

Decision No. 22845.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application
of HUMBOLDT NORTHERN RAILWAY
COMPANY for Exemption from the
Provisions of General Order
No. 33-A.

ORIGINAL

Application No. 16172.

BY THE COMMISSION:

ORDER

Humboldt Northern Railway Company, a corporation, has filed with the Commission the above numbered application requesting exemption from the provisions of the Commission's General Order No. 33-A at the crossing of the Samoa Branch line of the Northwestern Pacific Railroad by the Humboldt Northern Railway at Carson Siding located on the west side of Humboldt Bay, Humboldt County, California.

On July 2, 1930, after an inspection was made of this crossing and interlocking plant by the Commission's Safety Engineer the matter of the request of Humboldt Northern Railway Company was discussed at a conference between representatives of the applicant, Humboldt Northern Railway Company, Northwestern Pacific Railroad Company and the Railroad Commission at which time it was the concensus of opinion of those present that certain changes could be made in this interlocking plant at small cost and still retain its safety features.

It appears to the Commission that this is not a matter in which a public hearing is necessary and that the application should be granted in accordance with the agreement reached at the

conference hereinbefore mentioned, therefore,

IT IS HEREBY ORDERED that permission and authority be and it is hereby granted applicant, Humboldt Northern Railway Company, a corporation, to maintain and operate interlocking plant located at the crossing of Northwestern Pacific Railroad line by the Humboldt Northern Railway line at Carson Siding on the west side of Humboldt Bay, Humboldt County, California, provided, Humboldt Northern Railway Company make the following alterations in said interlocking plant, which constitutes certain exemptions from the provisions of the Commission's General Order No. 33-4.

The Northwestern Pacific Company Line.

1. Substitute distant warning signs for wire controlled distant signals Nos. 3 and 10.
2. Eliminate Nos. 6 and 8 derails and detector bars.

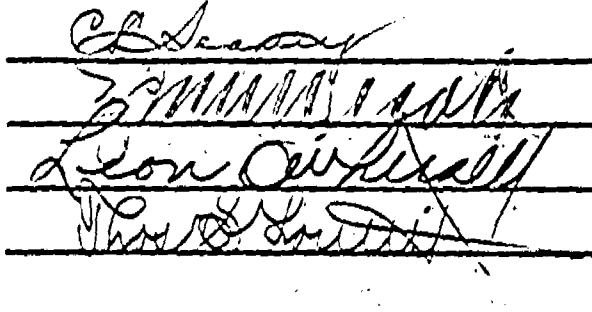
Humboldt Northern Railway Company Line.

3. Substitute sliding type derails for split point derails Nos. 5 and 7.
4. Eliminate Nos. 5 and 7 detector bars.

The Commission reserves the right to make such further orders relative to this matter as to it may seem right and proper.

The authority herein granted shall become effective on the date hereof.

Dated at San Francisco, California, this 8th day of September, 1930.



 Commissioners.