

No. 28000 (SUB-NO. 63)

IN THE MATTER OF APPLICATION FOR APPROVAL OF
PROPOSED MODIFICATION OF SYSTEMS OR DEVICES
UNDER PARAGRAPH (b), SECTION 25 OF THE INTER-
STATE COMMERCE ACT AS AMENDED

MISSOURI-KANSAS-TEXAS RAILROAD COMPANY OF TEXAS

Submitted October 22, 1941. Decided December 8, 1941

Application of the Missouri-Kansas-Texas Railroad Company of Texas for approval of modifications of interlocking at San Antonio, Tex., at crossing with the Texas & New Orleans Railroad, involving installation of track circuits and electric switch locking in lieu of detector bars, and removal of certain derails, granted.

James G. Blaine and William H. Watts for applicant.

Joe T. Steadham, W. M. Conway, L. B. Shiner, and L. Y. Ballard for protestants.

J. S. Hawley for the Interstate Commerce Commission.

REPORT OF THE COMMISSION

DIVISION 3, COMMISSIONERS MAHAFFIE, PATTERSON, AND JOHNSON

BY DIVISION 3:

By application, the Missouri-Kansas-Texas Railroad Company of Texas, hereinafter called the M-K-T, pursuant to section 25 of the Interstate Commerce Act, as amended, seeks approval of modifications of Tower No. 109, interlocking at San Antonio, Tex., at crossing with the Texas & New Orleans Railroad, hereinafter called the T. & N. O., involving the installation of track circuits and electric switch locking, in lieu of detector bars, and removal of two derails on the T. & N. O. and three derails on the M-K-T.

The proposal is opposed by the representatives of the Brotherhood of Railroad Trainmen, the Brotherhood of Locomotive Engineers, and the Brotherhood of Railroad Signalmen of America. In behalf of protestants it was stated at the hearing that they are opposing only the removal of main-track derails.

Tower No. 109, at San Antonio, was constructed in 1917, and is manually operated. The changes proposed were approved by the Railroad Commission of Texas on August 27, 1941, subject to the installation of a nonoperative eastward approach signal to be located

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1,200 feet from the home signal on the T. & N. O. track. This suggestion will be carried out by applicant, and the application is amended accordingly.

The northward main-line derail on the M-K-T is located about 540 feet from the crossing, while the southward derails are located about 400 feet from the crossing. The home signals are located about 60 feet in approach of the derails. The M-K-T semaphore home signals are located 658 feet north of the crossing, and 640 feet and 456 feet, respectively, south of the said crossing. The crossing is 3,567 feet from the M-K-T freight station, and all changes are to be made within the city limits of San Antonio. Approaching the crossing from each direction on the M-K-T there are slight ascending grades for 600 or 700 feet, following which the tracks are level for about 200 feet on either side of the crossing. The tracks are tangent through the crossing. About 590 feet south from the crossing, the tracks of the M-K-T curve about $7^{\circ} 30'$ for a distance of 1,500 feet. There is another curve of about $2^{\circ} 30'$ in the tracks of the M-K-T 353 feet north of the crossing, and the southward home signal is located on the curve. There is nothing to obstruct the view of the engine crews approaching the curves.

There are 6 M-K-T passenger trains using the crossing in each 24 hours; there are no freight trains. The switching movements over the crossing amount to about 40 in each 24 hours. The speed limit for all trains within the San Antonio city limits is 18 miles per hour. The rules of the railroad also call for restrictive speeds within the city.

One derail on each side of the crossing on the T. & N. O. will be removed under the proposal considered. There are no appreciable grades approaching the crossing on this road. Track circuits are to be installed between the home signals and approach and switch locking provided. The witness for this road was of the view that the removal of derails would not impair safety, and he referred to other instances in which this Commission had permitted the removal of derails within Texas. In the opinion of the witness the crossing would be safer without derails. The T. & N. O. semaphore home signals are located 261.5 feet to the east and 230 feet to the west of the crossing, respectively. The signal tower is within the yard limits of San Antonio, and the interlocking is 2.9 miles from the passenger station and 4.8 miles from the freight yard. There is a slight curve in the track about 400 feet west of the crossing, but there is nothing to obstruct the view of the in-bound crew in approaching the crossing. This road uses the crossing principally for switching movements, of which there are four or five each day.

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There are only a few occasions when the road finds it necessary to use the crossing for passenger- or freight-train movement. This road observes the 18-mile-per-hour speed restriction, and the book of rules also requires the trains to proceed with caution.

Testimony in behalf of protestants was very general in its nature. An engineer employed by the Chicago, Rock Island and Pacific Railway Company, who operates a train over the crossing at Fort Worth, Tex., stated that he feels safer in the operation of an engine when he knows that he is approaching an interlocking where derails are installed. Such testimony, standing alone, does not warrant a condemnation of the proposals offered by applicant.

We find that the proposals of applicant will not result in a decrease in safety, and the application is therefore granted.

An appropriate order will be entered.

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