

Decision No. 4413S**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of SOUTHERN PACIFIC COMPANY  
for temporary authorization to operate  
excess height freight cars over certain  
routes in California.

Application No. 31371

OPINION AND ORDER

Southern Pacific Company having requested temporary authorization to operate excess height freight cars over certain routes in California, for the purpose of transporting automobile bodies and as an emergency measure due to an anticipated strike on the lines of The Atchison, Topeka and Santa Fe Railway Company, presently scheduled for Wednesday, May 10, 1950, and the Commission being of the opinion and finding that such emergency justifies the issuance of immediate ex parte relief from the provisions of General Order No. 26-D for the duration of such emergency,

IT IS ORDERED that Southern Pacific Company is exempted from the provisions of subsection 2.3 of General Order No. 26-D in the operation of freight cars having a height of 16 feet 4-3/4 inches from top of rail to top of running board, for the sole purpose of transporting automobile bodies, subject to the following conditions:

1. The authorization shall apply only over the following routes in California: Entering California on the Ogden route of Southern Pacific Company east of Floriston, California, at the Nevada-California line, thence via Roseville and Stockton to Tracy, connecting at Tracy with the route between Bakersfield and Mulford over which Southern Pacific Company has heretofore been authorized to operate such excess height cars under Decision No. 41264 in Application

No. 29051, and from Bakersfield via Mojave to the interchange tracks of the Los Angeles Junction Railway at Los Angeles, and the empty cars to be returned over the same routes to the California-Nevada line east of Floriston, California.

2. Each car herein authorized to be operated shall be permanently stenciled or equipped with placards and such markings maintained in a legible condition adjacent to the ladder or hand-holds at all four corners approximately 5 feet above top of rail, with yellow letters three inches high reading as follows: "THIS CAR EXCESS HEIGHT 16 FEET 4-3/4 INCHES ABOVE TOP OF RAIL."

3. When any train contains freight cars herein authorized to be operated they shall be blocked in a single unit; and, if the total number of cars in the train permits, cars of such excess height shall be located in the train so as to be at least five cars distant from either the caboose or the engine.

4. A train order shall be delivered to every train containing freight cars of a height herein authorized to be operated informing the crew that the consist of the train includes freight cars of such excess heights, specifying the total number thereof, and advising that no member of the train crew is required to ride on top of any such freight cars while the train is moving through passing tracks or over the main line between stations.

5. Any yard crew required to handle freight cars herein authorized to be operated shall be notified through their supervising officials of the presence of such freight cars in said yard.

6. No member of a road or yard crew shall be required to ride on top of the freight cars herein authorized to be operated.

IT IS FURTHER ORDERED that the authorization herein granted shall become effective immediately as an emergency measure in view

of prospective strike conditions involving the system of The Atchison, Topeka and Santa Fe Railway Company, and shall expire five days after the termination of said emergency.

This order shall become effective on the date hereof.

Dated, San Francisco, California, this 5th day of May, 1950.

R. B. Johnson

Earl Powell

Samuel H. Potter  
Commissioners

Commissioner Justin T. Craemer, being necessarily absent, did not participate in the disposition of this proceeding.

Commissioner Harold P. Ellis, being necessarily absent, did not participate in the disposition of this proceeding.