

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

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In the Matter of the Application of )  
COUNTY OF CONTRA COSTA for an order )  
authorizing the opening of a public )  
road in Road District No. 1, S.D. No. 4, ) Application No. 2816.  
across the tracks of Southern Pacific )  
Company and The Atchison, Topeka & Santa )  
Fe Railway Company, west of Pittsburg. )  
) )  
) )

- Frank B. Austin, for United States RR Administration,  
Southern Pacific Division.
- M.R. Jones for the City of Pittsburg.
- A. B. Manning, District Attorney for the County  
of Contra Costa.
- Platt Kent, for United States RR Administration,  
Santa Fe Division.
- W. E. Creed, for the Manufacturing Interests of  
Pittsburg.

BY THE COMMISSION:

Opinion

On Supplemental Application

Decision No. 4669 of September 24, 1917 contains the following order:

"IT IS HEREBY FURTHER ORDERED that permission be and the same hereby is granted COUNTY OF CONTRA COSTA to construct its highway at separated grades, either above or below the tracks of The Atchison, Topeka & Santa Fe Railway Company and Southern Pacific Company in a manner to be determined hereafter by the Commission and covered by a supplemental order; the expense of this construction shall be borne fifty (50) per cent by Contra Costa County, twenty-five (25) per cent by Southern Pacific Company and twenty-five (25) per cent by the Atchison, Topeka and Santa Fe Railway Company."

(See Opinions and Orders of the Railroad Commission of California, Vol. 14, p. 108-111.)

The County by its supplemental application now requests a supplemental order authorizing it to construct a subway beneath the tracks of both railroads and that the Commission determine the type of structure and its approximate cost. While the Commission cannot fix the cost, it may, pursuant to the original order, properly determine the type of crossing and approve plans for it.

Public hearings upon the supplemental application were held by Examiner Westover on March 25th and April 25th.

At the first hearing the County presented its plans for a subway of girder construction with an I-beam floor system with the request that the Commission adopt that type of crossing, approve its plans and direct the construction work to proceed at once. The plan locates the subway at the highest point of land in the vicinity and gives a more nearly right angle construction than the original plans of 1917.

The railroads urged that construction should wait until prices had reached a more normal basis, particularly as the roads are not financially prepared for construction work because of the failure of Congress to appropriate necessary funds to carry on their business for the ensuing year. They were also unwilling at the time to say whether they would favor a subway or viaduct. The County is very anxious to proceed with the work so that it

may be completed before the rainy season in the fall.

The Commission's engineers presented statistics showing that cost of materials after previous great wars have required from 16 to 30 years to return to normal and that the price of steel has been fixed for probably the remainder of the year. They also suggested that the excavation and paving might be done by the County and temporary trestles installed, leaving the permanent structure to be built by the railroads at a more convenient time.

The Examiner suggested that the County might also arrange to finance the entire construction and be reimbursed later by the railroads when financially able to do so. After a brief conference the County announced that it would finance the construction and charge the railroads for their respective proportions, carrying the amount in open account.

The hearing was adjourned for a month to give opportunity to the railroads to study the County's plans and if desired submit plans of their own.

At the second hearing the County submitted modified plans. The Southern Pacific submitted plans and the Santa Fe presented a statement from its chief engineer, setting forth its position. All parties agreed that a subway should be constructed, the railroads to care for and maintain their tracks during the necessary excavation and erect the super-structures and relay their tracks; and that the abutments will be constructed of sufficient width to accommodate one additional track on each

railroad although the super-structure will be constructed to accommodate only the existing single track in each instance.

The County's modified plans contemplate construction of a trough floor structure, while those of the Southern Pacific contemplate girder construction with I-beam floor of shallow depth, with a few minor changes in the County's foundation and roadway plans, which were readily agreed to by the County. The engineering problem presented is to provide a means of procuring the standard clearance of 14 feet above the roadway, required by the Commission's General Order No. 26, and yet retain the advantage of natural drainage of the subway by gravity rather than to install pumping equipment estimated to cost about \$3000 with a continuing cost of maintenance.

The Commission's engineers recommend that in view of the exceptional circumstances found here in this particular instance, the Commission's standard clearance may be safely reduced to 13 feet, 6 inches, and that the Santa Fe adopt a type of girder super-structure similar to that to be installed by the Southern Pacific Company, being 32.0 feet long over all and 2 feet 10 inches from base of rail to bottom or clearance line of steel; and that the Santa Fe tracks, which are 1.4 feet lower than the Southern Pacific tracks at the point of crossing, be raised 1 foot. This would leave about a 3 inch infringement of clearance under the Southern Pacific girders which the County agreed to take care of by a change of grade on the roadway. It was also agreed that the cost of raising the Santa Fe's tracks will be included as part of the improvement, and paid for in the proportions set forth in the original order.

The County having expressed satisfaction with this solution and the railroads having offered no objection to it or further recommendation, that solution is

adopted and will be incorporated in the order..

SUPPLEMENTAL ORDER

Public hearings having been held upon the supplemental application in the above entitled proceeding, and the matter being now ready for decision,

IT IS HEREBY ORDERED that the separation of grades west of Pittsburg, under the tracks and right of way of The Atchison, Topeka & Santa Fe Railway Company and the Southern Pacific Company, granted in Decision No. 4869, Application No. 2816, shall be in the form of a subway similar to the one shown on the plans of applicant's Exhibit No. 2 and located as shown on Applicant's Exhibit No. 3, both of which exhibits were filed March 25, 1919, said subway plans for both railroads to be modified as shown on the amended drawing, No. 3192, Sheet No. 1, Drawer No. 1011, submitted by the Southern Pacific Company as Exhibit No. 5, filed April 25, 1919.

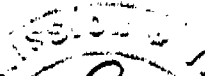
IT IS HEREBY FURTHER ORDERED that the tracks of The Atchison, Topeka & Santa Fe Railway Company shall be raised one foot in elevation at the subway, the gradient of the said tracks for a distance not greater than one thousand feet on each side of the subway to be changed to conform to the new elevation at the subway.

IT IS HEREBY FURTHER ORDERED that in this particular case clearance from roadway to clearance line of steel may be 13 feet, 6 inches: all other clearance requirements of General Order No. 26, to remain in full force and effect.

IT IS HEREBY FURTHER ORDERED that the division of cost of the subway, including the necessary expenditures to raise The Atchison, Topeka & Santa Fe Railway Company tracks, shall be borne fifty (50) per cent by the County of Contra Costa County, twenty-five (25) per cent by The Atchison, Topeka & Santa Fe Railway Company, and twenty-five (25) per cent by the Southern Pacific Company, as specified in Decision No. 4669, rendered September 24, 1917.

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

Dated at San Francisco, California, this 10<sup>th</sup>  
day of May, 1919.

  
Edwin O. Edgerton  
W. J. ...  
W. A. ...  
H. V. ...

Commissioners.