

ORIGINAL

Decision No. 5870.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application of the)
SAN FRANCISCO, NAPA & CALISTOGA RAILWAY)
for permission to discontinue certain)
passenger train stops along its line of)
railway.) Application No. 3954.

John T. York for Applicant

Wallace Rutherford, City Attorney for
City of Napa

W. H. Young for Young Hardware Company
and Merchants Association of
Napa, Protestants.

BY THE COMMISSION

O P I N I O N

San Francisco, Napa & Calistoga Railway has petitioned the Railroad Commission for an order authorizing the abandonment of certain passenger stops on its line of railway for the reason that the stops for which elimination is desired are in close proximity to other stops which adequately serve the public, and more reliable service will be given the public together with economical operation of the railway of the applicant if the elimination of the stops is authorized.

Public hearings were held at Napa on September 23, 1918, and at San Francisco on September 28, 1918, the matter was duly submitted and is now ready for decision.

The stops proposed to be eliminated and the conditions existing at such points are as follows:-

Pine Street, St. Helena, located .18 of a mile north of Post Office and .07 miles south of Madrona Stop. The grade

at this point approaching from the south varies from 1.77 per cent to 1.41 per cent. Pine Street, St. Helena, is two blocks north of the business section of St. Helena. The main portion of the business section is located south of the Post Office, and the stop maintained at the postoffice serves the principal hotel, the postoffice and the express office. The existing stop at Madrone will serve the population now served by the Pine Street stop.

DeLatour located .35 miles north of Rutherford and .31 miles south of Hanrahan. This serves only a private lane belonging to the DeLatour family.

Twin Oaks located .88 miles north of Benson and .28 miles south of Oakville. This stop is located on a curve and patrons are compelled to cross the Southern Pacific tracks to reach the station stop. The grade at this point, together with the curve and the proximity of a high embankment make the continuance of this stop almost prohibitive as a proper operative condition.

Baumen located .39 miles north of Victoria and .64 miles south of Veteran's Home. This is a stop at a private lane, and closely adjacent to a culvert and bridge. The stop is infrequently used by the traveling public and requires extreme care in that a high embankment exists closely adjacent to the point where stop is made.

Oak Knoll Ranch located .27 miles north of Orchard Avenue and .56 miles south of Oak Knoll. This stop serves the private interests of the Malone Company and is infrequently used by the general public.

Roe located .91 miles north of Union and .35 miles south of Salvador. This stop is located on a portion of track on which high speed is maintained. The stop is located on a curve on which super-elevation is present account the degree of curvature. The stop serves a private lane which terminates in an open field and is but infrequently used by the public.

Tallman located .16 miles north of Northwestern Crossing and .49 miles south of Union. This stop is situated at the bend of County Road leaving Calistoga and at the northwestern corner of land owned by the applicant. Both grade and curvature are heavy at this point and stop is but infrequently used.

E. Street, Napa, located .16 miles north of E. Street and .12 miles south of G. Street. There are four stops in the city limits of Napa north of Napa Creek, all on tangent track. The frequency of stops delay through trains and there are no ordinance conditions requiring stops at any designated point. E. Street is located but two short blocks from G. Street at which latter point a hospital is located.

Coombs Street, Napa, located .10 miles north of Main Street and .10 miles south of Franklin Street.

Main Street, Napa, located .15 miles north of Napa Station and .10 miles south of Coombs Street.

It is proposed to abandon both the above stops and establish in lieu thereof a near side north bound stop and a far side south bound stop at Brown Street, which latter street is intermediate and between Coombs Street and Main Street. The proposed rearrangement of the stops to serve this portion of the City of Napa was the only one regarding which opposition was pre-

sented at the hearing. The City of Napa at the present time has 12 stops within the city limits, all included within a distance of 1.6 miles. In view of the present urgent need for conservation of power this is an unusual number of stops as stops located at least one-half mile apart are considered adequate for interurban lines of the character of the applicant. The public necessity does not require the multiplicity of stops that are in evidence on the line of the applicant and at the hearing on this application no testimony was introduced that indicates there is any public demand for the retention of the stops proposed to be eliminated in the City of Napa, especially as a compromise stop has been arranged which appears to satisfactorily care for the needs of the traveling public.

Kelly located .19 miles north of White Gate. It is proposed to move this stop to the south end of a siding, also known as Kelly. The present stop is located on private right of way in the rear of a barn belonging to the Kelly Ranch. The present stop is located on a reverse curve and directly opposite a circuit breaker. The proposed removal of the present stop and consolidation with the Kelly Stop as proposed will create a better operating condition and should more adequately serve the public.

Florida Street, Vallejo, located .13 miles north of Capitol Street and .21 miles south of Louisiana Street. The grade at this point approaching from the north is 3.36 per cent and by reason of the heavy grade it has been the custom to operate trains across Florida Street before a stop was made that the difficulty in starting a heavy train might be reduced to the minimum.

Sacramento Street, Vallejo, located .17 miles north of Branciforte Street and .09 miles south of Marin Street. An excessive grade exists at this point, the grade approaching from the south being 2.21 per cent breaking at the point of stop to 1.99 per cent. Between Sacramento Street and Marin Street the grade breaks from 1.99 per cent to 0.39 per cent.

At the hearing on this proceeding there was no opposition presented regarding the proposed elimination of station stops, with the exception of the proposed elimination of the Coombs Street and Main Street stops in the City of Napa for which a substituted stop is proposed to be provided at Brown Street, and in view of the great number of stops already existing within the city limits of the City of Napa, we are of the opinion that the establishment of the proposed compromise stop at Brown Street will be in the interest of the traveling public, particularly as regards through passengers destined to points beyond Napa and between Napa and Calistoga.

After careful consideration we are of the opinion and find as a fact that the proposed elimination and consolidation of station stops on the railway line of the applicant will not be against the public convenience and that the application should be granted.

O R D E R

San Francisco, Napa and Calistoga Railway having made application for permission to abandon certain stops on its line of railway and in some instances to consolidate other stops as more fully set forth in the preceding opinion, public hearings having been held, the matter having been duly submitted and the

Commission being fully advised and basing its order on the finding of fact as set forth in the preceding opinion,

IT IS HEREBY ORDERED that this application be and the same hereby is granted. The elimination and consolidation of the station stops as herein granted shall be made effective after five days notice will have been given the traveling public by posting notices at the stops herein authorized to be abandoned or consolidated.

The foregoing opinion and order are hereby approved and ordered filed as the opinion and order of the Railroad Commission of the State of California.

Dated at San Francisco, California, this 28th day of October, 1918.

E. W. Edgerton
H. J. [unclear]
Frank R. [unclear]

Commissioners.