

ORIGINAL

Decision No. 39388

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of SANTA	)	
FE TRANSPORTATION COMPANY, a California	)	
corporation, for amendment of Section 2.09	)	Application No. 27535
of General Order 93-A, to permit the opera-	)	
tion of articulated passenger stages.	)	

WILLIAM F. BROOKS, for Applicant, and ROGER ARNEBERGH,  
for the City of Los Angeles, interested party.

HULLS, Commissioner:

O P I N I O N

In this application the Santa Fe Transportation Company requests that the Commission amend Section 2.09 of its General Order No. 93-A to permit the operation of articulated passenger stages on the public highways in California.

A public hearing was held in this matter on August 9, 1946, at which time the matter was submitted for determination.

The Santa Fe Transportation Company has caused to be constructed an articulated passenger stage with a semi-trailer section permanently attached to a forward power section. It further proposes to have constructed 14 additional articulated stages of similar design, the operation of which for common carrier service is an innovation in the State of California.

This vehicle consists of two body sections permanently attached to each other, 60 feet long over-all, 8 feet wide, and 11 feet high. The unit is equipped with three axles: the forward one is used for steering, the middle axle under the rear of the power section is connected with the engine, and the rear axle under the rear end of the semi-trailer section is equipped with trailing wheels so connected with the power section that in making right or left turns the angle between the two sections determines the degree of turning of the rear wheels,

thus causing them to track similar to those on coupled rail cars.

The vehicle is powered by a 275 h.p. 6-cylinder supercharged horizontal diesel engine attached under the floor about the middle of the power section. The mechanical features of the unit are made up of accepted standard parts.

Seats spaced on 40-inch centers are provided for 40 passengers. These seats are mounted on a swivel so that passengers may face each other, face out the window, or across the aisle. The driver's seat is about 6 inches higher than in the average passenger stage and the windshield arrangement gives him a 180° vision without any obstructions. This raised seat will enable the driver to see over the top of the average traffic. The vehicle is equipped with lavatory facilities for both men and women.

Applicant alleges that the two sections are attached to each other in such a manner as to provide a safety factor of 25.

The service braking system of the vehicle is Westinghouse-Bendix air brake connected with all wheels. The trailing section is so equipped that if it becomes separated from the power section or the connecting emergency air line becomes ruptured, the brakes on this trailing section will be automatically applied, leaving sufficient air in the power section to enable the driver to bring it to a stop.

The unit is equipped with the following doors: At the front right is a standard entrance and exit door, at the rear left is an emergency door, complying with the provisions of Section 2.043 of the Commission's General Order No. 93-A; and in addition a door is located on the rear left of the power section and the front right of the trailing section either of which can be used in an emergency. These doors do not comply with the dimensions prescribed by said Section 2.043 as they extend only from the top of the window to the seat level, giving an opening about 4 feet high.

Applicant proposes to first place this type of passenger stage in service between Bakersfield and Los Angeles to operate as a connection with the streamlined "Golden Gate" trains operating between San Francisco and Bakersfield. If they prove successful applicant is considering placing this type of vehicle in other of its intra and interstate services.

This vehicle could be made to accommodate some 60 passengers if the lavatories were omitted and standard seat spacing used. However, applicant proposes seating space for 40 passengers in order that the accommodations may be commensurate with those provided by the streamlined trains of The Atchison, Topeka and Santa Fe Railway Company.

Although all of the political subdivisions of the State which were considered interested in this vehicle were notified of the hearing, none appeared except the City of Los Angeles. This witness felt that such a vehicle might prove very economical and satisfactory for use in intercity and interstate passenger transportation. However, it was suggested that the City of Los Angeles should require that any authorization for the use of articulated passenger stages be safeguarded with restrictions which would effectively protect local interests. These provisions are as follows: No such vehicle may be operated in any municipality except upon truck routes approved by the city for the operation of trucks and trailers; pick-up and discharge of passengers on city streets should be definitely prohibited; all loading and unloading of passengers, baggage, and other cargo should be conducted at off-street terminals located with the approval of city authorities.

Applicant herein proposes to use in the cities of Los Angeles and Bakersfield their existing off-street terminals, and no loading will be performed on the streets in these cities. Applicant agreed it is perfectly willing to cooperate in any way with the City of Los Angeles, but maintained it should be permitted to operate this equipment

over its certificated routes and should not be required to operate through the city in a roundabout way over truck routes.

The vehicle proposed to be used is one which has not heretofore been operated on the public highways of this state. I am convinced, however, that it will serve a useful purpose in transportation and should be given a complete trial and that applicant should be authorized to construct 14 additional vehicles of this type for service initially between Los Angeles and Bakersfield over the existing certificated routes, provided deviations be made from Section 2.09 and Section 2.043 of General Order No. 93-A only as hereinafter particularly enumerated. The following form of order is recommended.

#### O R D E R

A public hearing having been held and the matter being under submission;

IT IS HEREBY ORDERED that the Santa Fe Transportation Company be and it is hereby authorized to construct and operate 15 articulated passenger stages, as detailed by the plans attached to Application No. 27535 and the amendment thereto, and place them in service on its regular certificated routes between Los Angeles and Bakersfield, subject to the provisions of General Order No. 93-A, except as follows:

1. Applicant is exempted from complying with the provisions of Section 2.09 of General Order No. 93-A (Trailers), insofar as it applies to the vehicles hereinbefore authorized to be constructed and operated.
2. Applicant shall provide auxiliary emergency doors at the rear left side of power section and at front right of trailing section, the door extending from the top window line to a bottom not higher than the seat level. Said doors shall be provided with latches that can be manipulated by passengers in an emergency, with red light or buzzer in the driver's compartment to notify him when said doors are unlatched.

3. The trailing section shall be so equipped that in the event of a separation of the two sections or the rupture of the emergency air line, the brakes of the trailing unit shall be automatically applied and it will be possible to make a service application of power brakes on forward section of sufficient duration to bring such section to a stop.
4. Said vehicle shall be equipped with seats for not more than 40 passengers.
5. No more passengers shall be transported than can be accommodated in the seats provided.

The authorization herein granted shall lapse and become void if not exercised within one year from the date hereof, unless further time is granted by subsequent order.

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

The effective date of this order shall be twenty (20) days from the date hereof.

Dated at San Francisco, California, this 10<sup>th</sup> day of

September, 1946.

Harold P. Hild  
Justin F. Cameron  
Franklin Blair  
John H. Lawrence  
J. J. Anderson  
 COMMISSIONERS