

Decision No. 21626.

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application
of SACRAMENTO NORTHERN RAILWAY
for permission to construct a line
of railroad across the tracks of
Southern Pacific Company at grade
near Vanden, Solano County,
California, and for an order prescribing
the manner and the terms of installa-
tion, operation, maintenance, use, and
protection of said crossing.

} Application
No. 15828.

L.N. Bradshaw, for Applicant,

E.J. Foulds, for Southern Pacific
Company, Protestant.

BY THE COMMISSION:

O P I N I O N

Sacramento Northern Railway, a corporation, has petitioned the Railroad Commission for an order authorizing the construction of a line of railroad at grade across the tracks of the Southern Pacific Company near the Southern Pacific Company's station at Vanden, County of Solano, said order to prescribe the manner and terms of installation, operation, maintenance, use and protection of said crossing.

A public hearing on this application was conducted by Examiner Handford at San Francisco, the matter was duly submitted and is now ready for decision.

The proposed line of railroad is to be constructed under authority of the Interstate Commerce Commission (Finance Docket 6633, 154, I.C.C. 65) and will effect a connection between the main line of Sacramento Northern Railway and its Suisun Branch. The line of railroad consisting of a single track will extend from a point near Creed on applicant's main line, a distance of approximately 7.5 miles in a northwesterly direction to a point on the Suisun Branch called Vacaville Junction. The Southern Pacific

Company maintains a double track main line in the vicinity of the proposed crossing which applicant proposes to cross at grade. Approaching the crossing from the south, the proposed track is on a 0.25 percent ascending grade which increases to 1.00 percent immediately north of the crossing and reaches the summit approximately 300 feet northwesterly thereof. From this point the track descends on a 0.50 percent grade to the junction with the Suisun Branch. The double track line of the Southern Pacific Company approaching the proposed crossing from the west is on an ascending average grade of 0.49 percent.

Applicant presented costs for a crossing at grade, protected by automatic interlocking plant; by an attended mechanical interlocking plant, and for a grade separation carrying the proposed track over the tracks of the Southern Pacific Company. Representative for applicant recommended that a grade crossing with an automatic interlocking plant be authorized.

It was estimated the above proposed crossing would cost as follows:

	<u>ESTIMATED COST</u>	
	<u>Construction</u>	<u>Operation *</u>
Automatic interlocking	\$ 38,418.	\$ 1,820.
Manual interlocking	54,541.	7,790.
Grade separation	110,379.	148.

* - Annual cost of operation.

Applicant proposes during approximately six months of the year (November 1 to June 9) to operate one train on an average of three times a week and during the balance of the year to operate one train a day. This would result in two movements over the crossing on three days of the week during six months of the year, and two movements daily during the remainder of the year.

Southern Pacific Company presented testimony showing that on August 24, 1928, 15 passenger trains and 7 freight trains

crossed the proposed point of crossing in an east-bound direction and 17 passenger trains and 10 freight trains in a west-bound direction. Witness for the Southern Pacific Company stated that at the time of completion of the railroad bridge across the Carquinez Strait now under construction, three freight trains in each direction daily will be added to the above total.

Southern Pacific Company protested the crossing at grade because of the delays to its traffic that would result and asked that a separation of grades be required. It was pointed out that the Carquinez Bridge was being constructed at a cost of \$12,000,000. in order to do away with the delays and cost of operating the Port Costa Ferry and that it was the Southern Pacific Company's desire to maintain a fast and uninterrupted service through this territory. Southern Pacific witness stated that the fact that a speed limit of 20 miles per hour is required by the Commission for all movements through an automatic interlocking plant would result in the slowing up of all its service through this territory.

Considering the small amount of traffic on applicant's line that may be reasonably expected to pass over the proposed crossing it does not appear that the additional expense of constructing a separation as compared to a grade crossing is justified at this time since reasonable protection can be afforded trains operating over this crossing by means of a proper interlocking plant and it is concluded that authority to cross the tracks of the Southern Pacific at grade should be granted.

however, considering the small amount of traffic upon the proposed Sacramento Northern line, it would appear that the slowing up of all Southern Pacific trains to at least 30 miles an hour, as required by our General Order 33-A, for an automatic interlocking plant as suggested by applicant, will result in unreasonable delay and interference to Southern Pacific traffic, and consequently that the plant proposed by applicant is not a proper type of protection to install at the crossing. It is suggested that a type of interlocking that will require Southern Pacific traffic to slow down or stop only when the crossing is actually occupied by the Sacramento Northern Railway trains be installed.

O R D E R

A public hearing having been held on the above entitled application, the matter having been duly submitted and the Commission being apprised of the facts,

IT IS HEREBY ORDERED that Sacramento Northern Railway be and it is hereby granted authority to construct a line of railroad at grade across the tracks of Southern Pacific Company near Southern Pacific Company's station of Vanden, Solano County, California, at the location hereinafter particularly described and as shown by the maps attached to the application and marked Exhibits Nos. "A", "B" and "C" :

Located in the SE 1/4 of the S.W. 1/4 of Section 10, T. 5 N., R. 1 W., M.D.B. & M. in the County of Yolo, State of California, and more particularly described as follows:

The surveyed line of the Sacramento Northern Railway crosses the double track line of the Southern Pacific Company at a point which bears Northeast along the Southern Pacific track a distance of 2730 feet more or less from the head block of the spur track at Vanden Station on the Southern Pacific, the located line of the Sacramento Northern Railway making an angle of 83° 58' with the Southern Pacific track at the point of crossing.

Said crossing shall be constructed subject to the following conditions:

1- The entire expense of constructing the crossing, including the interlocking plant, together with cost of its maintenance thereafter in good and first class condition, shall be borne by applicant.

2- Said crossing shall be protected by a mechanical cabinet interlocking plant with home signals governing movements on the Southern Pacific Company's tracks normally clear, said plant to conform with the provisions of the Commission's General Order No. 33-A governing installation and operation of interlocking plants, and plans thereof shall be submitted to the Commission for approval before construction is commenced.

3- If said crossing shall not have been installed within one year from the date of this order, the authorization herein granted shall then lapse and become void unless further time is granted by subsequent order.

4- The Commission reserves the right to make such further order or orders relative to the location, construction, operation, maintenance and protection of said crossing as to it may seem right and proper and to revoke its permission if, in its judgment, the public convenience and necessity demand such action.

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

Dated at San Francisco, California, this 28th day of September, 1929.

Thos. J. Latta
Ch. Seaver
Edmund J. ...
Leon ...
W. J. ...
Commissioners.