

No. 28000 (SUB-NO. 215)

IN THE MATTER OF APPLICATION FOR APPROVAL OF  
 PROPOSED MODIFICATIONS OF SYSTEMS OR DE-  
 VICES UNDER PARAGRAPH (b) SECTION 25 OF THE  
 INTERSTATE COMMERCE ACT, AS AMENDED

DELAWARE, LACKAWANNA & WESTERN RAILROAD COMPANY

*Decided September 2, 1960*

Application of The Delaware, Lackawanna and Western Railroad Company for approval of the discontinuance of automatic block-signal system between milepost 143.4 near Pittston, Pa., and milepost 154.95 near Plymouth, Pa., and of modifications of interlockings at Pittston and Plymouth Junction, all on the Bloomsburg branch of applicant's Scranton-Buffalo division, granted.

*Harold J. Gilmartin* for applicant.

*Donald W. Bennett* for protestants.

REPORT OF THE COMMISSION

DIVISION 3, COMMISSIONERS HUTCHINSON, WALRATH, AND WEBB

BY DIVISION 3:

By application filed November 12, 1959, The Delaware, Lackawanna and Western Railroad Company seeks approval of the discontinuance of an automatic block-signal system on two main tracks signaled for current of traffic operation between milepost 143.4 approximately 0.6 mile east of applicant's passenger station at Pittston, Pa., and milepost 154.95 approximately 1.1 mile west of applicant's passenger station at Plymouth, Pa., and of related modifications of interlockings at Pittston and Plymouth Junction, Pa., all on the Bloomsburg branch of applicant's Scranton-Buffalo division.

Hearing has been held. The application is opposed by the Brotherhood of Locomotive Firemen and Enginemen, the Order of Railway Conductors and Brakemen, the Order of Railroad Telegraphers, and the Brotherhood of Railroad Signalmen. The parties waived the issuance of an examiner's report.

The Bloomsburg branch extends northwest from Scranton, Pa., to Northumberland, Pa. It is south of the main line between Scranton and Buffalo, and it does not connect in Northumberland with any other of applicant's lines. Consequently all of applicant's operations on this branch either terminate at Northumberland or turn around there or at a point east of there. The segment of the Bloomsburg

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branch here involved is double tracked and it begins, as stated before, just a few miles west of Scranton at milepost 143.4, just east of Pittston station, and it extends from there approximately 11.55 miles to Hanover yard at milepost 154.95, traversing in order moving west, Susquehanna Avenue, West Pittston, Wyoming, Forty Fort, Luzerne, Kingston, Plymouth Junction, and Plymouth.

Although passenger stations are used in the application in indicating the location of the changes here proposed, applicant has provided no passenger service over the involved branch since 1949. Freight service is now conducted with the current of traffic, averaging about four freight trains a day in each direction, but sometimes there are as many as six a day in each direction. Present speed limits are up to 35 miles per hour in certain areas, but it is proposed to reduce authorized speeds to no more than 20 miles per hour throughout the line and at some points to have even lower authorized speeds. All operations are to be conducted as yard operations and under yard rules. The involved line is relatively straight and level, and views are generally unobstructed.

Present signals on this line were installed in 1914. They consist of 28 two-arm, lower quadrant, style B automatic semaphore signals and two style R automatic color light signals, all electrically lighted. They are now generally obsolete and parts for their repair are either unobtainable or difficult to obtain. Applicant here proposes to eliminate all 28 of its two-arm semaphore signals, and to change the aspects of 1 interlocked home signal at Pittston interlocking and 2 interlocked home signals at Plymouth Junction interlocking. Two color light approach signals will be located at mileposts 151.7 and 153.65 to govern approach to home signals protecting the grade crossing with the Delaware and Hudson Railroad at Plymouth Junction. End of signal territory signs will be installed at Pittston for westbound trains, and one each on each track at Plymouth Junction. All automatic highway grade crossing protection will remain. Electrically lighted switch lamps will be installed on all main line switches. All main track switches will be provided with a switch point locking device, referred to by applicant as a self-locking lock. This arrangement clamps the base of switch point to the base of the stock rail automatically when the switch is closed in the normal position. It is released by stepping on a treadle when it is desired to operate the switch to the reverse position. Signals have already been removed west of the segment here involved, but east of this segment certain semaphore signals remain.

The protestants presented no evidence.

We are persuaded that the application should be granted. Traffic density is not great. Operations will be conducted under yard rules

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at slow speeds. Signals have already been removed over all of the Bloomsburg branch west of the area here involved, and no reason appears as to why they should continue here. The failure of the protestants to introduce evidence is not conclusive of any issue presented here, but it is noteworthy, and when considered in the light of applicant's favorable evidence is indicative that safety will not be diminished.

We find that the proposed modifications will not decrease safety and that the application should be granted.

An appropriate order will be entered.

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No. 28000 (SUB-No. 196)

IN THE MATTER OF APPLICATION FOR APPROVAL OF  
PROPOSED MODIFICATIONS OF SYSTEMS OR DE-  
VICES UNDER PARAGRAPH (b) SECTION 25 OF THE  
INTERSTATE COMMERCE ACT, AS AMENDED

BOSTON & MAINE RAILROAD

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*Decided September 2, 1960*

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The application of the Boston and Maine Railroad for discontinuance of traffic control system between Johnsonville, N.Y., and Reilly's, N.Y., on the Troy branch, and for other signal changes and modifications on the Troy branch, Fitchburg division, granted.

*John T. Collins* for applicant.

*Harold C. Heiss, Russell B. Day, Donald W. Bennett, John L. Rabbitt, John J. McGraw, and Leo M. Riley* for protestants.

REPORT OF THE COMMISSION

DIVISION 3, COMMISSIONERS HUTCHINSON, WALRATH, AND WEBB  
BY DIVISION 3:

The protestants filed exceptions to the report recommended by the examiner, and the applicant replied. Exceptions and requested findings not discussed in this report nor reflected in our findings or conclusions have been considered and found not justified.

By an application filed pursuant to section 25 (b) of the Interstate Commerce Act, as amended, the Boston and Maine Railroad seeks approval for (1) the discontinuance of traffic-control system between Johnsonville, N.Y., and the east end of double track at Reilly's, N.Y.; (2) discontinuance of automatic block-signal system between east end

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