

ORIGINAL

Decision No. 39847

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

| | | |
|---------------------------------------|---|-------------|
| In the Matter of the Application of |) | |
| SACRAMENTO NORTHERN RAILWAY for per- |) | Application |
| mission to abandon automatic crossing |) | No. 28087 |
| signals. |) | |

O R D E R

In this application SACRAMENTO NORTHERN RAILWAY requests permission to remove existing automatic crossing protection at a number of crossings on its lines. The application states that these signals were installed at a time when the company had frequent high-speed passenger train schedules in addition to regular freight service, but passenger train service has now been discontinued and freight service consists usually of but one round trip each day.

It also appears that these signals are located in territory where third rail operations have been in effect; that applicant now proposes to discontinue the use of said third rail and hereafter operate with Diesel power; that the signals affected are operated from the third rail, and to convert the control of the signals to track circuits which would function with Diesel operation would, considering the present rail traffic, require an unnecessary expenditure.

An investigation has been made by the Commission's Engineer of each of the crossings involved and it is his recommendation that the signals be retained at two of the crossings and discontinued at the others provided certain restrictions as to train speeds are put in effect.

It appears that a public hearing is not necessary on this application; that the application should in part be granted and in part denied, therefore,

IT IS HEREBY ORDERED that Sacramento Northern Railway is authorized to discontinue the operation of and remove the Standard

No. 3 crossing signals now protecting the following crossings:

Main Line - Yuba City to Chico

| <u>Location</u> | <u>Crossing Number</u> |
|-----------------|------------------------|
| Sanders | 8-143.8 |
| Encinal | 8-144.8 |
| Live Oak | 8-148.7 |
| Live Oak | 8-148.8 |
| East Biggs | 8-158.6 |
| Rio Bonito | 8-159.5 |
| Hazelbunch | 8-161.4 |
| Durham | 8-177.5 |
| Sevona | 8-180.1 |

Oroville Branch

Thermalito:

| | |
|-------------|--------|
| 18th Street | 8D-2.6 |
| 12th Street | 8D-3.3 |

Colusa Branch

| | |
|----------|---------|
| Almendra | 8C-1.6 |
| Sutter | 8C-5.1 |
| Colusa | 8C-21.2 |

Woodland Branch

| | |
|--------|--------|
| Kiesel | 8B-8.0 |
|--------|--------|

This authority is granted subject to the conditions that trains passing over these crossings operate at a speed not in excess of fifteen miles per hour and that the crossings be protected by two Standard No. 1 crossing signs.

IT IS FURTHER ORDERED that the application with respect to the crossings at Paloro and East Gridley, Crossings No. 8-138.8 and 8-154.8 be denied and applicant shall arrange to provide track circuit control of the signals at these crossings in accordance with the requirements of the Commission's G. O. 75-B. Pending installation of said control, all trains shall stop before passing over these two crossings.

Within thirty days thereafter applicant shall notify the Commission of the removal of these signals and the putting into effect

of the other requirements of this order.

This order shall be effective ten days from the date hereof.

Dated at San Francisco, California, this 7th day of

January, 1947.

David A. Hule
Justice F. O'Connell
Francis O'Connell
Irish J. O'Connell
R. J. O'Connell
COMMISSIONERS