

Decision No. 22682

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 authority to
 construct a new and enlarged interlocking
 plant at Riverside Junction, to protect
 the crossings of the lines of railroad of
 applicant, the Southern Pacific Railroad
 Company and the Union Pacific Railway
 Company.

ORIGINAL

) Application
) No. 16696
)

M. W. Reed, for Applicant.
 Frank Karr, for Southern Pacific Railroad
 Company and Southern Pacific Company.
 L. P. Jackson, for Los Angeles & Salt Lake
 Railroad.

BY THE COMMISSION -

O P I N I O N

The Atchison, Topeka and Santa Fe Railway Company, a corporation, by its application herein and as amended at the hearing, has petitioned the Railroad Commission for an order approving the plans for the reconstruction of the interlocking plant at Riverside Junction, said plant protecting the crossing of the line of the applicant with the tracks of Southern Pacific Railroad Company and with the track of the Los Angeles and Salt Lake Railroad (Union Pacific System).

A public hearing on this application was conducted by Examiner Handford at Los Angeles at which time the matter was duly submitted and it is now ready for decision.

General Order No. 33-A of this Commission, effective March 1, 1928, and authorized by the Commission's Decision No. 19319 in Case 2451, decided February 6, 1928, outlines regulations to be observed in the construction, reconstruction, maintenance and operation of interlocking plants at crossings, junctions, drawbridges, in yards and at sidings of railroads and street railroads. In the general requirements

to be observed under this order the following paragraphs appear:

(a) No interlocking plant shall hereafter be constructed or reconstructed, nor shall any changes be made in the locking or in the location of any unit thereof until plans and specifications for such construction, reconstruction or other changes shall have been filed with and approved by the Commission.

(b) When the plans are submitted to the Commission for its approval, the application for such approval must be signed by the General Manager of the carrier which is to make the installation. The plans and profiles shall be signed by the General Manager or by the responsible signal officer of each interested carrier. The application shall state which carrier will have charge of the construction, which of the maintenance and which of the operation of the interlocking plant.

Applicant herein is now engaged in the double tracking of its line through Riverside Junction, and in connection with such double tracking proposes to install a new and modern all-electric interlocking plant at Riverside Junction to replace the present single track plant for the reason that the present plant is very old and the type of machine now in service does not render itself readily to the required enlargement.

Applicant, being unable to secure the signature of either the General Manager or responsible signal officer of the Southern Pacific Railroad Company or the Southern Pacific Company on the proposed plan, such signature being required by the provisions of the Commission's General Order, as hereinabove set forth, filed the instant application to bring the matter formally before the Commission and praying for an order of the Commission in ^{which} the approval of the proposed plan would be contained.

By stipulation between counsel it was agreed that the plans as presented with the application were satisfactory from both the standpoints of safety and engineering and that

the installation, if made in accordance with the plans, would result in a safe facility. Following this stipulation the plans were signed by W. E. Boland as signal engineer for Southern Pacific Company, Pacific System, such signature resulting in the matter being properly before the Commission for its consideration in accordance with the requirements of General Order No. 33-A.

This matter and the plan offered as an exhibit attached to the application has received the consideration of the Commission and it is our conclusion and we hereby find as a fact that the reconstruction of the interlocking plant at Riverside Junction should be authorized by the installation of a modern, all-electric plant, the construction of which is to be performed by the applicant and to be maintained and operated by applicant, and that the plan as presented as an exhibit attached to the application and hereby further identified by the legend "The A.T. and S.F.Ry. Co. (Coast Lines) Los Angeles Division, Riverside Junction, Scale Plan C.E. 66, Sheet 1 of 1, Scale 1 in. to 100 ft. S. E. O.- L.A., Date 4-29-30, Approved, E. Winans, Signal Engineer," also bearing the approval of W. E. Boland, Signal Engineer for Southern Pacific Company, Pacific System, and A. R. White, Signal Engineer, Union Pacific System, L.A. and S.L. R.R., should be approved and the following order will so provide.

ORDER

A public hearing having been held on the above entitled application, the matter having been duly submitted, the Commission being now fully advised and basing its order on the conclusion and finding of fact as appearing in the opinion which precedes this order,

IT IS HEREBY ORDERED that the plan for reconstruction of the present interlocking plant at Riverside Junction, said plant protecting the crossing of the railroad lines of the applicant

with the railroad of Southern Pacific Railroad Company (Southern Pacific Company operating said lines) and a junction with the railroad of Los Angeles & Salt Lake Railroad Company, (Union Pacific System) said reconstruction to consist of a substitution of a modern, all-electric interlocking plant in place of the presently installed mechanical plant be and the same hereby is approved, said plan hereby approved being the plan bearing the title heretofore set forth in detail in the opinion preceding this order, and said plan bearing the approval of the responsible signal officers of each interested carrier.

The approval of the plan, as hereby authorized, is in accordance with the provisions of the Commission's General Order No.33-A and is not to be construed as fixing any proportion of the cost or expense of installation, maintenance or operation of said plant upon applicant or other carriers interested, the division of cost of installation, maintenance and/or operation not being issues properly before the Commission in this proceeding.

The effective date of this order is hereby fixed as twenty (20) days from the date hereof.

Dated at San Francisco, California, this 17th day of

July, 1930.

Cl Seaver
Edward J. [unclear]

W. A. [unclear]
COMMISSIONERS.