

Decision No. 14495

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application)
of The Western Pacific Railroad)
Company for approval of a plan of) Application No. 10456.
signaling at Marysville, California.)

BY THE COMMISSION:

FIRST SUPPLEMENTAL ORDER

ORIGINAL

The Western Pacific Railroad Company, a corporation, filed with the Commission on January 21, 1925, an amended application in connection with a plan of signaling at Marysville, California. The essential features of the modified plan presented in this amended application have been arrived at by the officials of the railroad company as a result of a number of conferences with the Engineering and Service Departments of the Commission.

It appears to the Commission that further hearing is not necessary in this proceeding in connection with the amended application, and it further appears that the modified plans provide more adequate and substantial protection than that afforded by the plans presented in the original application, which original plans the Commission rejected in its Decision No. 14314 dated November 29, 1924. The amended application should be granted.

THEREFORE, IT IS HEREBY ORDERED, that permission be and it is hereby granted The Western Pacific Railroad Company to install a system of automatic block signals and derails, described as follows:

Joint operations of the Sacramento Northern and Western Pacific trains over the Western Pacific Yuba River bridge near Marysville, California, and for a short distance on each side thereof shall be protected by automatic block signals, which signals will be set in a normal stop position, only clearing on the approach of

trains if the joint track and those portions of the tracks of the other line in immediate proximity thereto are unoccupied and it is safe for the train to proceed. In addition thereto, there shall be installed mechanically connected derailleurs in advance of the fouling point at each point leading into the joint track, viz., on Sacramento Northern track west of the Yuba River bridge at Oliver, on Sacramento Northern passenger track leading to Second Street, Marysville, and on Western Pacific passing track as extended which will enter the main line just east of the Yuba River bridge. In addition thereto rules shall be issued and enforced restricting the speed of all trains within the joint track area to fifteen miles per hour.

Said system of automatic block signals and derails is shown on the plans entitled Exhibits "A" and "B" dated January 17, 1925 attached to the amended application. The approval of the above described system is given subject to the following conditions:

(1) After said plan of signaling has been installed, the Commission shall be immediately notified.

(2) The Commission reserves the right to make such further orders relative to this plan of signaling and derails 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.

This order shall become effective twenty (20) days after the making thereof.

Dated at San Francisco, California, this 27th day of January, 1925.

H. W. B. B. B. B.
O. B. B. B.
E. B. B. B.
G. B. B. B.
E. B. B. B.
Commissioners.