

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the matter of the application of )  
NORTHERN ELECTRIC RAILWAY COMPANY )  
for permission to construct its )  
main line track at grade across four )  
(4) streets and undergrade across )  
two (2) streets on its proposed ex- )  
tension in the City of Vallejo, Solano )  
County, California, )  
..... )

Application 561.

T. T. C. Gregory, representing Northern  
Electric Railway Company.  
W. T. O'Donnell, representing Protestants.

GORDON, Commissioner.

O P I N I O N

On May 15, 1913, Northern Electric Railway Company, filed with the Commission an application for permission to construct its line of railway at grade over and across Yolo Street, Butte Street and Tennessee Street, where said three streets intersect, Nebraska Street, Mississippi Street and Sonoma Street. It also made application for permission to construct its track undergrade at Santa Clara Street and at a point where Sacramento Street, Illinois Street and Farragut Avenue intersect or meet; all of which are located in Vallejo, Solano County, California on its proposed extension from Suisun, Solano County, California, to the City of Vallejo, in said County.

The Board of Trustees of Vallejo, Solano County, California, granted Northern Electric Railway Company the necessary franchises or permits for the construction of said crossings and Northern Electric Railway Company ordered material for bridges to carry Santa Clara Street and Sacramento Street overgrade above the rails of its proposed extension.

The track of Northern Electric Railway Company crosses Sacramento Street and Santa Clara Street at an angle of approximately forty

(40)degrees. For the bridge which was to carry Santa Clara Street over the tracks of Northern Electric Railway Company said Company located and designed a bridge at right angles to their tracks which would place the bridge in a skew position in Santa Clara Street. To better provide approaches to the bridge in this skew position Northern Electric Railway Company proposed to dedicate to the City of Vallejo for street purposes a triangular piece of ground at the northeast corner of Indiana and Santa Clara Streets and also a triangular piece of ground west of and adjoining Santa Clara Street north of the bridge. Said Railroad also proposed to dedicate to said City of Vallejo a street parallel to and adjoining <sup>its right of way</sup> on the north. Material was ordered for this bridge to be constructed in the skew position without consulting the city authorities of Vallejo as to whether or not the bridge located and constructed in the skew position would be satisfactory and acceptable to them. The City of Vallejo, through its Mayor, entered a complaint with this Commission in which the building of the bridge on Santa Clara Street in the skew position or at an angle with the center line of the street was objected to.

Northern Electric Railway Company contended that if the bridge was constructed with an alignment to conform with that of Santa Clara Street that it would not as adequately serve the territory lying north of Northern Electric Railway Company's right of way as if same was constructed in the proposed skew position. The grade from Northern Electric Railway Company's north right of way line to Farragut Avenue, which is the first street north of said Railway, along Santa Clara Street, is sixteen (16) per cent.

Northern Electric Railway Company proposed to open a street from the intersection of Santa Clara Street with its northerly right of way line in a northwesterly direction, intersecting Farragut Avenue near Carter Street, which is the next street west of Santa Clara Street, which point could be reached on an eight per cent grade from the north end of the proposed bridge. This, Northern Electric Railway Company

claim would better accommodate the district lying north of Farragut Avenue and west of Carter Street. This district has but a very few scattered houses and can be reached in as short a distance and with as easy a grade as by the proposed street. The principal streets in this section of Vallejo are Sacramento Street and Santa Clara Street, and if in the future Santa Clara Street should be improved north of Northern Electric Railway Company's right of way undoubtedly quite a reduction would be made in the grade of the street between the bridge and Farragut Avenue, which would greatly reduce the sixteen (16) per cent grade objected to by Northern Electric Railway Company.

As aforesaid, paralleling and adjoining Northern Electric Railway Company's north right of way line is a proposed street to be dedicated to the City which will undoubtedly be used more than any other street in this vicinity. If the bridge is placed in the skew position as proposed by Northern Electric Railway Company the bridge will not serve this proposed street as efficiently as though the bridge was constructed to conform to the alignment of Santa Clara Street.

I am of the opinion that if the bridge is constructed in a skew position in Santa Clara Street it will not greatly benefit the people living north of Northern Electric Railway Company's track for the reason that it would not adequately serve Santa Clara Street nor the proposed street which is parallel and adjacent to on the north of Northern Electric Railway Company's right of way, and would only accommodate the new proposed street leading from the north end of the bridge to Carter Street and the district beyond which as aforesaid is very sparsely settled. On the other hand if this bridge is constructed so that its alignment conforms to that of Santa Clara Street it will be in such position that it will adequately and equally serve all streets in the vicinity, both on the north and the south side of Northern Electric Railway Company's right of way.

A skew bridge in a public thoroughfare is very undesirable under any circumstances.

The following form of Order is herewith submitted:-

O R D E R

A public hearing having been duly had in the above entitled matter and evidence having been presented by all parties interested and the case having been submitted and the Commission finding as a fact that the construction of the bridge in the location proposed by Northern Electric Railway Company is undesirable and inconvenient for pedestrians and vehicle traffic moving over said bridge, and that a convenient and reasonable location for said bridge is with an alignment to conform to that of Santa Clara Street, and that the location and construction of the other crossings applied for in this application are convenient and reasonable; and basing its Order on the findings obtained herein and on the Opinion which precedes this Order,

IT IS HEREBY ORDERED as follows:-

- (1) Northern Electric Railway Company shall construct its bridge across Santa Clara Street not at right angles to its track but with an alignment to conform with that of Santa Clara Street.
- (2) To construct its main line track at grade across the intersection of Butte, Yolo, and Tennessee Streets.
- (3) To construct an overhead bridge on Sacramento Street at Engineer's Station 15 plus 36. The alignment of said bridge to conform to the alignment of Sacramento Street.
- (4) To construct its main line track at grade across Nebraska Street at Engineer's Station 28 plus 62.
- (5) To construct its main line track at grade across Mississippi Street at Engineer's Station 33 plus 10.
- (6) To construct its main line track at grade across Sonoma Street at Engineer's Station 54 plus 65.

All of the above crossings to be located and constructed as shown by the maps and profiles which were attached to the application except the crossing and bridge as provided for in number one (1) above, and subject to the following conditions, viz:-

(1) The entire expense of constructing the crossings, together with the cost of their maintenance hereafter in good and first-class condition for the safe and convenient use of the public shall be borne by applicant.

(2) Applicant shall provide the necessary plank or guard rails for the construction of all grade crossings and shall construct same of a sufficient width to afford an easy and convenient passage thereover of vehicles and other road traffic. The grades of approach of all such crossings shall not exceed six (6) per cent, and all said crossings shall be ballasted with first-class stone or gravel ballast to a depth of not less than six (6) inches.

(3) The overhead bridges at Santa Clara Street and at Sacramento Street shall be constructed so that at all times the clearance above the rails shall not be less than twenty-two (22) feet, and shall in all other respects conform to the Commission's General Order No. 26.

(4) Northern Electric Railway Company shall construct and maintain at its own expense for the protection of each grade crossing a first-class standard automatic flagman, which, upon the approach of a train, shall display a red light, said light to have the motion of an inverted pendulum and shall, at the same time, automatically sound a warning bell. Attached to the support of this device shall be a first-class highway crossing sign, marked with appropriate black letters not less than six (6) inches in height, upon a white background.

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

The above Decision is hereby approved and ordered filed as the Decision of this Commission.

Dated at San Francisco, California, this 11th day of August,  
1913.

H. D. Loveland

W. Gordon

Max Thelen

Edwin C. Edgerton

Commissioners.