

**ORIGINAL**Decision No. 50518

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of the  
CITY OF FAIRFIELD, a municipal corporation,  
for authority to construct Fifth Street  
across the tracks of the Sacramento Northern  
Railway. ) Application No. 35703

In the Matter of the Application of the  
CITY OF FAIRFIELD, a municipal corporation,  
for authority to construct Second Street  
across the tracks of the Sacramento Northern  
Railway. ) Application No. 35724

B. D. Goodman, City Attorney, for applicant.  
E. L. Van Dellen, for Sacramento Northern Railway,  
protestant.  
M. E. Getchel, of the Commission's Staff.

O P I N I O N

The City of Fairfield filed the above applications on August 13 and August 23 respectively, seeking authority to construct two streets at grade across the Willotta branch of the protestant railway. The railway contended that two crossings were not needed but did not object to one being authorized.

Public hearing was held before Examiner John Power at Fairfield on November 10, 1954. Applicant presented as witnesses its engineer, the police chief (who had also served for a time as its fire chief), its administrator and representatives of the two companies developing the area to be served by these two crossings. The railway presented its superintendent as a witness. An engineer from the Commission's transportation division helped to develop the record. The pertinent facts are summarized.

Fairfield, Solano County seat, is located about 17 miles northeasterly of Vallejo. Its population has increased from 3,118

in 1950 to 8,094 in 1954. Prospects for some future expansion are good due to the abundance of land suitable for both industrial and residential development.

The Willotta branch connects with Sacramento Northern's main line at Dozier station and crosses the Southern Pacific tracks, goes through Fairfield and over Highway 40 then continues on to Willotta Station, where it ends. It serves a textile plant and some pear sheds, the exact number of which does not appear in the record. During the pear season of 60 days or less per year railway traffic amounts to one train each way per day. In the off season service is "on call" and aggregates no more than one train each way per week. Train speeds do not exceed 12 - 20 miles per hour. There is no passenger or through freight traffic.

The expansion of the City of Fairfield reached the portion of the railway's track in this area only recently and has now moved across. Branden Estates which lies beyond the Railway and will be reached by the 2nd Street crossing consists of 83 homes. These are virtually complete and about 75 have been sold. The Parkmead development lies beyond the railway in the area to be served by the Fifth Street crossing. It will consist of 226 homes. One hundred are under construction now and there have been about 110 properties sold. Some of the Branden properties will be turned over to purchasers before November 19.

There is a crossing outside the city limits about 1600 feet southwest of Fifth Street on Oliver Road. There is another about 1900 feet northeast of Second Street on a county road which is an extension of Pennsylvania Avenue. The proposed crossings are about 1700 feet apart. Use of the Oliver Road crossing would divert local traffic onto U. S. Highway 40. The other crossing would require residents of the Branden No. 8 and Parkmead properties

to traverse County Road No. 75 in order to reach downtown Fairfield. This road is often impassible in bad weather.

The area is level. There are no serious obstructions to the view either of motorists or train crews. Train speeds are comparatively low on this section of track.

We therefore find that public convenience, necessity and safety require construction of both of the grade crossings proposed by applicant, the City of Fairfield. We further find that the signal protection appropriate to these crossings is two reflectorized crossbuck signs at each crossing.

In view of the fact that home owners will be moving into the area beyond these crossings almost immediately, we find that there is a necessity for immediate authorization of this construction. The following order will, therefore, be made effective on the date thereof.

O R D E R

The City of Fairfield is authorized to construct Second Street and Fifth Street at grade across a track of Sacramento Northern Railway Company in Solano County, at the locations described in the application to be identified as Crossings Nos. 8F-13.0 (Second Street) and 8F-13.3 (Fifth Street). Applicant shall bear entire construction expense, also maintenance cost outside of lines two feet outside of rails. Sacramento Northern Railway Company shall bear maintenance cost between such lines. Width of crossings shall be not less than 36 feet and grades of approach not greater than three per cent. Construction shall be equal or superior to Standard No. 2 of G. O. No. 72. Protection at each of said crossings shall be by two Standard No. 1-A crossing signs (G. O. No. 75-B) or by two Standard No. 1 crossing signs (G. O. No. 75-B) reflectorized

with reflex-reflecting sheet material.

Within thirty days after completion of each crossing herein authorized, applicant shall so advise the Commission in writing. This authorization shall become void if not exercised within one year unless time be extended or if above conditions are not complied with. Authorization may be revoked or modified if public convenience, necessity, or safety so require. The effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 5<sup>th</sup> day of NOVEMBER, 1954.

Walter Mitchell  
PRESIDENT

Kenneth Pottel

James Roggins

Raylo Luterevic

COMMISSIONERS

JUSTUS P. CRAEMER

... not participate  
... proceedings.