

Decision No. 51117

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of THE ATCHISON, TOPEKA)
AND SANTA FE RAILWAY COMPANY, a)
corporation, and LOS ANGELES JUNCTION)
RAILWAY COMPANY, a corporation, for)
permission to operate freight cars)
of the overall height of 16 feet 8)
inches over a certain designated route)
in the State of California.)

Application No. 36708

O P I N I O N

The Atchison, Topeka and Santa Fe Railway Company and Los Angeles Junction Railway Company in their application filed February 7, 1955, and in their first and second amendments thereto filed February 10, 1955, requested authority to operate freight cars with an over-all height of 16 feet 8 inches from the top of rail to the top of running board over a certain designated route in the State of California as specifically described in the application. Such authority is sought for the purpose of transporting automobile bodies to the Ford Motor Company Lincoln-Mercury Division plant located in the Los Angeles industrial area.

The Commission's General Order No. 26-D provides that the minimum overhead clearance above railroad or street railway tracks shall be not less than 22 feet 6 inches and that this clearance shall apply to the movement of freight cars having a height not exceeding 15 feet 6 inches. Subsection 2.5 of the general order provides that "If freight cars of a height greater than 15 feet 6 inches are transported or proposed to be transported, minimum overhead clearances shall be increased by an amount not less than such additional height." Therefore, under the provisions of this general order the minimum overhead clearance should be 23 feet 8 inches in the operation of 16 feet 8 inch freight cars.

Exhibit "A" as revised in the second amendment to the application herein, lists the overhead clearances of less than 23 feet 8 inches on the routes over which the excess height freight cars are proposed to be transported. These are as follows:

<u>Steel Truss Bridges</u>		<u>Mile Post</u>	<u>Clearance</u>
Br. A-35 Victorville	Westward	34 plus 0595	22' 1 3/8"
	Eastward	34 plus 0595	22' 0 3/4"

Overhead Highway Bridges

Br. aA-82 San Bernardino (Mt. Vernon Viaduct)		81 plus 2820	22' 6"
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Tunnels

Tunnel No. 1	Eastward	58X plus 4580	23' 7 7/8"
Tunnel No. 2	Eastward	59X plus 956	23' 6"

Exhibit "A" covers only the clearances on the railroad owned right-of-way. The excess height cars will be delivered to Track No. 2 in the Ford Motor Company Lincoln-Mercury plant and over that track is a canopy of a height of 22 feet above top of rail.

In accordance with Decision No. 47523 dated July 28, 1952, Application No. 33347, under certain operating conditions contained therein, applicants are presently operating freight cars of an overall height of 16 feet 8 inches over the same route described in the instant application to the Chrysler Corporation plant located in the immediate vicinity of the Ford Motor Company Lincoln-Mercury plant in the Los Angeles industrial area. Understandings have been reached on the ground between representatives of the applicants, the railroad Brotherhoods, and the Commission's Operations-Safety and Engineering Sections with respect to suitable and safe operating conditions for delivery of the excess height freight cars to Track No. 2 at the Ford Motor Company Lincoln-Mercury plant. These operating conditions are contained in the following order, together with those contained in Decision No. 47523 that are applicable to the instant requested operations.

It appears that a public hearing is not necessary herein and that the application should be granted, subject to certain conditions.

O R D E R

IT IS ORDERED that the Atchison, Topeka and Santa Fe Railway Company and the Los Angeles Junction Railway Company are exempted from the provisions of subsection 2.5 of the Commission's General Order 26-D in the operation of freight cars having a height of 16 feet 8 inches from top of rail to top of running board for the sole purpose of transporting automobile bodies, subject to the following conditions:

1. Entering California on The Atchison, Topeka and Santa Fe Railway Company's main line of railway at the state line near Needles, California, thence to Hobart Yard at Los Angeles, California, via Barstow, San Bernardino, and Fullerton. At Los Angeles Hobart Yard the excess height freight cars shall be transferred from applicant The Atchison, Topeka and Santa Fe Railway to applicant Los Angeles Junction Railway for delivery to the consignee at its Lincoln-Mercury Division plant in the Los Angeles central manufacturing district. In the operations beneath the Mt. Vernon viaduct at San Bernardino, (Br. aA-82) applicant The Atchison, Topeka and Santa Fe Railway Company shall limit the movement to tracks 5 to 20 inclusive. When the said cars are made empty by the consignee they shall be returned to the state line near Needles, California, following the same route eastbound as they followed westbound.

2. Applicant The Atchison, Topeka and Santa Fe Railway Company shall continuously maintain adequate tell-tales in both directions of approach to all structures, tunnels, and other overhead obstructions having a clearance of less than 23 feet 8 inches above top of rail, as heretofore required by Decision No. 47523 dated July 28, 1952, in Application No. 33347.

3. Before commencing the movement of the excess height freight cars herein authorized to be operated, an illuminated sign shall be placed at a location where it can readily be seen by trainmen operating on Track No. 2 at the Ford Motor Company Lincoln-Mercury Division plant, reading: "STOP, Trainmen are prohibited from riding the tops of cars beyond this point." Applicant Los Angeles Junction Railway shall issue appropriate notice to all employees involved calling their attention to the existence of this impaired overhead clearance and prohibiting such employees from riding on tops of cars while operating on Track No. 2 at this location.

4. 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 the top of the rail, with letters of at least 3" high, of a color contrasting with the car body color, reading as follows: THIS CAR EXCESS HEIGHT 16 FEET 8 INCHES HIGH ABOVE TOP OF RAIL. In addition there shall be placed after the number of each car the letter "H", to be painted in the same color and of the same size as the numerals or letters in the number.

5. When any train contains freight cars herein authorized to be operated, such freight cars 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.

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

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

8. Each member of the crew of each train containing freight cars herein authorized to be operated shall be informed by an appropriate train order 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 train is moving through passing tracks or over the main line between stops.

9. No new overhead construction on the route herein authorized shall be less than 23 feet 8 inches above the top of the rail.

10. The Commission reserves the right to make such further orders relative to overhead clearances and the operation of said cars as it may deem right and proper, and to revoke its permission if in its judgment public convenience, necessity or safety demands such action.

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

Dated at San Francisco, California, this 1st day of March, 1955.

John L. ...
President
Justin D. ...
Paul ...
...
Commissioners