

Decision No. 318

ORIGINAL

In the Matter of General Order No. 30, )  
affecting Depots, Sidings and Spur Tracks; )  
also General Order No. 31, affecting bul- )  
letin boards for Passenger Depots and )  
keeping Passenger Stations open. )

A P P E A R A N C E S

H. C. Booth and J. M. Davis, for Southern Pacific Company,  
H. D. Pillsbury and P. Zant, for the Atchison, Topeka & Santa Fe Railway Company,  
C. M. Levey, for Western Pacific Railway Company, and  
F. R. McNamee, for San Pedro, Los Angeles & Salt Lake Railroad Company.

GORDON, Commissioner.

O P I N I O N . X

On October 19th, 1912, this Commission directed its Secretary to mail to the common carriers of this state copies of the proposed form of a general order to be known as General Order No. 30, in the matter of Depots, Sidings and Spur Tracks; and copies of the proposed form of a general order to be known as General Order No. 31, in the matter of Bulletin Boards for passenger depots and the keeping open of passenger stations. The Secretary was also directed to notify the carriers that an informal conference to discuss these proposed orders would be held by the Commission on October 29th, 1912, and notice to this effect was served on the carriers.

On the day so set a full discussion of the proposed General Orders was had. With regard to Section 1 of proposed General Order No. 30, no serious objection was offered, except that it was contended that the Commission should not require that it be notified of the installation of tracks constructed for temporary purposes. Regarding Section 2, it was suggested that carriers should not be required to notify the Commission of the abandonment of agencies, except those established in depots. Also that the Commission should not require that the permission be secured to remove or discontinue the use of tracks which have been installed for temporary purposes, nor for those installed under special contract with shippers wherein time limits or other conditions were specified.

As to proposed General Order No. 31, it was contended that carriers should not be required to bulletin late trains at depots when regular telegraph operators were not on duty, as to do this would require, in a great many cases,

the employment of additional telegraph operators, since such operators cannot legally be required to remain on duty longer than nine hours per day. To do so would work a hardship on carriers, particularly at small stations where only one agent or operator is regularly employed.

Also it was pointed out that to require carriers to keep depots or stations open 30 minutes before the scheduled time of arrival of passenger trains or cars would require the employment of an additional agent at such small stations as generally only one agent is on duty during the day.

The representatives of the Atchison, Topeka & Santa Fe Railway Company submitted two amendments, one to Section 2 and the other to Section 3 of proposed General Order No. 31, affecting the time in which trains should be bulletined and depots should be kept open. These amendments were unanimously agreed to by the other representatives present.

The suggestions of the representatives of the carriers and the amendments submitted have been duly considered and cognizance has been taken of same <sup>amended</sup> in the following/forms for orders which I submit:

#### ORDER

IT IS HEREBY ORDERED that this Commission adopt the following general order to be known as General Order No. 30; and also the following general order to be known as General Order No. 31, both to become effective on and after December 1st, 1912:

GENERAL ORDER  
NO. 30.

RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

IN THE MATTER OF DEPOTS, SIDINGS AND SPUR TRACKS OF COMMON CARRIERS.

1. It is hereby ordered by the Railroad Commission of the State of California that whenever a depot is constructed in this state by a railroad corporation at any station, or an agency established at any depot, or a siding, spur or other track is constructed for the reception and delivery of freight, the Commission shall be immediately supplied with information regarding the same, including the name of the station or agency, and the name, location and length of such track. The distance to the nearest tenth of mile of such station or

track from existing stations on each side, shall at the same time be given. Provided, however, that this section shall not apply to tracks constructed for temporary purposes.

2. It is further ordered that no railroad ~~company~~ <sup>corporation</sup> shall move or abandon any depot or station building, or abandon an agency at any depot, or take up or discontinue the use of any siding, spur or other track upon which passengers or freight have been received or discharged, without first having made application to and received the consent of this Commission. Provided, however, that this section shall not apply to temporary tracks, nor to the extension or alteration of tracks which shall continue to serve the purposes for which they were constructed, nor to tracks which have been constructed under special contracts, wherein time limits or other conditions affecting their permanency are specified.

RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

By

CHARLES R. DERRICK,  
Secretary

Approved \_\_\_\_\_, 1912  
Effective, December 1st, 1912

San Francisco, California.

ORDER

GENERAL ORDER  
NO. 31.

RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

IN THE MATTER OF PLACING AND POSTING BULLETIN BOARDS IN PASSENGER DEPOTS OF STEAM RAILROADS, AND KEEPING PASSENGER STATIONS OPEN.

1. It is hereby ordered by the Railroad Commission of the State of California that every ~~company~~ <sup>railroad corporation</sup> operating steam railroads in this state over which regular passenger trains or cars are run, shall place in a conspicuous place in its passenger depots or stations, suitable bulletin boards, upon which the time of arrival and departure of passenger trains and cars, as shown by the published schedules, shall be recorded; and

2. It is further ordered that at every passenger depot or station where telegraph operators are maintained, the fact that any passenger train or car is on time or late, shall be bulletined not less than 30 minutes before the sched-

aled time of arrival of such passenger train or car, during the time when such telegraph operators are regularly on duty. If such train or car is late, the time when it will arrive, stated approximately, if not known accurately, must be clearly recorded. It shall be the duty of the train dispatchers to furnish correct information to all telegraph operators for record on bulletin boards: and

corporation  
3. It is further ordered that every railroad/doing a passenger business in this state shall keep open its depots or stations not less than 30 minutes before the scheduled time of arrival of passenger trains or cars, for the ingress or egress of passengers or other persons entitled to go therein. Such depots or stations shall be well lighted and warmed for the comfort and accommodation of such passengers. Provided, however, that the provisions of this section shall not apply to flag stations or other stations during such time when there is no agent, telegraph operator or other railroad employe regularly on duty in or about the same.

RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

By

CHARLES R. DETRICK,  
Secretary.

Approved \_\_\_\_\_, 1912  
Effective, December 1st, 1912.

San Francisco, California.

The foregoing opinion and orders are hereby approved and ordered filed as the opinion and orders of the Railroad Commission of the State of California.

Dated at San Francisco, California, this 5th day of November, 1912.

Wm. M. Eschleman  
H. S. Gilchrist  
Edwin O. Edgerton  
Max Thelen

Commissioners.