains placed 17 ft. centers. Additional right of way would be required for a part of this section to accommodate six tracks.

Between Santa Clara and San Jose no map has been prepared to show the possible position for additional tracks.

The new right of way for four divergent tracks between San Mateo and Redwood City has been planned to leave a strip of land about 200 ft. wide for industrial sites between the proposed state highway and the new right of way.

The State Highway, I understand, has been graded between Broadway Station and Peninsular Avenue at San Mateo; between San Mateo and Redwood City, I understand, survey has been made for proposed State Highway, as shown by yellow line on drawing No. 20130, which drawing is bound into the 25 sheets mentioned above. An alternative line being considered by highway engineers, leading directly into Allerton Street at Redwood City is shown on same drawing. I understand no money is now available for work on this highway and the location may not follow the survey that has been made. The Highway, I understand, is to be connected

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SOUTHERN PACIFIC COMPANY
PACIFIC LINES

FORM 2587 PENDING TO....., FILE.....

LETTER FILE COPY

into the Middlefield Road in some manner not now definitely fixed.

Between Visitacion Yard and San Bruno, six running tracks have been shown. The two freight tracks crossing the passenger tracks at grade to the east of Visitacion Yard.

Where the additional running tracks shown on map occupy present sidings or yard tracks as at South San Francisco, other yard tracks will be required which have not been shown on map. Also connections to industrial spurs will require adjusting per local conditions which, in some cases, will require additional right of way.

(Signed) Russell Chase

RUSSELL CHASE.

DICTATED.....RC...FJS.....
SIGN IN FULL
APPROVED.....

APPROVED.....

APPROVED.....

5-19

Memorandum 5-28-1926

File 5-19

Subject: Additional tracks between San Francisco and San Jose. Divergent tracks opposite Belmont to lay about 1000 ft. away from Proposed State Highway—

Form 30 Div. Supt No. B-8216 for 3400 ft of track to San Francisco Bay Terminal Company property—

Industries to be located between present main line and Proposed Highway.

Right of way for four divergent tracks would lay away from Proposed Highway for Enough to allow grade to reach overhead Crossing of Proposed Highway—

Industries should not be Established to Conflict with 4 track divergent line.

R Chase

MEMORANDUM

SUBJECT: Additional Right-of-Way and Easements,
Required between Tunnel 3 and Santa Clara,
And Bernal Cut Right-of-Way.

At tunnel #3 Right-of-Way is 40 ft. Should be 48.5' for second tunnel. Sta. 132+10.7 to 144+10.4, distance of 1199.7 feet. Deed from Roman Catholic Orphan Asylum.

At south end tunnel 5, additional Right-of-Way for two Freight Tracks.

At San Bruno, additional Right-of-Way; close streets and subway for passengers (either route).

At Aqua, lot 37 on Bay St., opposite Sta. 669 required and streets to be closed.

At Millbrae, West Coast Porcelain Manufacturing Company easement required, (said to be tentatively arranged).

At Broadway Street and Station, map shows conflict with station building and platform; could be avoided by starting to diverge farther north and acquire additional right-of-way for same.

At entering Santa Clara, with six tracks additional right-of-way shown on V-44 / 17 Scale - 1" = 200'.

Division File No. 925/Bernal Cut, has drawing C. E. 782, Scheme No. 3, August 20th, 1918, providing for city to take about 30 ft. more of the S. P. Right-of-Way than provided for in Agreement of March 23rd, 1914, and city to provide additional right-of-way necessary to west of present right-of-way.

RUSSELL CHASE.

San Francisco, California.
May 25th, 1926.

1-2-26-75M-3702A-SO 1

LOCAL

SOUTHERN PACIFIC COMPANY
PACIFIC LINES

MEMORANDUM
FORM 2587 PENDING TO....., FILE S-19

LETTER FILE COPY

SUBJECT: Additional Right-of-Way and Easements, Required between Tunnel 3 and Santa Clara, And Bernal Cut Right-of-Way.

At tunnel #3 Right-of-Way is 40 ft. Should be 48.5' for second tunnel. Sta. 132+10.7 to 144+10.4, distance of 1199.7 feet. Deed from Roman Catholic Orphan Asylum.

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At Broadway Street and Station, map shows conflict with station building and platform; could be avoided by starting to diverge farther north and acquire additional right-of-way for same.

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DICTATED.....
SIGN IN FULL
APPROVED.....

RC FJS

APPROVED.....

RUSSELL CHASE.

San Francisco, California,
May 25th, 1926.

APPROVED.....

9-27-25-100M-3455A-SO 2998

LOCAL

SOUTHERN PACIFIC COMPANY
PACIFIC LINES

FORM 2587-B PENDING TO ....., FILE 8-19

LETTER FILE COPY

Personal

SF - April 8, 1926.

Mr. Paul Shoup:

Your personal letter of April 7th at hand in regard to study of our Peninsula situation.

Beg to advise that I have assigned Mr.Russell Chase to this work and we are diligently working at the matter which will require some little time before I can give you any definite plan, but I will hasten the matter all possible and get the information to you as soon as I can.

DICTATED.....
SIGN IN FULL
APPROVED.....jc.....
APPROVED.....
APPROVED.....

April 7, 1926.

PERSONAL

Mr. G. W. Boschke:

Your personal memorandum of March 18th in relation to making quietly a study of our peninsula situation:

This study is made more important by the fact that the Menlo Park Chamber of Commerce has struck out for a new campaign which includes extension of the municipal street car system to Menlo Park and extension of the Western Pacific to San Francisco.

G. W. B.
APR 8 1926

1-2-26-75M-3702A-SO 1 LOCAL

SOUTHERN PACIFIC COMPANY
PACIFIC LINES

FORM 2587 PENDING TO....., FILE S-19

LETTER FILE COPY

Personal.....

San Francisco, February 18, 1926.

Mr. Paul Shoup:

Your personal letter of February 15th at hand in reference to making quietly a study of our peninsula situation to determine what lines we could use for fast passenger service and what side lines we could use for other service.

This to advise you that I am working on the matter now and will as soon as possible give you a tentative plan of what can probably be worked out.

Generally I believe we should try to get a 4-track railroad into our Bayshore yard. In order to accomplish this it will require another double track tunnel at the site of the present double track tunnel #5.

We have for sometime past been purchasing right of way for six tracks from tunnel #5 southerly toward Redwood City.

I will have all this shown on proper maps so that you will be able to give it consideration when I can get the data prepared. This however will take some little time but I will keep at it and try to give it to you as soon as possible.

DICTATED.....
SIGN IN FULL JC
APPROVED.....

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APPROVED.....

Feb.15, 1926.

PERSONAL

Mr. G. W. Boschke:

Please quietly conduct a study of our peninsula situation to determine what lines we could use for fast passenger service and what side lines we could use for other service; also to find out what use could be made of existing rights of way by tying them together having in view improvements in our San Francisco service, with a possible view of tying into Market Street Railways or Municipal Railway. In other words, would like to have a general study of our traffic between San Jose and Los Gatos on the one hand and San Francisco on the other hand.

There have been studies made from time to time of various features of our peninsula service and the files will be made available to you if you desire, but what is now wanted is a complete review of the entire situation.

James Rolph

1-1-25-50M-1910A-SO4068

LOCAL

SOUTHERN PACIFIC COMPANY
PACIFIC SYSTEM

FORM 2587 PENDING TO....., FILE S-19
LETTER FILE COPY

San Francisco, March 14, 1925.

SUBJECT: Suggested railroad location -
South San Francisco to Leslie.

Mr. Wm.Sproule:

Pursuant to your verbal instructions I have had investigation made for proposed double track freight line from South San Francisco to vicinity of Leslie, and I hand you herewith two copies of report to me under date of March 10th from Mr. Chas.G. Nash.

Such a line would avoid passing freight trains through San Mateo but will be a difficult and expensive line to construct, as you will note by Mr. Nash's report that the cost would be approximately $240,000 a mile.

In regard to reservation for right of way through the Mills estate. Would suggest if they will reserve us a right of way, that a strip of land 150 feet wide through their property be reserved, parallel to and on the bay side of the highway as now located and being constructed.

DICTATED.....
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2F-50M-1910A-SO4068

LOCAL

SOUTHERN PACIFIC COMPANY
PACIFIC SYSTEM

FORM 2587 PENDING TO....., FILE S-19

LETTER FILE COPY

CGM.FJS

San Francisco, California,

March 10th, 1925.

SUBJECT: Suggested Railroad Location,
South San Francisco to Leslie,
Paralleling State Highway.

Mr. Geo. W. Boschke,
Chief Engineer, S. P. Company,
San Francisco, California.

Dear Sir: -

The accompanying map shows the location of the State Highway, which is now under construction, along the shore of San Francisco Bay, from South San Francisco to San Mateo.

In red, and parallel to the Highway, there is shown a suggested location for a railroad, whose purpose would be the serving of possible future industries.

For approximately one-half of the proposed distance of nine miles, the nature of the top soil, the proximity of the Highway to the shore line and high voltage lines, will subject the construction of a railroad to some excessive costs, due to the very probable heavy subsidence of its embankment, needed protection against wave action, and the expense of moving pole lines and towers carrying high voltage lines.

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1-5-25-50M-1910A-SO4068 LOCAL

SOUTHERN PACIFIC COMPANY
PACIFIC SYSTEM

FORM 2587 PENDING TO....., FILE.....

LETTER FILE COPY

The present conditions, both natural and man-made, obtaining over this distance are:

The greater part of this distance is typical tide-water marsh subject to overflow.

From the present shore line - (the approximate center line of the proposed railroad) - it is more than three miles out to a depth of eighteen feet of water at low tide, and much of the included area is devoted to oyster farming.

Underneath the thin mat of salt grass and related growth, there is a stratum of bluish mud of low bearing value, and having a reported depth of twenty feet.

From Belle Air Island to opposite Broadway Station, The Mills Estate has built a dike or levee, fairly close to and following the shore, have dug several drainage ditches, and installed two pumps for the purpose of reclaiming not only their own holdings, but portions of adjacent properties.

They now have nearly all the acreage from the Company's right-of-way, to near the shore line, and from near Belle Air Island to a point opposite Broadway Station, under cultivation, and to the point of producing from two to three tons of oats to the acre.

Immediately south of South San Francisco, both pole lines and towers are so located as to cause some interference,

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1-5-25-50M-1910A-SO4068

LOCAL

SOUTHERN PACIFIC COMPANY
PACIFIC SYSTEM

FORM 2587 PENDING TO....., FILE.....

LETTER FILE COPY

while from opposite Broadway Station to Peninsular Avenue, Burlingame, nearly two miles, a double line of poles carrying high voltage wires conflict with the Highway somewhat, and with the proper location of a railroad for the entire distance between these points.

In addition, the entrance to Pacific City and several nearby steel towers carrying high tension lines, conflict with desirable location just north of Peninsular Avenue, Burlingame. From this point to Leslie, there are no particular difficulties to be overcome.

DICTATED.....

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APPROVED.....

1-5-25-50M-1910A-SO4068 LOCAL

SOUTHERN PACIFIC COMPANY
PACIFIC SYSTEM

FORM 2587 PENDING TO....., FILE.....

LETTER FILE COPY

From South San Francisco to opposite Lomita Park, there is ample room between the Highway and the waters of the Bay for a railroad embankment, but from this point to Pacific City, most of the line would be located either at the water's edge, or in the Bay entirely.

From Pacific City to Leslie, the line would be inshore altogether.

Practically six miles of the line would be over ground so soft and water-filled that before a solid roadbed could be realized, a fill having a total heighth equal to the twenty feet of blue mud and whatever heighth grade may be above the ground surface, - which for this report is seven feet.

Assuming that maximum subsidence will take place, there will be required for a double track embankment over the six miles of soft ground, a fill having a total of two million cubic yards.

The remaining distance will require about six hundred thousand cubic yards of embankment.

To guard against possible storm damage, approximately four miles should be rip-rapped, or otherwise protected.

There would be comparatively few bridges, perhaps six-hundred feet, - and a ballast-deck pile - supported type would suffice in every case.

DICTATED.....

SIGN IN FULL
APPROVED.....

APPROVED.....

APPROVED.....

1-5-25-50M-1910A-SO4068

LOCAL

SOUTHERN PACIFIC COMPANY
PACIFIC SYSTEM

FORM 2587 PENDING TO....., FILE.....
LETTER FILE COPY

A few inlets, one so-called canal, and some drainage ditches comprise the waters to be crossed.

No boat landings nor shore structures were observed at any point along this proposed route, other than four tidal gates at various intervals on the Mills Estate.

From United States Army Engineers, it was learned that no harbor lines have yet been established in this portion of the Bay, - nor are there any developments in immediate view.

On the next following sheet, there is tabulated a rough approximate estimate of this line.

Respectfully,

Chas. G. Nash

Assistant Engineer.

DICTATED.....
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APPROVED.....
APPROVED.....

1-5-25-50M-1910A-SO4068

LOC.

SOUTHERN PACIFIC COMPANY
PACIFIC SYSTEM

FORM 2587 PENDING TO....., FILE.....

LETTER FILE COPY

CGR.FJS

ROUGH APPROXIMATE ESTIMATE

(For Double Track)

Engineering -	$ 57,000.00
Right-Of-Way - - - - - - 9 Miles - - - - - - - -	22,000.00
Embankment - - - - - - - - 2,600,000 c.yds. - -	780,000.00
Rip-Rap - - - - - - - - - - 100,000 c.yds. - -	400,000.00
Bridges - - - - - - - - - Ballast Deck - - - - -	60,000.00
Track - 90# Rail - Ballasted - 9 Miles Double Track -	543,500.00
Turnouts Complete - - - - - - - - - - - - - - - -	4,500.00
Fences -	5,000.00
Roadway Buildings - - - - - - - - - - - - - - - -	13,000.00
Signals & Interlockers - - - - - - - - - - - - -	60,000.00
Moving Poles & Towers - High Voltage Lines - -	15,000.00
Contingencies - - - - - - - - - - - - - - - - - -	196,000.00
TOTAL - - - - - - - -	$2,156,000.00

Per Mile Double Track - - - - - - - - - - - - $ 239,555.00

DICTATED.....

SIGN IN FULL

APPROVED.....

Made in Office of Chief Engineer,

APPROVED.....San Francisco, California,

March 10th, 1925.

APPROVED.....

(D-1-

Local

Form 2587

...FIC COMPANY
...IC SYSTEM

PENDING TO 26, FILE S-19

LETTER FILE COPY

Personal.....

SF - April 11, 1924.

Mr.W.H.Kirkbride:

Your letter of March 28, 1924 and recent conversation in my office regarding proposed spur for John W. Poole at Redwood City.

Herewith duplicate prints Coast Division #14480, showing proposed warehouse so located that spur in front of warehouse will be approximately parallel to and 8.5 feet distant from proposed new street line shown on our tentative plan.

You will note that this layout will require the moving of pole located opposite Sta. 19+50 and that clearance will be slightly impaired at warehouse as space does not permit of the usual tangent track ahead of warehouse when 15° curve is used. I understand we are limited to this curvature as switching is done by road engines.

DICTATED .....

SIGN IN FULL

APPROVED.....

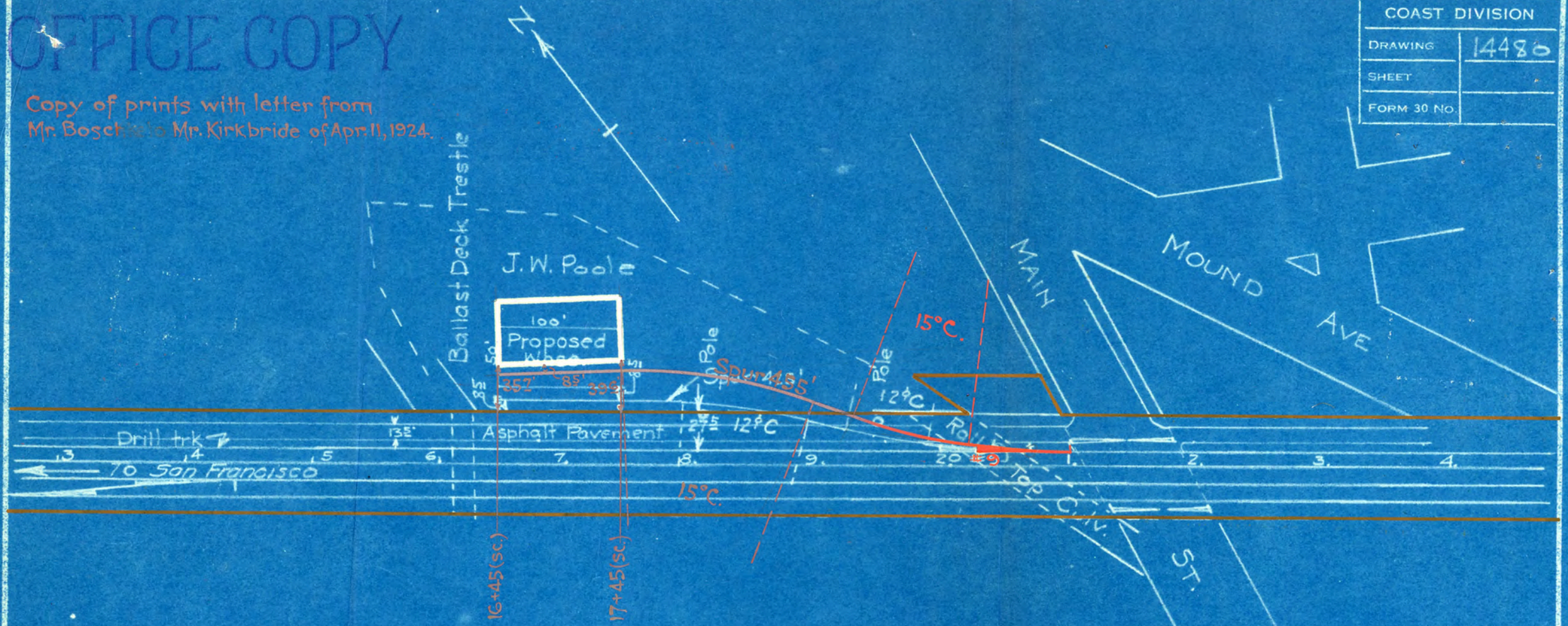
APPROVED.....

APPROVED.....

OFFICE COPY

Copy of prints with letter from Mr. Boschke to Mr. Kirkbride of Apr. 11, 1924.

COAST DIVISION	
DRAWING	14486
SHEET	
FORM 30 NO.	



LEGEND

Brown — S.P.R.R. R of Way

Red — Proposed Spur

OFFICE COPY

SOUTHERN PACIFIC CO.

REDWOOD CITY

Possible Spur to Serve

John W. Poole

Scale 1" = 100' March 1924

PERSONAL:

RECEIVED
MAR 29 1924
CHIEF ENGINEER
S.P.CO.

Ans?

W. H. M.
MAR 31 1924

San Francisco, Calif.,
March 28, 1924.

E.M.G.
1924

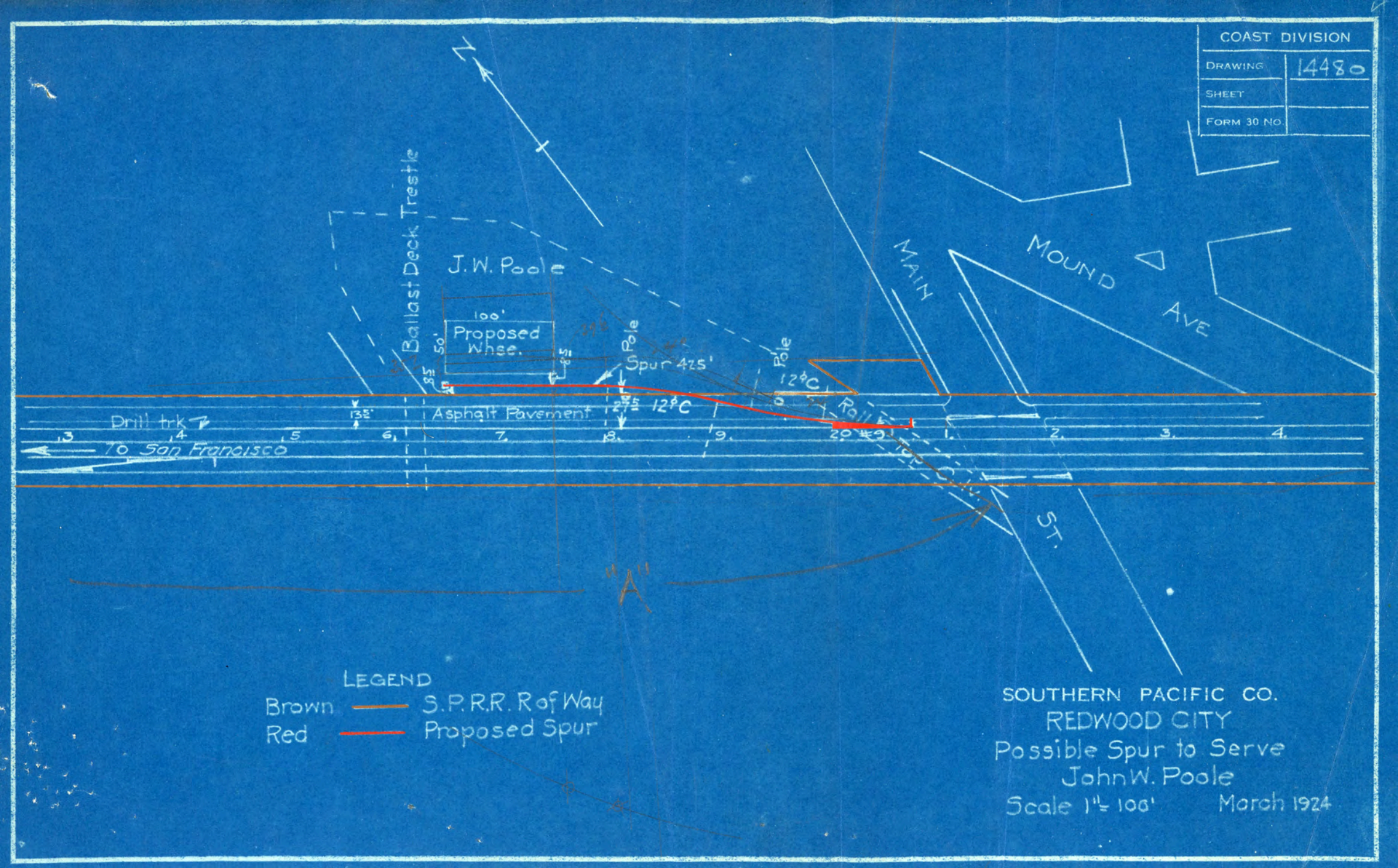
Mr. G. W. Boschke:

Am attaching hereto blueprint of drawing 14480 showing proposed spur desired by John W. Poole at Redwood City.

Location of this spur and warehouse is of grave importance to our company in connection with our developments at this point. Tentative plan calls for two future tracks northerly of our present tracks which would eliminate the roadways.

We are obligated under the terms of our deeds and franchise to maintain this roadway. It would then appear that we would be required to place roadway on lands of proposed industry. T he question arises at this time as to whether we should protect our requirements or approve track as suggested. Would appreciate your views.

W. H. Mitchell


COAST DIVISION
DRAWING 14480
SHEET
FORM 30 NO.
Ballast Deck Trestle
J.W. Poole
100'
Proposed Whse.
50'
Pole
Spur 425'
Pole
12#C
MAIN
MOUND AVE
Asphalt Pavement
135'
Drill trk
To San Francisco
Rail
ST.
"A"
LEGEND
Brown — S.P.R.R. R of Way
Red — Proposed Spur
SOUTHERN PACIFIC CO.
REDWOOD CITY
Possible Spur to Serve
John W. Poole
Scale 1" = 100' March 1924

San Francisco, December 8, 1923.

...l:

...H. Kirkbride:

In the study I am making for possible future six track railroad between San Bruno and Redwood City, I believe the station as you have planned its location at San Mateo will interfere with this arrangement on account of the city not allowing us to put the station as far back from the track as necessary to avoid interference with future six track layout; therefore before you decide on the location of the San Mateo station you should give this matter careful consideration, and you may consult maps in my office on this six track plan study.

I believe the new station should either be constructed on Block 13, or, as we have to purchase part of lots 1 - 6 inclusive in Block 11, which no doubt will mean that we will have to purchase the entire six lots, it would be better to place the station in Block 11.

This would put the station on 3rd Avenue, and I have noted articles in the newspapers recently to the effect that an enormous hotel is going to be constructed on 3rd Avenue in which case the station located in Block 11 would couple in very well with the importance of 3rd Avenue as the main traffic artery. If the property in Block 11 could be purchased now it would be better to locate the station there as this would avoid the moving of the freight house which is located on Block 13.

In order to get in the six tracks with the purchase of the least property we must get additional property on the present station site.

If the President agrees to this arrangement it might be well also at this time to purchase the small piece of property required in Block 10 for the six track layout, which is essentially the northeast one-half of lot 1, but in order to get this it may be necessary to purchase the entire lot 1. This would complete our holdings through San Mateo from San Mateo Creek to 8th Avenue and provide room for six tracks.

S-17

G. W. B. DEC 17

925111/311-1

San Francisco, Calif., Dec. 15, 1923

E. M. G. DEC 17 1923

E. M. G. DEC 19 1923

Mr. Geo. W. Boschke:

Would thank you to kindly prepare and send me one copy each of your Drawing No. 60496, Southern Pacific Railroad Company, V-44, Sheets 1, 2 and 3, showing right of way as at present owned between San Bruno and Burlingame.

E. B. Leavitt.
DMM

G. W. B. DEC 17 19-

RECEIVED DEC 17 1923

B-M

Prints delivered to Mr. Holbrook December 19, 1923.
Mott

Please do not overlook the fact that we must not construct this station so it will interfere with this track layout.

Eng

Dec. 14. 1923.

Mr Leavett this day advised that after talking with President, he was instructed that we would not buy any property at San Mateo but we would reconstruct our Depot on land we now own Eng

cc - Mr.Sproule
Mr. Dyer.

San Francisco, Calif.,

Dec. 3, 1923.

M. G. DEC 8 1923

CONFIDENTIAL

Noted

G. W. B. 5

Mr. G. W. Boschke:

Your letter November 23rd, relative additional tracks north of Burlingame.

Shall be glad to give your office assistance in connection with this subject and representative from my office has been instructed accordingly.

G. W. B. 5

W. H. Mainwaring

Noted WSH. 12/5/23

Confidential. San Francisco, November 23, 1923.

Mr.W.H.Kirkbride:

I have been informed that your office has made a study of proposed location of additional tracks north of Burlingame to enable Mr. Leavitt to acquire the required additional right of way.

Will you kindly give instructions that my office be given whatever assistance is necessary in preparation of more extended plans covering the same subject.



OFFICE COPY

File Number S-19

Suspense to

ED EMG

February 24, 1923.

SUBJECT: Property acquired from the Mills Estate Incorporated, Additional right of way between San Bruno and San Mateo.

Mr. E. B. Leavitt:

Your letter of February 23, 1923, File 925111/311-1:

Herewith hand you two blue prints each of Map #60496, Sheets 1 and 2, showing property acquired from the Mills Estate Incorporated tinted yellow.

Geo. W. Boschke
Engr

Encl.

925111/311-1

San Francisco, Calif., Feb. 23, 1923

Mr. Geo. W. Boschke:

Referring to properties acquired for additional tracks between San Bruno and San Mateo.

Would thank you to kindly send me blue prints illustrating the lands we recently purchased from the Mills Estate in this vicinity.

It will b e greatly appreciated if you will expedite as much as possible.

E.B. Leavitt.

B/M



S-19

San Francisco, February 10th, 1923.

RECEIVED
FEB 12 1923
CHIEF ENGINEER
S.P. CO.

O. W. S.
FEB 17

Mr. T. H. Williams,
Mr. W. H. Kirkbride.

Quote below communication from Mr. Herrin, under date of February 7th:

"A delegation of San Mateo business men called at my office yesterday afternoon and stated that they were studying the problems of better transportation between San Mateo and San Francisco.

It appears that they had already called upon officers of the Market Street Railway Company and that the latter had expressed a willingness to consider the possibility of operating their San Mateo street cars over the Municipal Railway through the Twin Peaks Tunnel, thence along the proposed Municipal Railway extension southerly to a point near our Ocean View Station, and thence over our old line to a point near Holy Cross Cemetery.

The officers of the Market Street Railway Co. stated that if we were willing to entertain the project at all, they would like to take up with us directly a proposal to lease trackage right from us over that part of our old Ocean View Line from Ocean View Station or thereabouts, where a connection might be made with the new Municipal Street car extension, to a point near Holy Cross Cemetery where our old existing line might be conveniently connected with the street car tracks of the Market Street Railway.

It is, of course, a matter of policy whether you wish to have a lease of such trackage right considered at all. If you think favorably of it, I would be glad to get into communication with the officers of the Market Street Railway Company."

Please let me have your views and recommendations quickly.

CC - Messrs. C. W. Boschke,
F. M. Worthington.

(Signed) J. H. DYER
W E. T.

Note - Mr. Worthington:
In order to save time, am sending you a copy of this letter direct, with request that you make your report to Mr. Williams with the least possible delay.

1920-6

JC **OFFICE COPY** File Number S-19

Suspense to

SF - October 18, 1922.

PERSONAL.

Don't take from copy.

Mr. Wm. Sproule:

Per your verbal request, I have made tentative study of possibilities of new line from between the vicinity of San Bruno and San Jose and I hand you herewith two copies of report to me under date of September 14th, 1922 from Mr. Russell Chase, together with map #17697, on which is shown in yellow the proposed new highway, taken from City Engineer's maps, from San Francisco to Redwood City and thence crossing San Francisco Bay; and in solid red possible route for freight line joining the main line east of Agnew at Milepost 41+; and in dotted red an alternative line from 33+ to 42, where it would join the present main line just north of Santa Clara.

It seems to me probable that sometime in the future, if we electrify the line from San Francisco to San Jose, we would require a six track railroad.

As you know we now have sufficient ground practically secured from San Bruno to Burlingame, and it would be necessary in order to provide six tracks to obtain additional right of way between Burlingame and San Jose, which no doubt would be expensive. Therefore, I believe that for the present it might be well to consider a double track line turning out at Milepost 24+, just west of Redwood City, following the solid red line to Milepost 33+ and thence the alternative line in dotted red to milepost 42, where we would join the present main line.

Such a line, if constructed, would take all freight trains off the present line passing through the several towns between Redwood and Santa Clara, which would relieve the situation considerably through these

towns; and in addition I believe that if we had such a double track freight line that we could probably use it for the San Francisco - San Jose non-stop trains. If this was feasible it would take seven passenger trains off the main line which now pass through the several towns, through all of which towns we are compelled to slow down these non-stop trains and we would therefore have the advantage of getting these trains into San Jose in considerably shorter length of time than we can at present.

I hardly think the solid red line between Mileposts 33+ and 41+, joining the present Santa Cruz Division line east of Agnew, is worth considering as it would increase the length of line to a considerable extent.

The approximate cost of this double track line from 24+ to 42+ would be $2,070,000, and this construction would avoid the necessity of additional right of way on the present line between Mileposts 24+ and 42+, and in addition would cut out 52 feet of vertical grade climb in both directions for all trains using the new line.

GWD3

OFFICE OF CHIEF ENGINEER
RECEIVED
SEP 19 1922
SAN FRANCISCO
SOU. PAC. CO.

3 30

September 19, 1922.

Mr. G. W. Boschke:

Return herewith Mr. Chase' report on additional track down the Peninsula - my suggestions are as follows -

Redwood Creek extends up into the town of Redwood, and is considered navigable for the ordinary small schooner: Tanneries are located upon this Creek - there are flood-gates at the upper end along the main street of the town. Therefore, the red lines branching off from the main line at Mile Post 24½ would undoubtedly have to cross Redwood Creek by means of a draw bridge. I am, therefore, inclined to the belief that we should follow the existing main line through Redwood to Redwood Junction, and utilize the existing Dumbarton line to its intersection with proposed line at or near Mile Post 28½.

If it ever became a question of elevating the tracks I am inclined to think that the tracks could be elevated and subways put in on the existing line cheaper than the construction of some four miles of double track along the red line.

I am decidedly in favor of the alternate line shown from Mile Post 33½ to Mile Post 42, rather than the line that swings around next to the salt marshes, for the reason that I see nothing gained in this long line and believe we will slow down our train movement in detouring through Agnews.

W. H. Leinbrecht

S-19

ED OFFICE COPY RC

CONFIDENTIAL

September 14,1922.

SUBJECT: Possibilities of new line from near San Bruno to near Santa Clara.

Mr. Geo. W. Boschke:

Referring to your confidential letter of May 23rd on the above subject:

Attached Drawing No. 17697, Scale 1" = 1 Mile has been made up from Geological Survey Sheets to which has been added:

FIRST:

Location of Proposed New Highway taken from City Engineer Maps shown in Yellow.

SECOND:

Location of Electrical transmission line of the Pacific Gas and Electric Co. consisting of two parallel lines of Cedar poles forty feet apart carrying three wires on each line having a voltage of 60,000 taken from observation on the ground, shown by Black line.

THIRD:

New Channels for boat landings opposite Mayfield, and opposite Mountain View Stations, also Salt Beds and Sewers to be considered in connection with possible new line.

FOURTH:

The possible new line shown in Red, with Mile Points from San Francisco, is divided into two parts, first, detouring at San Mateo with 42 miles of new line, being 0.4 miles longer than the present line; second, leaving the present line near Redwood and joining the Western Division with 17.0 miles of new right of way, which increases the dis-

tance to Santa Clara 1.3 miles; an alternative line shown in dotted red, which requires 17.5 miles of new right of way, making the through distance the same as by present operated line.

RIGHT OF WAY SAN MATEO DETOUR:

The first half mile near Burlingame is through residence property with paved street of about the same elevation as the present operated line opposite, the second half mile is through acreage cut by a sewer and two unpaved streets, the streets where crossed are 12 to 15 ft. lower than the present operated line opposite so would likely be taken under the new line, the platted land in the second mile has but a few houses that would be encountered. The new right of way crossing the marsh and the Leslie Salt beds would likely parallel the proposed new highway and be subject to crossing conditions which would likely provide that the grade line be placed high enough to allow industrial car tracks used in collecting the salt to pass under, the same conditions would apply to the Highway grade line; the electrical transmission line may or may not be encountered, that is from observations on the ground apparently both the highway and railroad location wouldbe kept to the west of the transmission line.

Right of way for six tracks is now available for the greater part of the distance between Beresford Station to where new line would divert near Redwood.

RIGHT OF WAY from near REDWOOD to SANTA CLARA:

The first mile would cross the paved County Road, paralleling the present main line and take in some residence property.

The second mile would be over pasture land and would cross Redwood Slough where it has been navigable but is not now used for navigation on account of shoaling, the same conditions exacted of the Highway crossing of the Slough would apply. The spur track to salt beds would apparently be abandoned to the west of the new line and a connection made with the new line thus avoiding a crossing of the spur. Between Mile Posts 26 and 28 is vacant land covered mostly with tar weed used for pasture, between Mile Posts 28 and 33 is partly cultivated and partly residence property. Between Mile Posts 33 and 41+ near Agnew is mostly pasture land which would require railroad grade to be high enough to admit of cattle passes at intervals of 1/4 to 1/2 mile to conform with the present subdivisions, on the present line from junction near Agnew for three miles along the present line where present right of way is 50 ft. wide additional right of way will be required from adjoining property now used for pasture and hay land.

Right of way for the Alternative line between Mile Posts 34 and 41+ near Lawrence would be through hay fields and pasture land, some of the farm buildings would likely have to be moved and cattle passes would be required. Between the junction with present right of way and Santa Clara there is now sufficient right of way for four tracks.

The new right of way should have a minimum of 100 ft. in width, which would require 257 acres for the 21 miles of new line.

<u>Grade rise and fall compared with present line.</u>

The detour at San Mateo would have about the same grade rise and fall as present line.

Between near Redwood and Santa Clara there would be

about 57 ft. less grade climb for each direction on the proposed line than on the present operated line.

Estimated cost per mile for double track railroad - $115,000.00,- making total Cost of $2,415,000.00 for the 21 miles.

(Sgd) R C Kemerer

OFFICE COPY

ED

EMG

S-19

September 1, 1922

SUBJECT: Deed from Peninsular Railway Co. to S.P.R.R.Co. covering property between Redwood City and San Mateo, California.

Mr. E. Hickman:

Herewith for filing with deed from Peninsular Railway Co. to Southern Pacific Railroad Co., dated February 4, 1922, Auditor's No. 32522, please find 21 Certificates of Titles covering the various parcels of land conveyed by said deed, together with Partial Release of Mortgage from TheMarket Street Bank to Dora Wagner and husband, dated July 3, 1906.

(Sgd) Geo. W. Boschke
G

CC-Mr.E.B.Leavitt: Acknowledges receipt of your letter of September 1, 1922, file 925111/311-1 and enclosures.

S-19

OFFICE OF CHIEF ENGINEER
REDWOOD
SEP 1 1922
AM

925111/311-1

San Francisco, Calif., Sept. 1, 1922

Mr. Geo. W. Boschke:

Referring to my letter of March 27, 1922 enclosing deeds covering property in San Mateo County, California, recently acquired from Peninsular Railway Company by Southern Pacific Railroad Company.

Herewith please find, for your notation and subsequent filing with the deeds previously sent you, the following Certificates of Title which pertain to the above mentioned land:

Name	Description
Josephine Hague Wilson	Laurel Creek Farm
M. C. Harrison	Lot 70, San Mateo City Homestead
Alice Kennedy	Lots Nos. 31 and 32 Laurel Creek Farm
Edward Buchmann	7.39 acre tract adjoining San Mateo City Homestead
Edward Buchmann	Lot No. 82, San Mateo City Homestead Association
John G. Moore	Lot 68, San Mateo City Homestead
J. R. S. Bickford	Lot 83, San Mateo City Homestead Association
John Henry Coleman	Lot 141, San Mateo City Homestead
J. E. Casey	Lot 13, Laurel Creek Farm
Edward D. Swift	Lot 23, Belmont, San Mateo Co.
Manuel Trinta	Lot 99, San Mateo City Homestead
Sarah T. Fox and Mary J. Ross	32.55 Acres portion of Rancho de las Pulgas
Mary D. Ross	Lots at Belmont
Kate Miles	Lots 18 and 19, Block 1, West Belmont
Est. of Leon A. Maison	Lot 80, San Mateo City Homestead Association
Elise C. Murray	Lots 4, 5 and 6 of Murry Tract
Redwood City Realty Co.	Lots 2 to 8 inc. Block 1; Lots 1 to 6 inc. Block 2 and lots 1 and 2, Block 3, Wellesley Park.
George O. Roussel and others	Lots 8 to 17 inc. Block 1 West Belmont
Richard McCann	Lots 29 and 30, Laurel Creek Farm.

Also two unsigned certificates as follows:

Alfred Hammerson	Lot 7, Block 1, West Belmont
Sarah Rose Hammerson	Lot 6, Block 1, West Belmont.

Also please find enclosed a Partial Release of Mortgage from the Market Street Bank to Dora Wagner.

E. B. Leavitt.
DMB

B/M

S-19

OFFICE OF CHIEF ENGINEER
RECEIVED
AUG 31 1922
825a
SOU. PAC. CO.

925111/311-1

Personal San Francisco, Calif., Aug. 30, 1922 AUG 31 1922 G. W. B.

Mr. Geo. W. Boschke:

Referring to your letter of August 26th, 1922 in regard to right of way for additional main line tracks San Francisco to San Jose.

We have acquired all the right of way necessary between San Bruno and Burlingame except the strip 1100 feet long in First Avenue, San Bruno, the 2450 foot strip at Aqua Station and the 25 foot strips at Burlingame aggregating 3300 feet in length.

The strip in First Avenue, San Bruno, is part of a public street and will have to be covered by a franchise, consequently the matter of applying for same has been held in abeyance as it was thought best not to make application until such time as the tracks are to be constructed.

The 2450 foot strip at Aqua extends across subdivided property for a distance of approximately 1630 feet and across acreage owned by T. Maffei and M. Haubrich for 820 feet more or less. We are negotiating for the right of way across the Maffei and Haubrich lands and will know shortly if same can be obtained for a reasonable figure; after which will take up the subdivided property and ascertain if same can be acquired for proper prices.

The 25 foot strips at Burlingame are owned by Charles Kirkbride, the City of Burlingame and Charlotte M. Coyle, the last being a lot fronting toward our Burlingame Station, with a one-story brick building thereon; Mr. Kirkbride demands an exhorbitant price, likewise Miss Coyle, so it is thought best to postpone these two purchases until some more opportune time or condemn if the property cannot be acquired reasonably when actually needed; we are ne-

Mr. Boschke #2

gotiating for the City property and will know soon if same can be obtained without condemnation.

Regarding right of way from Burlingame to Reedwood City and thence to Palo Alto and San Jose; beg to advise that I will keep in touch with these properties and if any portions thereof can be acquired for reasonable prices will consult with everyone concerned in regard to our needs toward the end of our acquiring a proper width.

A. B. Leavitt

B/M

CC-Mr. Wm. Sproule

JC

OFFICE COPY

S-19

SF, August 26, 1922.

Personal....

Mr. E. B. Leavitt:

I hand you herewith memorandum, being status of right of way for additional main line tracks San Francisco to San Jose, this memorandum being general in its character, but the points at which there is not sufficient right of way are called sufficiently to your attention so that you can follow it out on the map.

This data is prepared from such deeds as have come to us for right of way you have purchased from time to time recently and which deeds are recorded on our maps.

I am sending you this as my impression was that you told me verbally that you had completed the purchase of all the necessary right of way as far as Burlingame, which our records do not disclose to be a fact.

CC - Mr. Wm. Sproule.

ED

S-19

MEMORANDUM

STATUS OF RIGHT OF WAY FOR ADDITIONAL MAIN LINE TRACKS

SAN FRANCISCO to SAN JOSE, CALIFORNIA.

Office of Chief Engineer, S.P.Co. August 25,1922.

Location.	We now have sufficient land for a four (4) track railroad except necessary franchises across and along streets and the following additional exceptions.	We now have sufficient land for a six (6) track railroad except necessary franchises across and along streets and the following additional exceptions.
1st: Market and Spear Streets to Third and King Streets, San Francisco.	None.	Purchases had only in mind a four (4) track railroad.
2nd: Third and King Streets, via Seventh St. or near thereto to San Bruno.	Except the question as to whether new or additional franchises are required along King Street, for elevated railroad, now occupied by surface tracks.	Purchase had only in mind a four (4) track railroad.
3rd: San Bruno to Burlingame.	The following right of way lacking to provide for 4 track railroad: a 25 ft. strip 1100 ft.long in 1st Ave., San Bruno; a 55 ft. strip 2450 ft.long near Aqua; 2 - 25 ft. strips aggregating 3300 ft.in length at Burlingame.	The following right of way lacking to provide for 6 track railroad: 2 strips 25 & 50 ft. aggregating 2200 ft. in length in 1st Ave., San Bruno; 80 ft. strip 2450 ft. long near Aqua; 30 ft. strip 750 ft.Sub'd.property in Millbrae; 3-25 ft. strips aggregating 4900 ft. in length at Burlingame.
4th: Burlingame to Redwood City.	The following right of way lacking to provide for 4 track railroad: Sundry 20 ft. to 60 ft.strips aggregating about 1-1/2 miles in length through subdivided property Newest to San Mateo. Strip of variable width about 2000 ft. long to	The following right of way lacking to provide for 6 track railroad: Sundry 50 ft. to 70 ft. strips aggregating about 1-1/2 miles in length through subdivided property, Newest to San Mateo: 15 ft. strip 1900 ft. long North of Leslie. Sundry 50 ft.

4th: Burlingame to Redwood City. (Continued).	complete recently obtained Peninsular Railway Right of Way at Leslie. 20 ft.to 45 ft. strip 1300 ft.long at Dumork; 15 ft. to 40 ft. strips aggregating 600 ft. in length through subdivided property at Redwood City.	Sundry 50 ft.strips aggregating 900 ft.in length to complete recently obtained Peninsular Ry.Right of Way at Leslie. 45 ft. to 70 ft strip 1300 ft. long at Dumork. 45 ft. to 65 ft. strips aggregating 600 ft. in length through subdivided property at Redwood City
5th: Redwood City to Palo Alto.	The following right of way lacking to provide for 4 track railroad: Sundry 10 ft. to 50 ft. strips through subdivided property for practically entire distance from Redwood City to Menlo Park, about 2.8 miles.	The following right of way lacking to provide for 6 track railroad: Sundry 35 ft. to 75 ft. strips through subdivided property for practically entire distance from Redwood City to Menlo Park, about 2.8 miles.
6th: Palo Alto to San Jose.	The following right of way lacking to provide for 4 track railroad: Sundry 15 ft. to 30 ft. strips through subdivided property for practically entire distance from Palo Alto to Mayfield, 10 ft. strip from Mile 33 to 34; 20 ft. to 30 ft. strip 800 ft.long just south of Mile 34. Sundry 10 ft. to 30 ft.strips principally through subdivided property for practically entire distance from Mountain View to Sunnyvale. Sundry 10 ft. to 25 ft. strips aggregating about 1-1/2 miles in length between Sunnyvale and Lawrence and partially through subdivided property. 15 ft.strip 3700 ft.long south of Lawrence; 15 ft. to 30 ft. strip 1000 ft. long at Mile 42.	The following right of way lacking to provide for 6 track railroad. Sundry 25 ft. to 60 ft. strips through subdivided property for practically entire distance from Palo Alto to Mayfield. Sundry 15 ft. to 55 ft. strips for practically entire distance from Mayfield to Lawrence and partially through subdivided property;40 ft. strip 3700 ft. long south of Lawrence, 25 ft. to 30 ft. strip 1200 ft. long at Mile 42.; 20 ft. strip 4200 ft. long at Mile 43. 15 ft. to 25 ft. strip 1700 ft. long just north of Santa Clara.

ED

S-19

MEMORANDUM

STATUS OF RIGHT OF WAY FOR ADDITIONAL MAIN LINE TRACKS

SAN FRANCISCO to SAN JOSE, CALIFORNIA.

Office of Chief Engineer, S.P.Co. August 25,1922.

Location.	We now have sufficient land for a four (4) track railroad except necessary franchises across and along streets and the following additional exceptions.	We now have sufficient land for a six (6) track railroad except necessary franchises across and along streets and the following additional exceptions.
1st: Market and Spear Streets to Third and King Streets, San Francisco.	None.	Purchases had only in mind a four (4) track railroad.
2nd: Third and King Streets, via Seventh St. or near thereto to San Bruno.	Except the question as to whether new or additional franchises are required along King Street, for elevated railroad, now occupied by surface tracks.	Purchase had only in mind a four (4) track railroad.
3rd: San Bruno to Burlingame.	The following right of way lacking to provide for 4 track railroad: a 25 ft. strip 1100 ft.long in 1st Ave., San Bruno; a 55 ft. strip 2450 ft.long near Aqua; 2 - 25 ft. strips aggregating 3300 ft.in length at Burlingame.	The following right of way lacking to provide for 6 track railroad: 2 strips 25 & 50 ft. aggregating 2200 ft. in length in 1st Ave., San Bruno; 80 ft. strip 2450 ft. long near Aqua; 30 ft. strip 750 ft.Sub'd.property in Millbrae; 3-25 ft. strips aggregating 4900 ft. in length at Burlingame.
4th: Burlingame to Redwood City.	The following right of way lacking to provide for 4 track railroad: Sundry 20 ft. to 60 ft.strips aggregating about 1-1/2 miles in length through subdivided property Howest to San Mateo. Strip of variable width about 2000 ft. long to	The following right of way lacking to provide for 6 track railroad: Sundry 50 ft. to 70 ft. strips aggregating about 1-1/2 miles in length through subdivided property, Howest to San Mateo: 15 ft. strip 1900 ft. long North of Leslie.

4th: Burlingame to Redwood City. (Continued).	complete recently obtained Peninsular Railway Right of Way at Leslie. 20 ft.to 45 ft. strip 1300 ft.long at Pumork; 15 ft. to 40 ft. strips aggregating 600 ft. in length through subdivided property at Redwood City.	Sundry 50 ft.strips aggregating 900 ft.in length to complete recently obtained Peninsular Ry.Right of Way at Leslie. 45 ft. to 70 ft strip 1300 ft. long at Pumork. 45 ft. to 65 ft. strips aggregating 600 ft. in length through subdivided property at Redwood City
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S-19

OFFICE OF CHIEF ENGINEER
RECEIVED
AUG 19 1922
SOU. PAC. CO.

92595/312-1

AUG 19

San Francisco, Cal., August 18, 1922.

Mr.Geo.W.Boschke.

Referring to our conversation of the 16th inst.

Herewith please find print of Leslie showing outlined in black property leased to A.S.Whitney, Audit No. 12745 for maintenance of roadway. In red shows additional ground which Mr.Whitney desired for the same purpose but upon taking matter up with our Operating officials, Mr.Williams under date of January 17, 1922, wrote to Mr.Worthington, viz.

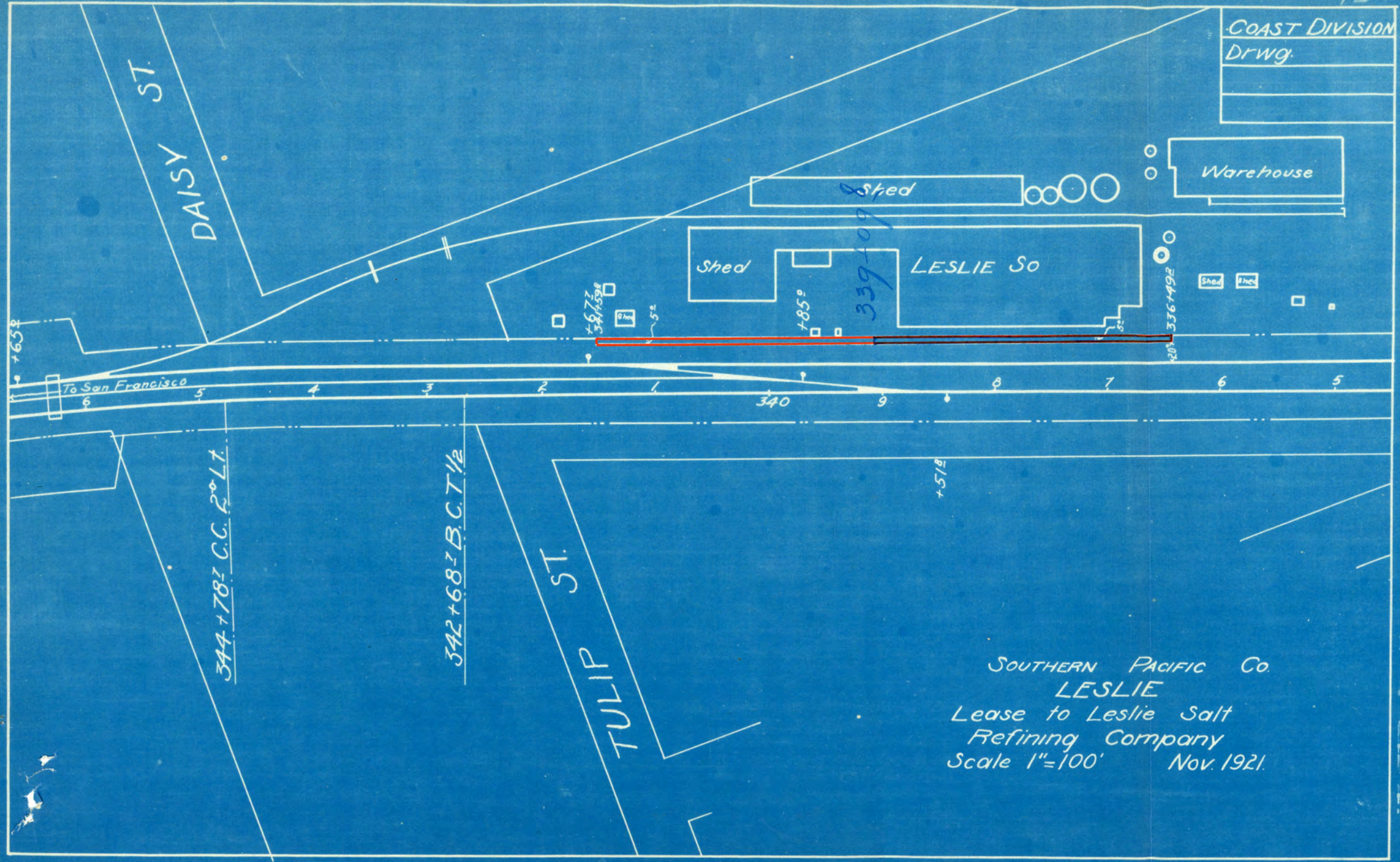
> "We cannot entertain this matter. Our instructions are most positive in reference to parallel encroachments. Any such negotiation should be nipped in the bud and discouraged from the start. We will not entertain it."

E B Leavitt

CC Mr.F.M.Worthington.

-h-b

COAST DIVISION
Drwg.



SOUTHERN PACIFIC CO.
LESLIE
Lease to Leslie Salt
Refining Company
Scale 1"=100' Nov. 1921.

S-19

OFFICE OF CHIEF ENGINEER
RECEIVED
AUG 15 1922
4:00 PM
SOU. PAC. CO.

In reply please refer to file 95/340

AUG 16

San Francisco, August 12th, 1922

Mr. W. H. Kirkbride:

AUG 17 1922

Referring to previous correspondence in regard to change of line in the vicinity of Leslie to accomodate new county highway on East side of railroad tracks in that territory:

The County Highway Engineers are surveying in this territory and have been for some time and stakes set by them indicate that they are contemplating building new line which will cut across some of the Company property in various places on the Peninsula. The indications are that they will also endeavor to secure right of way on the East side of our tracks, close up to present right of way, in some localities where it will be necessary for the Southern Pacific Company to obtain additional right of way when it becomes necessary to construct additional tracks on account of congested traffic on peninsula lines.

We are watching the matter closely and will keep you advised from time to time. However it might be well to have Mr. Leavitt look into this matter as I have been advised by him verbally that he is negotiating for additional right of way in some places down the peninsula and for that reason he is not desirous of having myself or any of my forces look too closely into the necessity of the Company's requirements in this matter as it is liable to arouse the suspicion of the property owners and cause them to raise the price of their property which Mr. Leavitt is endeavoring to secure.

From the stakes set in the vicinity of Visitacion it indicates that they are contemplating moving the road from its existing location across the Company's property where we are, at the present time, figuring on installing the ice plant.

l-w

F M Worthington

cc: Mr.T.H.Williams
Mr. G.W.Booschke
Mr.W.M.Jackle

Final letter received in this subject
8/17/22

OFFICE COPY

S-19

ED

ENG

August 11,1922.

SUBJECT: Right of Way Maps
San Bruno to San Jose.

Mr. T. O. Edwards:

Your letter of August 8, 1922:

Prints, as requested, delivered to your office this morning.

(Sgd)

S-19

OFFICE OF CHIEF ENGINEER
RECEIVED
AUG 9 1922
1 30 PM
SOU. PAC. CO.

San Francisco, Calif.

August 8, 1922.

AUG 9 1922

Mr. George W. Boschke:

Please furnish blue prints of property and right of way maps from San Bruno to San Jose.

One copy each of maps 60496-2 to 60496-18 inclusive, and 60509-1 to 60509-5 inclusive, are desired.

Please deliver to Room 633.

J C Edwards

V-44 Sheets 2 to 18 inc } delivered Aug 11-1922 H.E.R.
V-43 Sheets 1 to 5 inc }

S-19

OFFICE OF CHIEF ENGINEER
RECEIVED
JUL 13 1922
SOU. PAC. CO.

925

E.B.Leavitt, Lease Agent.

San Francisco, Cal., July 12, 1922.

Mr.C.E.Healy,
Assistant City Engineer,
San Francisco, Cal.

Dear Sir:

Referring to your letter of the 10th inst., addressed to Mr.G.W.Boschke.

Herewith one print each of our right of way maps (13 sheets) from Visitacion to Redwood City as requested, furnished by Mr.Boschke.

Recent acquisition shown thereon in red.

Yours truly,

E.B.Leavitt.

h-b

CC Mr.Gwo.W.Boschke.

All messages must be written in ink or typewritten on these blanks, and those for parties on trains (except trainmen) delivered in sealed envelopes. The exact sending and receiving time, initials of sending and receiving operator and signal of receiving office must be entered in every instance. Operator must note on back of telegrams time of calls and cause of delay, if any.

Form 2191

TELEGRAM

Operator's Service S-19 C. S.

Time Filed_____M

Santa Barbara, July 10, 1922.

E. M. Goldsmith,
San Francisco.

G-1. If property purchases completed see no objection to furnishing city engineer maps asked for. B-4.

Geo.W.Boschke.

All messages must be written in ink or typewritten on these blanks, and those for parties on trains (except trainmen) delivered in sealed envelopes. The exact sending and receiving time, initials of sending and receiving operator and signal of receiving office must be entered in every instance. Operator must note on back of telegrams time of calls and cause of delay, if any.

Form 2191

TELEGRAM

Operator's Service

S-19 C. S.

Time Filed_____M

TX BO SanFrancisco

7/10

GeoW Boschke

City engineer SanFrancisco asking for our right of way map ~~mmmmm~~ visitacion to Redwood City for use in connection with his survey proposed new east side high way abouve points Leavitt advises his right of way purchases completed and knows of no objection furnishing map with description of new acquisitions recommend we furnish Ask your approval Gl

EMGoldsmith

410pm

OFFICE COPY

ED EMG

July 10, 1922.

SUBJECT: San Francisco-Redwood City
Proposed new Highway on East Side
of S.P.CO.'s Railroad.

Mr. E. B. Leavitt:

Next attached please find copy of letter to me from Mr. C. E. Healy, Assistant City Engineer.

I know of no objection to furnishing these maps, and as per conversation with Mr. Goldsmith, I understand you know of none now that our right of way purchases between San Bruno and San Mateo have been consummated. We will furnish the City Engineer's Office, as you suggest, with description of additional purchases so they can locate their highway with full knowledge of our additional ownership.

(Sgd) Geo. W. Boschke
Encl

Prints (13 sheets) Construction to Redwood City
handed to E. B Leavitt (Mr Holbrook)
July 11 1922
Encl

Encl.

CITY AND COUNTY OF SAN FRANCISCO

July 10, 1922.

DEPARTMENT OF PUBLIC WORKS
BUREAU OF ENGINEERING

Mr. G. W. Boschke,
Chief Engineer,
Southern Pacific Co.,
San Francisco, Cal.

Attention Mr. E. M. Goldsmith
Chief Draughtsman.

Dear Sir:

This department is very desirous of obtaining the right of way and rail maps of the Bay Shore cutoff from Visitacion to Redwood City.

They will help us to a large degree in preparing a survey which we are called upon to make of what is termed the East Side Highway.

Thanking you in advance, and for past favors, I remain,

Yours very truly,

CEH/K

City Engineer.

M. C. E. Healy

Park 8500
Loc. 216 —

S-19

OFFICE OF CHIEF ENGINEER
RECEIVED
JUL 12 1922
SOUTH PAC. CO.

925111/311-1

SAn Francisco, Cal., July 11, 1922.

~~Mr. Paul Shoup:~~

Referring to my letter of June 29th to Mr.F.E. Chapin copy to you in regard to property between Redwood City and San Mateo recently acquired from Peninsular Railway Co.

Mr.Chapin has returned copy of my letter with his approval noted thereon, also he advised that on receipt of the voucher amount $96,920.65 in payment for lands acquired, the Peninsular Railway Company releases Southern Pacific Railroad Company and Southern Pacific Company from all obligation, morally or otherwise, to convey or allow Peninsular Railway Company to use any portion of its right of way between Redwood City and San Mateo.

CC Mr. Geo.B. Boschke,
Mr.T.H.Williams,
Mr.F.M.Worthington,
Mr.J.Kennedy,
Mr.W.H.Kirkbride.

E.B.Leavitt.

G. W. B.
JUL 18 1922

b-b

JC

OFFICE COPY

S-19

SF, July 3, 1922.

Mr. Wm. Sproule:

I enclose herewith two letters transmitted by Superintendent Worthington relative to surveying in vicinity of San Jose.

S-19

On Line, San Joaquin Divn
June 28th, 1922

W. M. M. JUN 29 1922

Mr. G. W. Boschke:

In accordance with your personal request, herewith two letters transmitted by Superintendent Worthington, relative to surveying in vicinity of San Jose.

OFFICE OF CHIEF ENGINEER RECEIVED JUN 29 1922 SOU. PAC. CO.

W H Kirkbride

G. W. B. JUL 5 1922

S-19

San Jose, June 22nd, 1922.

Mr. P. W. Loftus:

Complying with instructions I rode the rear end of train No. 28 from San Jose to Gilroy this date and kept a close lookout along the right of way and adjoining property but saw no one surveying or engaged in any work of that kind on or near the right of way.

The State Highway Construction Company is working on the Highway between Morganhill and Gilroy and I noticed that they had some detour barracade supports and posts to which red flags were attached, placed against the right of way fence in several places East and West of San Martin but outside the right of way fence. Those barracade poles, red flags etc. had been used in detouring automobiles etc. off parts of the highway when repairs were being made but are not in use in places where they are placed against the right of way fence.

A person on a passing train might get the impression that they were Surveyor's poles etc.

L. Finneran

RR Police Officer.

S-19

San Jose, June 23rd, 1922.

Mr. P.W. Loftus:

Referring to your message yesterday relative to parties alleged surveying near the right of way and my report relative to riding train No. 28 to Gilroy etc.

I learned from Flagman Martin at Park Ave. and Flagman Abelo at San Carlos St., San Jose that on June 22nd the County Surveyor, Mr. Ryder, was measuring the ground at various points beside the Southern Pacific right of way between West San Jose and Foyle and that two officials of the Western Pacific RR Company arrived on their tracks at West San Jose on a passenger motor car and went over the ground surveyed by Mr. Ryder with blue prints, maps etc. in their hands.

Mr. Ryder surveyed the ground between Los Gatos Creek and the Southern Pacific tracks and between Park Ave. and San Carlos Street and also measured the block from Pine Street to San Carlos Street, which belongs to the Southern Pacific Company, and the two officials of the Western Pacific RR Co. stepped the ground at back of the Flag House on San Carlos Street and later on came back with a tape and measured it.

Mr. Ryder is also a Contractor and it is rumored that he is endeavoring to get a location in that vicinity for a plant to make concrete pipe etc. and also to get a location there for a San Jose City Corporation Yard.

The Verdon Packing Co. of San Francisco have purchased the San Celino Canning Co. and the Raash Asphalt Plant in that vicinity and it is rumored that they are about to enlarge the plants and build new plants, and that the Western Pacific officials were on the ground for the purpose of locating ground to build sidings to their plants and also to the plants proposed by Mr. Ryder.

L. Finneran
RR Police Officer.

SOUTHERN PACIFIC CO.
SUPERINTENDENT
JUN 24 1922
COAST DIVISION
SAN FRANCISCO, CALIF.

S-19

OFFICE OF CHIEF ENGINEER RECEIVED JUN 28 1922

OFFICE OF CHIEF ENGINEER RECEIVED JUN 28 1922 SOU. PAC. CO.

G. W. B. JUL 5 1922

925111/311-1

San Francisco, Cal., June 26, 1922.

Mr. Paul Shoup:

Referring to your letter to Mr.F.E.Chapin under date of March 2nd, relative to purchase of property between Redwood City and San Mateo, San Mateo County, California.

For your information have today issued my voucher Department No. 2349 favor of Peninsular Railway Company for payment of their invoice dated May 10th, 1922, No. 13556 covering purchase of the following property:

For purchase of 24,287 acres situated between Redwood City and San Mateo, amount $81,800.65/ and 3.362 acres, 1.533 acres of which is situated between Beresford and Belmont, and 0.422 of an acre in Belmont and 0.331 of an acre between San Carlos and Redwood City, amount $14,790, and 0.029 of an acre located between San Carlos and Redwood City, amount $330.00, all situated in the County of San Mateo, California, total purchase price and amount of voucher $96,920.65

Deed dated February 4, 1922 from Peninsular Railway Company to Southern Pacific Railroad Company taken in connection with purchase of this property has been executed and recorded in records of San Mateo County, California.

CC Mr.T.H.Williams,
Mr.Geo.W.Boschke,
Mr.W.H.Kirkbride,
Mr.F.M.Worthington,
Mr.J.Kennedy.

E.B.Leavitt.

h-b

S-19

OFFICE OF CHIEF ENGINEER
RECEIVED
JUL - 1 1922
SOU. PAC. CO.

E. B. Leavitt, Lease Agent

925111/311-1

San Francisco, Calif.
June 29, 1922.

G. W. B.
JUL 3 1922

W. H. M.
JUL 1 1922

Mr. F. E. Chapin, Gen. Mgr.,
Peninsular Railway Company,
San Jose, California.

Dear Sir:-

Referring to recent purchase of property between Redwood City and San Mateo from your Company.

We have prepared voucher in your favor in total amount $96,920.65 in payment for these lands.

This voucher is made with the express understanding that the Peninsular Railway Company releases Southern Pacific Railroad Company and Southern Pacific Company from all obligation, morally or otherwise, to convey or allow Peninsular Railway Company to use any portion of its right of way between Redwood City and San Mateo.

Kindly acknowledge receipt and the acceptance of the understanding in regard to right of way as herein mentioned, on attached copy of this letter, and return to me.

Thanking you in advance for this and awaiting further advice, I remain

Yours very truly,

B/M

E. B. Leavitt

CC-Mr. Paul Shoup
Mr. Geo. W. Boschke
Mr. T. H. Williams
Mr. W. H. Kirkbride
Mr. F. M. Worthington
Mr. J. Kennedy

ADDRESSED TO: 3rd & Townsend Sts.,
San Francisco, Cal.

ED

EMG

S-19

Room 1057, #65 Market Street, San Francisco, Cal.
May 22, 1922.

SUBJECT: Deed from Peninsular Railway Co. to S.P.R.R.Co., Right of way maps to cover, San Mateo to Redwood City.

Mr. F. M. Worthington,
Supt. Coast Division.

Dear Sir:-

In accordance with telephonic request of Mr. Shoulten of your office, I am sending you by railroad mail to-day, one negative each of the following maps:

No. 60496, Right of Way Sheets 4, 5, 6, 7 and 8
No. 60751, Station Plan, San Mateo
No. 60753, " " Romac and Beresford
No. 60552, " " Redwood City.

Yours respectfully,

(Sgd)

OFFICE COPY

S-19

ADDRESSED TO: San Jose, Cal.
c/o Hotel St.Carlos

ED

EMG

Room 1057
April 28,
1922.

SUBJECT: Cut-off Line through San Jose
Drawing board and prints of
Right of Way Maps.

Mr. J. L. Buell,

Dear Sir:-

I am sending you by express, today, one drafting board 3'x6' and trestles for same and by parcel post one blue line print each of the following right of way maps:

V-43 (S.P.R.R.) Drawing #60509, Sheets 2, 6a, 6b and 6c.

Yours respectfully,

Geo. W. Boschke
EMG

CC-Mr.E.B.Leavitt

S-19

RECEIVED APR 11 1922 SOU. P. CO.

G. W. B. APR 1 1922

925111/311-1

San Francisco, Calif., April 10, 1922

Mr. Geo. W. Boschke:

Referring to your letter of March 28th

Subject: Deed from Peninsular Railway Company to Southern Pacific Railroad Company covering property between Redwood City and San Mateo, California.

Have heretofore handed you copy of easement from Peninsular Railway Company to State of California, dated April 18, 1916, as mentioned on Page 3 of deed from Peninsular Railway Company to Southern Pacific Railroad Company.

In regard to date of, record book and page of deed of transfer of Peninsular Railroad Company's properties to Peninsular Railway Company, beg to advise that this matter was taken up with Mr. F. E. Chapin, General Manager of Peninsular Railway Company, who advised me in connection with this as per copy of his letter of April 8th hereto attached.

E. B. Leavitt.

B/M

Copy of Mr. Chapin's letter filed with deed from Peninsular Ry. Co. to S.P.R.R. Co. dated Feb. 4, 1922.
M. Lishman

COPY

PENINSULAR RAILWAY COMPANY

File No. P2 - 2

San Jose, Cal., April 8, 1922.

Mr. E. B. Leavitt, Lease Agt.,
Southern Pacific Company,
San Francisco, California.

Dear Sir:-

Referring to your letter of March 30th, file 925111/311-1 in regard to reference to document under which Peninsular Railway obtained possession of land in San Mateo County recently transferred to Southern Pacific Railroad Co:

The Pen Ry acquired this land under Articles of Incorporation and Consolidation adopted by Peninsular Railroad Company, San Jose-Los Gatos Interurban Railway Company and Santa Clara Interurban Railroad Company under date of June 29th, 1909. The document shows that the firm will be known as the Peninsular Railway Co.

It was placed on file in San Mateo County on August 3, 1909, and is known as their document No. 634.

Yours truly,

F. E. Chapin

OFFICE COPY

S-19

ED

EMG

SUSPENSE 4/5/22

March 28, 1922.

SUBJECT: Deed from Peninsular Railway Company to Southern Pacific Railroad Company covering property between Redwood City and San Mateo, California.

Mr. E. B. Leavitt:

Your letter of March 27, 1922, File 925111/311-1, enclosing original recorded deed from Peninsular Railway Company to Southern Pacific Railroad Company, dated February 4, 1922, together with twenty-seven title deeds, five reports on title and original letter of opinion from Mr. Wm. F. Herrin to you, dated March 24, 1922, received.

Please send me copy of the easement from Peninsular Railway Company to State of California, dated April 18, 1916, mentioned on page three of said deed from the Peninsular Railway Company to the Southern Pacific Railroad Company.

Also kindly send me the date of, record book and page of the deed of transfer of the Peninsular Railroad Company's properties to the Peninsular Railway Company, in order to complete the chain of title on our right of way maps.

Mr. Boschke #3

34. Original letter of opinion dated March 24, 1922, from Mr. Wm. F. Herrin to me.

Kindly acknowledge receipt.

E. B. Leavitt.
BMB

B/M

CC-Mr. T. H. Williams
Mr. D. V. Cowden
Mr. W. H. Kirkbride
Mr. F. M. Worthington

ED

OFFICE COPY

EMG

S-19

December 6, 1921.

SUBJECT: San Bruno, Palo Alto, San Jose
Investigation of Probable Cost of
Additional Right of Way.

Mr. E. B. Leavitt:

Referring to your letter of December 5, 1921, handed to Mr. E. M. Goldsmith by your Mr. Boots yesterday at 3:40 P.M..

Herewith duplicate copies of option descriptions, as requested, covering property to be acquired from Bayside Company, Trinidad Maffei and Matilda Hambrich, Ansel M. Easton and Sarah L. Winchester.

White prints herewith returned.

Geo. W. Boschke
Eng

Handed to Mr. Holbrook @ Leavitt's office
at 11:30 A.M. 12/6/21
W.S.B.

Encl.

S-19

925111/311-1

San Francisco, Calif., Dec. 5, 1921

Mr. Geo. W. Boschke:

Referring to your letter of Nov. 29th- Subject: San Bruno, Palo Alto, San Jose, Investigation of Probable Cost of Additional Right of Way.

Next attached please find white prints heretofore prepared by your office showing properties to be acquired from Bayside Company, Trinidad Maffei and Matilda Hamrich, Ansel M. Easton, and Sarah L. Winchester.

I will be favored if you will kindly prepare descriptions suitable for incorporating in options to purchase from the various parties named above.

Kindly return all white prints and one extra copy each of descriptions in question.

E. B. Leavitt
SMH

B/M

Dec 5, 1921
Recd 3:40 PM

DESCRIPTION OF LAND SITUATE IN SAN MATEO COUNTY, CALIFORNIA, TO BE COVERED BY OPTION FOR FIVE YEARS, FROM MILLS ESTATE, INC., TO SOUTHERN PACIFIC RAILROAD CO.

A strip or tract of land situate in Buri Buri Rancho, that is 75 feet wide and approximately 4,400 feet long, which lies parallel with and immediately adjacent to the northeasterly boundary line of Southern Pacific Railroad Company's right of way, and extending from the southerly line of Block 25, in Belle Air Park produced westerly across First Avenue in said Belle Air Park, to the dividing line between the properties of the Mills Estate Inc., and Bayside Company, and containing an approximate area of 7.6 acres.

Also; a strip or tract of land situate in Buri Buri Rancho, that is 35 feet wide and approximately 985 feet long, which lies parallel with and immediately adjacent to the northeasterly boundary line of Southern Pacific Railroad Company's right of way, and extending from the southerly line of Millbrae Avenue in Millbrae Villa Tract, to a point opposite at a right angle northeasterly from a point on the Center line of Southern Pacific Railroad Company's eastbound track known as Engineer Survey Station 609 plus 83.1.

Also; a strip or tract of land 45 feet wide and approximately 4270 feet long, which lies parallel with and immediately adjacent to the northeasterly boundary line of Southern Pacific Railroad Company's right of way, and extending from the southeasterly end of last above described strip or tract of land, to the dividing line between the properties of the Mills Estate, Inc., and Ansel M.Easton.

The last two above described strips or tracts of land contain a total area of approximately 5.2 acres.

The three above described strips or tracts of land contain an aggregate area of approximately 12.8 acres.

This is a copy taken from Leavitt's file 12/5/21

ED

DESCRIPTION OF LAND SITUATE IN SAN MATEO COUNTY, CALIFORNIA, TO BE COVERED BY OPTION FOR FIVE YEARS, FROM BAYSIDE COMPANY TO SOUTHERN PACIFIC RAILROAD COMPANY.

A strip or tract of land situate in Buri Buri Rancho, San Mateo County, California, that is 75 feet wide and approximately 875 feet long which lies parallel with and immediately adjacent to the northeasterly boundary line of Southern Pacific Railroad Company's right of way and extending from the dividing line between the properties of the Mills Estate Inc. and Bayside Company southerly to a point opposite at a right angle northeasterly from a point on the center line of Southern Pacific Railroad Company's eastbound main line track known as Engineer Survey Station 679+89.

Also, a strip or tract of land 80 feet wide and approximately 1000 feet long, which lies parallel with and immediately adjacent to the northeasterly boundary line of Southern Pacific Railroad Company's right of way and extending from the southeasterly end of above described strip or tract of land southerly to the northerly line of Bay Street in Vista Park.

The two above described strips or tracts of land contain a total area of approximately 3.34 acres.

Also, a strip or tract of land situate in Buri Buri Rancho, that is 85 feet wide and approximately 1666 feet long, which lies parallel with and immediately adjacent to the northeasterly boundary line of Southern Pacific Railroad Company's right of way and extending from the dividing line between the properties of Trinidad Maffei & Matilda Hambrich and Bayside Co. southerly to the northerly limits of Millbrae Villa Tract and containing an approximate area of 3.25 acres.

December 6, 1921.

ED

DESCRIPTION OF LAND SITUATE IN SAN MATEO COUNTY, CALIFORNIA, TO BE COVERED BY OPTION FOR FIVE YEARS FROM TRINIDAD MAFFEI AND MATILDA HAMBRICH, TO SOUTHERN PACIFIC RAILROAD COMPANY.

A strip or tract of land situate in Buri Buri Rancho, San Mateo County, California, that is 85 feet wide and approximately 900 feet long, which lies parallel with and immediately adjacent to the northeasterly boundary line of Southern Pacific Railroad Company's right of way and extending from the southerly limits of North Millbrae southerly to the dividing line between the properties of Trinidad Maffei and Matilda Hambrich and Bayside Co. and containing an approximate area of 1.76 acres.

December 6, 1921.

ED

S-19

DESCRIPTION OF LAND SITUATE IN SAN MATEO COUNTY, CALIFORNIA, TO BE COVERED BY OPTION FOR FIVE YEARS FROM ANSEL M. EASTON TO SOUTHERN PACIFIC RAILROAD COMPANY.

A strip or tract of land situate in Buri Buri Rancho, San Mateo County, California, that is 40 feet wide and approximately 1700 feet long, which lies parallel with and immediately adjacent to the northeasterly boundary line of Southern Pacific Railroad Company's right of way and extending from the dividing line between the properties of Mills Estate Inc. and Ansel M. Easton southerly to a point opposite at a right angle northeasterly from a point on the center line of Southern Pacific Railroad Company's eastbound track known as Engineer Survey Station 550+00.

Also, a strip or tract of land 35 feet wide and approximately 910 feet long, which lies parallel with and immediately adjacent to the northeasterly boundary line of Southern Pacific Railroad Company's right of way and extending from the southeasterly end of above described strip or tract of land southerly to the dividing line between the properties of Ansel M. Easton and Sarah L. Winchester.

The two above described strips or tracts of land contain a total area of approximately 2.29 acres.

December 6, 1921.

ED

DESCRIPTION OF LAND SITUATE IN SAN MATEO COUNTY, CALIFORNIA, TO BE COVERED BY OPTION FOR FIVE YEARS, FROM SARAH L. WINCHESTER, TO SOUTHERN PACIFIC RAILROAD COMPANY.

A strip or tract of land situate in Buri Buri Rancho, San Mateo County, California, that is 35 feet wide and approximately 2380 feet long, which lies parallel with and immediately adjacent to the northeasterly boundary line of Southern Pacific Railroad Company's right of way and extending from the dividing line between the properties of Ansel M. Easton and Sarah L. Winchester southerly to the southerly limits of Buri Buri Rancho, being also the northerly limits of San Mateo Rancho and containing an approximate area of 1.91 acres.

December 6, 1921.

OFFICE COPY

ED

S-19

EMG

November 29, 1921.

SUBJECT: San Bruno, Palo Alto, San Jose, Investigation of Probable Cost of Additional Right of Way.

Mr. E. B. Leavitt:

Referring to request of Mr. Boots for sundry prints colored to illustrate additional right of way required.

Prints requested herewith.

As mentioned in my letter to you of October 28th, the widths of right of way as shown indicate the minimum widths required. These widths are just sufficient to take care of the additional four tracks and also our present telegraph line where it occurs.

It appears to me that in negotiating for this right of way an additional 10 ft. or so should be included where it is possible to obtain same at a very reasonable cost. It is possible that this 10 ft. additional will but slightly increase the total cost in some instances, and in other instances will not increase the cost.

You will note that the acreage to be obtained from individuals is very small and is principally unimproved property.

Kindly note that the 10 ft. strip above referred to is not the 10 ft. strip for the Pacific Telephone and Telegraph Co.'s pole line referred to in my letter to you of November 7th but is an additional width to our own proposed additional right of way.

GWDD

(Sgd)

Encl.

S-19

ED

M E M O R A N D U M

G. W. B. DEC 14 1

December 12, 1921.

Mr. E. M. Goldsmith:

While riding, on the San Jose Local, yesterday, Sunday Dec. 11, 1921, on my way to Burlingame, I noticed a line of stakes set in the ground and running apparently parallel to and on the East or bay side of our tracks between Broadway (Easton) and Burlingame.

Upon leaving the train at Burlingame, I walked back about 1000 feet toward the City and picked up the surveyed line and found that the stakes were markers for guinea pegs, which latter were set 50 feet apart and about 50 feet from our Right of Way fence on the east or bay side of our tracks, running south to a point about 700 feet north of Burlingame where the line curved to the left.

At the beginning of curve a hub was driven flush with the ground and a tack driven for a center. The marker at this point showed on one side "S" 269+00.55 and on the other P.C. 500 Lt., the latter indicating point of curve to the left with a radius of 500 feet. The stationing on the line runs south.

Back toward Broadway (Easton), I had noticed another line of stakes apparently curving away from the above line and toward Coyote Point.

This for your information.

W. H. Skinner

r/r to Mr. Geo. W. Boschke

Em Goldsmith

JC **OFFICE COPY**

On Coast Division,
Nov. 7, 1921.

S-19

Mr.E.B.Leavitt:

Referring to maps on which is shown additional right of way necessary for 4 and 6 tracks, San Francisco to San Jose.

In coming in over the line to-day I was much impressed with the very great importance of securing the necessary right of way that we anticipate we may want where it is affected by the County road plans on which surveys have been made and stakes set.

It will complicate matters very much if the County secures this right of way in advance of our investigation of the matter.

(491)

OFFICE COPY

8-19

ED EMG

November 7,1921.

SUBJECT: San Bruno, Palo Alto, San Jose, Investigation of Probable Cost of Additional Right of Way.

Mr. E. B. Leavitt:

Referring to my letter to you of October 28, 1921, above subject, also to conversation with you today in regard to Pacific Telephone and Telegraph Co.'s easements.

Between San Bruno and Beresford, the Telephone Co. has easements for a 10 ft. right of way for their pole line to the east of and next adjacent to our present right of way except through San Mateo, where the pole line diverges from our right of way at Bellevue Avenue near mile point 17 to "D" Street; thence back again to our right of way at 5th Avenue near mile point 18.

We have no records of this pole line right of way on our maps or in our files and to obtain this information a representative of my office called on Mr. Keyser of the Telephone Co. today. We find their records in such poor shape that we cannot definitely locate their easements at this time, as same are intended to cover a 10 ft. strip being 5 ft. each side of the pole line as constructed, wherever that may be.

However, Mr. Keyser stated that their line is practically immediately adjacent to our right of way except through San Mateo, as hereinfore mentioned.

Over

ED

In your investigation of right of way etc. required enough room to reproduce the Telephone Company's 10 ft. right of way outside of it should be included.

(Sgd) Lantz

JC

OFFICE COPY

S-19

On Coast Division,
Nov. 7, 1921.

Mr.E. M. Goldsmith:

See if you provided enough right of way east of San Mateo where the Telephone Company owns a strip of right of way very close to our tracks; that is, did you provide enough additional right of way for our tracks and enough room to reproduce the Telephone Company's right of way outside of it.

If this is not clear, discuss it with Mr. Phelps, Division office, 3rd and Townsend Streets.

JC

S-19

On Coast Division,
Nov. 7, 1921.

Mr.E. M. Goldsmith:

See if you provided enough right of way east of San Mateo where the Telephone Company owns a strip of right of way very close to our tracks; that is, did you provide enough additional right of way for our tracks and enough room to reproduce the Telephone Company's right of way outside of it.

If this is not clear, discuss it with Mr. Phelps, Division office, 3rd and Townsend Streets.

OFFICE COPY

S-19

ED

EMG

October 28,1921.

SUBJECT: San Bruno - Palo Alto - San Jose.
Investigation of Probable Cost of
Additional Right of Way.

Mr. E. B. Leavitt:

Referring to recent meeting in the President's Office and request that you be furnished with prints showing additional right of way for 4 and 6 track requirements between San Bruno and Palo Alto, so that the matter of costs, etc. could be investigated.

Herewith attached is one roll of white prints consisting of 18 sheets of Right of Way and Track Map #60496, V-44, S.P. R.R., San Bruno to west of College Park.

On these sheets we have shown the following:

Existing right of way tinted red.

Additional right of way required for a four track railroad tinted brown.

Additional right of way required for a six track railroad tinted green.

The widths of right of way that we have shown indicate minimum widths required, based on additional trackage without disturbing present tracks, except at points where proposed additional tracks are shifted to opposite side.

These widths as a matter of course will, no doubt, in some instances, especially through subdivided town property, be varied when the proper time comes to trading with property owners, this in regard to cutting into lots and leaving them in bad shape.

We have not taken into consideration any additional property that would be required to take care of streets encroached upon and that would possibly have to be replaced. This is a matter that would have to be dealt with as you get up to it on the ground.

While the request at the conference only dealt with additional right of way as far south as Palo Alto, still there is no harm in having prints of requirements for additional tracks as far south as Santa Clara; the matter at hand to be dealt with, as I understand it, is to Palo Alto only.

Regarding proposition of proposed double track freight line on the marshes, skirting the towns to the east of Burlingame and San Mateo. I do not believe the matter of investigation of cost of right of way need be gone into at this time, at least not until the results of your investigation for additional right of way to present main line is known.

JHD

JWS

CC-Mr.Wm.Sproule- Your file returned herewith.
Mr.J.H.Dyer

1 letter JWS to COS 9/23/1 and envelope with maps

S-19

Confidential

At Los Angeles, July 14, 1921.

Mr G W Boschke:

G.W.B. JUL 19 1921

Acknowledging your confidential letter July 13th, subject: "Possible electrification and additional tracks, San Francisco to San Jose":

I have no faith in the suggestion that we could operate the peninsula lines more cheaply by electric traction than by present methods or that we would gain added business to help us in this attempt at solution of rapid transit for the peninsula. We would have to run our through steam trains as at present, both for freight and passengers. The through passenger trains could not be held up to let electric trains run around them without having a riot on the part of the steam passengers. The run-around system of operation is proverbially objectionable, involving as it does a complicated system of passing points, aside from the irritation created among passengers when they find other passengers are moving faster than themselves.

As to freight: The suggestion that we run it only at night puts it out of the question. In these days of highly competitive business it is important that freight be handled with despatch. The shippers would be in revolt as soon as they found out that we were tying up their freight for all day. Their bank credits alone would cause that revolt as every day's delay means interest on the value of the freight.

The new suggestion that we get franchise to 8th & Market Streets for a subway in 8th Street is excellent in its way, but here again would come new capital expenditure without new business enough to justify it.

I have asked the Operating and Traffic officers to give me their views after a study of the reports but must admit that so far, electric traction seems still to have to prove itself; and as for electrifying the peninsula lines, it means that we would have to build two more pairs of

tracks to take care of our steam business if we were to turn over two pairs of tracks to electric traction.

However, let's not anticipate the reports of the Traffic and Operating officers on this subject. I thank you for the suggestions in your memorandum nevertheless.

WS-RRC

JC **OFFICE COPY** S-19

July 13, 1921.

CONFIDENTIAL.

SUBJECT: Possible electrification and additional tracks San Francisco to San Jose.

Mr. Wm. Sproule:

Further in connection with this matter and my report of July 6th in regard to additional right of way for additional tracks San Bruno to San Mateo, the United Railways now parallel our line with double track from San Bruno to San Mateo, and I understand this line does not pay return on the investment.

If we were to consider additional tracks, might it not be worth while to consider, in lieu of attempting to get additional right of way, the purchase of the United Railways line from San Bruno to San Mateo and also to consider whether or not it might not be advisable to get a franchise from 8th and Townsend Streets to 8th and Market Streets for subway in 8th Street, and necessary purchase of ground in vicinity of 8th and Market Streets for station buildings. This subway to be double track, looping at Market Street so trains could be rapidly handled through the station.

This would enable us to run the electric suburban business to the Civic Center which should be a great convenience to the public and by these convenient facilities increase our business by taking it away from the busses, etc. that handle it at the present time.

The above are simply suggestions that come to my mind and might be worth while considering at some time in the future when it is definitely decided to electrify the line down the Peninsular to San Jose.

(Jgd)

WWS

JC

OFFICE COPY

S19

July 6th, 1921.

SUBJECT: Possible electrification and additional tracks betweem San Francisco and San Jose.

Mr. Wm. Sproule:

In reply to your personal letter of June 28th in regard to rough estimate of what it would cost to electrify short line San Francisco to San Jose, double track, this line to be used for commutation business as a high speed line.

The following are results of my investigation and approximate estimates of costs:

1st: To electrify the present double track, including necessary electric locomotives with a view to using our present coaches for local business, from San Francisco, 3rd and Townsend Streets, to San Jose, Market Street Station, would cost $1,500,000.00.

This operation is based on all freight business in and out of San Francisco via this line being handled at night, and on through steam passenger trains making no stops between 3rd and Townsend Streets and San Jose.

2nd: Electrification of present double track San Francisco to San Jose, additional double track from San Francisco to San Bruno, one additional track for freight business from San Bruno to Redwood City, would cost, $7,320,000.00.

3rd: Electrification of present double track San Francisco to San Jose, two additional tracks San Francisco to San Bruno, additional single track from San Bruno to San Jose, would cost $8,918,000.00.

4th: Electrification of present double track San Francisco to San Jose, two additional freight tracks San Francisco to Redwood City, one additional track Redwood City to San Jose, would cost $9,578,000.00.

In the above approximate estimates right of way has been provided in each case for ultimate four track railroad between San Francisco and San Jose, except in case of electrification of present double track.

I think it would be wise in any case to plan necessary right of way for ultimate four track railroad between San Francisco and San Jose, the same to be purchased before there are any additional improvements made on this ground by private owners, as this property is certain to be required for railroad purposes in the future.

Further, this estimate is based on providing the additional tracks on the same grades as the present railroad and does not include any cost for possible separation of grades through the intervening towns, exceptat such points as the grades are now separated.

I have conferred with Mr Dyer and Mr. Babcock.

Mr. Babcock gave me the estimate of $1,500,000.00 for the electrification of the present double track San Francisco to San Jose, which includes the purchase of the necessary electric locomotives for handling suburban trains.

I attach Mr. Babcock's report giving the estimated possible saving in operation if electrified.

(Lgd)

EHH

cc Dyer
Babcock
Lee
Luce
} to Mr Wright

S-19

San Francisco, July 5th, 1921.

Mr. Geo. W. Boschke:-

A few days ago I handed you memorandum of preliminary estimate of first costs, electrification of Suburban Line, Third and Townsend Streets to San Jose. Mr. Sproule's letter to you of recent date asked for estimate of increase in operating expenses. For the purposes of comparison, it has been assumed that the same trains will be run during the morning and evening rush hours as at present, supplemented by additional service during the middle of the day, so that there will be one train every two hours to San Jose, and one train every hour to Mayfield, this being about the limit of the present track capacity.

From figures furnished by the Coast Division, it has been determined that the present steam operating costs for this service amount to $753,000 per year. Based on operating expenses of the Portland Lines and the Oakland Lines, the electric service is estimated to cost $440,000 per year, which is a saving of $313,000, to which should be added an increase in revenue, which for estimating purposes, may be taken roughly as follows:-

The General Passenger Department estimates that the automobile stages between San Francisco and San Jose have reduced our daily revenue by $1547, of which $875 is between San Francisco and Palo Alto, $565 between San Francisco and San Jose and $107 between San Jose and Palo Alto.

It has been assumed that we will get back one-third of the traffic to Palo Alto; one-fourth of the traffic to San Jose, and one-fffth of the traffic between San Jose and Palo Alto, and, therefore, our daily revenue will be increased by $501, or $182,800 per year, which added to $313,000 saved under the electric operation, will make a net increase in the operating income of $495,800.

Leaving out all considerations of estimates, it can be stated that not including interest or depreciation, none of which is figured in the foregoing, there will be no increase in operating expense, and there is very likely to be a very nice increase in operating income.

A. H. BABCOCK.

(COPY)

July 6, 1921.

SUBJECT: Possible electrification and additional tracks between San Francisco and San Jose.

Mr. Wm. Sproule:

In reply to your personal letter of June 28th in regard to rough estimate of what it would cost to electrify short line San Francisco to San Jose, double track, this line to be used for commutation business as a high speed line.

The following are results of my investigation and approximate estimates of costs:

1st: To electrify the present double track, including necessary electric locomotives with a view to using our present coaches for local business, from San Francisco, 3rd and Townsend Streets, to San Jose, Market Street, Station, would cost $1,500,000.00

This operation is based on all freight business in and out of San Francisco via this line being handled at night, andon through steam passenger trains making no stops between 3rd and Townsend Streets and San Jose.

2nd: Electrification of present double track San Francisco to San Jose, additional double track from San Francisco to San Bruno, one additional track for freight business from San Bruno to Redwood City, would cost $7,320,000.00.

3rd: Electrification of present double track San Francisco to San Jose, two additional tracks San Francisco to San Bruno, additional single track from San Bruno to San Jose, would cost $8,918,000.00.

4th: Electrification of present double track San Francisco to San Jose, two additional freight tracks San Francisco to Redwood City, one additional track Redwood City to San Jose, would cost $9,578,000.00.

In the above approximate estimates right of way has been provided in each case for ultimate four track railroad between San Francisco and San Jose, except in case of electrification of present double track.

I think it would be wise in any case to plan necessary right of way for ultimate four track railroad between San Francisco and San Jose, the same to be purchased before there are any additional improvements made on this ground by private owners, as this property is certain to be required for railroad purposes in the future.

Further, this estimate is based on providing the additional tracks on the same grades as the present railroad and does not include any cost for possible separation of grades through the intervening towns, except at such points as the grades are now separated.

I have conferred with Mr. Dyer and Mr. Babcock.

Mr. Babcock gave me the estimate of $1,500,000 for the electrification of the present double track San Francisco to San Jose, which includes the purchase of the necessary electric locomotives for handling suburban trains.

I attach Mr. Babcock's report giving the estimated possible saving in operation if electrified.

(Signed) Geo W. Boschke

CC - Mr. Dyer
Mr. Babcock
Mr. Fee
Mr. Luce.

(COPY)

San Francisco, July 5th, 1921.

Mr.Geo W.Boschke:

A few days ago I handed you memorandum of preliminary estimate of first cost, electrification of Suburban Line, Third and Townsend Streets to San Jose. Mr. Sproule's letter to you of recent date asked for estimate of increase in operating expenses. For the purposes of comparison, it has been assumed that the same trains will be run during the morning and evening rush hours as at present, supplemented by additional service during the middle of the day, so that there will be one train every two hours to San Jose, and one train every hour to Mayfield, this being about the limit of the present track capacity.

From figures furnished by the Coast Division, it has been determined that the present steam operating costs for this service amount to $753,000 per year. Based on operating expenses of the Portland Lines and the Oakland Lines the electric service is estimated to cost $440,000 per year, which is a saving of $313,000, to which should be added an increase in revenue, which for estimating purposes, may be taken roughly as follows:

The General Passenger Department estimates that the automobile stages between San Francisco and San Jose have reduced our daily revenye by $1547, of which $875 is between San Francisco and Palo Alto, $565 between San Francisco and San Jose and $107 between San Jose and Palo Alto.

It has been assumed that we will get back one-third of the traffic to Palo Alto; one-fourth of the traffic to San Jose, and one-fifth of the traffic between San Jose and Palo Alto, and, therefore, our daily revenue will be increased by $454, or $165,700 per year, which added to $313,000 saved under the electric operation, will make a net increase in the operating income of $478,700.

Leaving out all considerations of estimates, it can be stated that not including interest or depreciation, none of which is figured in the foregoing, there will be no increase in operating expense, and there is very likely to be a very nice increase in operating income.

A. H. BABCOCK
AHB

S-19

Personal

June 28, 1921.

Mr G W Boschke:

1. Will you please give me a rough estimate of what it would cost to electrify a short line, San Francisco to San Jose, double track, this line to be used for our commutation business as a high speed line.

2. What additional tracks would we have to build in order to take care of our regular business at the same time?

3. How much would it probably increase our operating expenses?

You will, of course, have to call Mr. Babcock and Mr. Dyer in to help you solve this, which should not be discussed outside but is merely to afford us a destination for our own minds.

W D Proule

cc Mr J H Dyer)
Mr A H Babcock) Personal

S-1 Q

Personal

June 28, 1921.

Mr G W Boschke:

1. Will you please give me a rough estimate of what it would cost to electrify a short line, San Francisco to San Jose, double track, this line to be used for our commutation business as a high speed line.

2. What additional tracks would we have to build in order to take care of our regular business at the same time?

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You will, of course, have to call Mr. Babcock and Mr. Dyer in to help you solve this, which should not be discussed outside but is merely to afford us a destination for our own minds.

ORIGINAL SIGNED
WM. SPROULE

cc Mr J H Dyer)
Mr A H Babcock) Personal

(6-copies) S-17

Memorandum

Preliminary Approximate Estimate of Cost of Electrification and New Track Work San Francisco to San Jose.

From a point on 7th & Mariposa Sts in Mission Bay Yards S.F. to San Bruno. New Double Track Steam Railroad complete about 9 9/10 miles long. $3,970,000

From San Bruno to a connection with Dumbarton Cutoff at Redwood City New Single Track Steam Railroad complete with new right of way sufficient for ultimate future 4 tracks, about 15 miles long.

Right of Way & Improvements	750 000
Grading, Structures, Track etc for Steam Line	1100 000
Total	1,850,000

From San Bruno to a connection with Dumbarton Cutoff at Redwood City An additional Single Track Steam Railroad about 15 miles long.

Grading, Structures & Track for Steam Line	660,000

From a connection with Dumbarton Cutoff at Redwood City to San Jose New Single Track Steam Railroad complete with new right of way sufficient for ultimate future 4 tracks about 22 miles long

Right of Way & Improvements:	300 000
Grading, Structures, Track etc for Steam Line	1298000
Total	1,598,000

Electrification (including electrical equipment) of Double Track Railroad from San Francisco 3rd & Townsend Sts to San Jose Market St. Depot. 1.500.000

Total Approx. Cost. $9,578000