

Decision No. 40321

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

ORIGINAL

In the Matter of the Application of THE WESTERN PACIFIC RAILROAD COMPANY and SACRAMENTO NORTHERN RAILWAY for modification of signal plan at Marysville, California)

Application No. 28432

ORDER

The Western Pacific Railroad Company and the Sacramento Northern Railway on May 14, 1947 filed an application for authority to increase the speed restriction to not exceeding 25 M.P.H. from one of 15 M.P.H. provided in the first supplemental order, Decision No. 14495 in Application No. 10456, dated the 27th of January, 1925, granting permission to The Western Pacific Railroad Company to install a system of automatic block signals and derails to provide for joint operation of the Sacramento Northern and Western Pacific trains over the Western Pacific Yuba River Bridge near Marysville, California. The applicants state that since the issuance of Decision No. 14495, passenger service on the Sacramento Northern Railway has been discontinued, operating conditions in connection with the joint track have radically changed, and in their opinion the restriction of speed of all trains within the joint track area to 15 M.P.H. is no longer necessary or desirable.

Most recent plans on file with and approved by the Commission exhibit the system of automatic signals and derails at the instant location as being in effect a semi-automatic interlocking plant. Manually operated derails are installed in the approaches on the Sacramento Northern Railway tracks. Such derails are locked in derailing position when track circuits on the tracks of The Western Pacific Railroad Company have first been occupied. When the tracks are free for movement of Sacramento Northern Railway trains or cars and the appropriate derails are closed for the route, home signals on the tracks of The Western Pacific Railroad Company are automatically at stop indication and operative distant signals repeating the indication of the

home signals are at caution indication.

It appearing that a public hearing is not necessary herein; that the interlocking facilities installed to avoid interference between conflicting movements of engines, cars, or trains in the territory under consideration are sufficient to permit an increase of maximum speed to 25 M.P.H. without an increase of hazard of accident; that such increase in maximum speed is reasonable and necessary; and that the application should be granted,

IT IS HEREBY ORDERED that The Western Pacific Railroad Company and the Sacramento Northern Railway are hereby authorized to operate engines, cars, and trains over their respective routes at the location hereinbefore described at speeds not to exceed a maximum of 25 miles per hour.

This authorization may be revoked or modified if public convenience, necessity, or safety so require.

This order shall be effective twenty (20) days from the date hereof.

Dated at San Francisco, California, this 27th day of

May, 1947.

Harold P. Hull
Justus F. Callen
Jack Russell
A. J. Anderson
Herbert Patten
 Commissioners.