

Decision No. 19288.

ORIGINAL

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

IN THE MATTER OF THE APPLICATION OF
THE ATCHISON, TOPEKA AND SANTA FE
RAILWAY COMPANY, a CORPORATION, FOR
APPROVAL OF PROPOSED CHANGES IN INTER-
LOCKING PLANT AT COLTON, SAN BERNARDINO
COUNTY, CALIFORNIA.

Application No. 14237.

BY THE COMMISSION:

ORDER

The Atchison, Topeka and Santa Fe Railway Company, a corporation, filed the above entitled application with this Commission on the twenty-eighth day of November, 1927, in which authority is requested to make certain changes in the Colton interlocking plant, so that the plant will fit into and become a part of the automatic block signal installation of applicant between the cities of Colton and San Bernardino. In this application the following changes are proposed:

- (1) Derails Nos. 10 and 13, shown on Print (E-4), become, when the proposed changes are effected, "back-up" and, as such, are out far enough.
- (2) Derail No. 13 is a "with-traffic" derail and is approximately 440 feet from the Southern Pacific crossing; said derail cannot be shifted eastward on account of the proximity of cross-over track, which cross-over track cannot conveniently be shifted eastward on account of the location of "I" Street.
- (3) Derail No. 13 and signal No. 18 (old numbers) are no longer needed be-

cause the movements they would govern (if left in place) are back-up movements, and will be fully protected by the remaining derrails and signals; accordingly, it is the desire of applicant to remove said derail and signal.

(4) Derail No. 1 is not out the distance required by the Commission's General Order No. 53, but it is in the same location it has been in for many years, and, since applicant hopes to extend its second track westward ultimately and since it cannot now relocate said derail No. 1 in its final permanent location, it is desired to leave said derail in its present location until said second track is extended.

(5) Applicant desires to eliminate detector bars and substitute therefor complete electric locking, and to remove all mechanically operated signals on that portion of its line hereinabove mentioned and substitute therefor power signals of the semi-automatic type.

(6) The said Southern Pacific Company desires to modernize its portion of said plant, substituting electric locking and main line power signals for existing detector bars and mechanically operated signals.

(7) Said company also desires to relocate derail No. 31 (erroneously given as signal No. 31 on page 3 of application), as indicated on said print, and to install derrails at the locations designated on said print as "A" and "B" in red, equipped with lever-controlled outlying switch locks to prevent unauthorized movements off of secondary tracks.

(8) That locking and dog sheets are not yet prepared but will, at the proper time, be submitted to the Commission, together with circuit plans.

On the second day of December, 1927, applicant filed an amendment to the application amending the hereinabove entitled and numbered application by changing the words "Riverside County" to the words "San Bernardino County".

This interlocking plant is located in the western

portion of the City of Colton, County of San Bernardino, California, and protects train movements on the following tracks:

Southern Pacific Company's main line east via Yuma.

Joint track for The Atchison, Topeka and Santa Fe Railway Company's line east via Riverside.

Los Angeles and Salt Lake Railroad Company's main line east.

This interlocker was built by The Atchison, Topeka and Santa Fe Railway Company, which company also has charge of the operation and maintenance. The distribution of expenses for the operation and maintenance is borne equally by all three railroads.

It appears to this Commission that the present proceeding is not one in which a public hearing is necessary and that the requests made by applicant are reasonable and should be granted, subject to certain conditions; therefore,

IT IS HEREBY ORDERED that permission and authority be and it is hereby granted to The Atchison, Topeka and Santa Fe Railway Company to make the said proposed changes in and to said interlocking plant, subject to the following conditions:

(1) If applicant does not extend its second track westward and move derail No. 1 to the distance required by the Commission's General Order No. 33 within one year from the date of this Order, derail No. 1 must then be moved to the proper distance to conform with General Order No. 33, or such other rules and regulations as this Commission may issue on such matters.

(2) After the necessary changes in locking and circuit controls have been completed on account of the changes herein ordered and before the plant is again placed in opera-

tion, the Commission will, upon notice, inspect the same and if satisfactory authorize its operation thereafter under the rules and regulations of the Commission's General Order No. 33, or such other rules and regulations as this Commission may issue on such matters.

(3) If changes herein authorized shall not have been installed within one year from the date of this order, the authorization herein granted shall then lapse and become void, unless further time is granted by subsequent order.

(4) The Commission reserves the right to make such further orders relative to the location, construction, operation, maintenance and protection of said interlocking plant 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.

Dated at San Francisco, California, this 23rd day of January, 1928.

Albeaux

John D. ...

H. J. ...

 Commissioners.