

Decision No. 51251**ORIGINAL**

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of SOUTHERN PACIFIC COMPANY,)
 a corporation, for permission to operate)
 freight cars of an overall height of six-)
 teen (16) feet, eight (8) inches over)
 certain designated routes in the State)
 of California.)

Application No. 36660

O P I N I O N

Southern Pacific Company, a corporation, on January 25, 1955, filed with the Commission a request to deviate from the provisions of General Order No. 26-D in the operation of freight cars with an over-all height of 16 feet 8 inches from top of rail to the top of running board between the California state line near Yuma, Arizona, and Taylor Yard, Los Angeles, and between Taylor Yard, Los Angeles, and Bakersfield. This authority is sought for the purpose of transporting automobile bodies to General Motors Corporation automobile assembly plants located at Raymer, California, in the southern part of the state, and Melrose, California, in the northern part of the state. By Decision No. 50807, dated November 30, 1954, in Application No. 36079, the Commission heretofore has authorized the operation of such excess height freight cars over lines of the applicant beyond Taylor Yard, Los Angeles, to Raymer and return, and beyond Bakersfield to Melrose and return. The additional route requested in the instant application in conjunction with the route specified in Decision No. 50807 would permit the operation of the excess height freight cars between the state line and the General Motors automobile assembly plants without interchange.

The Commission's General Order No. 26-D provides that 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 of 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 these provisions the minimum overhead clearance shall be 23 feet 8 inches in the operation of 16 foot 8 inch freight cars.

Attached to the application and made a part thereof is a list of the overhead clearances of less than 23 feet 8 inches on the additional routes over which the excess height freight cars are proposed to be transported. These are as follows:

<u>Type of Structure</u>	<u>No. of Structures</u>	<u>Range of Overhead Clearance</u>
River Bridge	3	From 22'6" to 23'7-1/4"
Signal Bridge	9	From 21'11" to 23'4"
Foot Bridge	2	From 21'5-1/4" to 22'7-1/4"
Wagon Bridge	1	22'0-1/2"
Highway Overpass (Viaduct)	11	From 21'7-3/4" to 23'6"
Trolley Wire	1	23'0"
Tunnel	3	From 21'11" to 22'4-1/2"

In addition, at M.P. 484.4-A near Aurant, closely adjacent to Soto Street overpass M.P. 484.32, there is a Pacific Electric Railway Company overpass (6T-3.98-CB) with an overhead clearance of 21 feet 7-3/4 inches above top of rail.

The following tabulation shows overhead clearances of less than 23 feet 8 inches above top of rail in the operation of the excess height freight cars over those portions of the routes heretofore authorized under conditions contained in Decision No. 50807 between Mojave and Melrose and between Taylor Yard, Los Angeles, and Raymer:

<u>Type of Structure</u>	<u>No. of Structures</u>	<u>Range of Overhead Clearance</u>
<u>Mojave to Melrose</u>		
Highway Overpass (Viaduct)	6	From 21'8" to 23'6"
Tunnel	11	From 21'5-3/4" to 22'5-1/4"
Railroad Overhead	2	From 21'1" to 21'5"
Creek Bridge	2	From 22'5" to 23'6-1/2"
Melrose Plant Conveyor	3	From 22'3" to 23'4"
<u>Taylor Yard to Raymer</u>		
Highway Overpass (Viaduct)	1	21'11"
Pedestrian Overpass	1	23'5-3/4"
Trolley Wire	1	23'0"

With respect to the instant application, understandings have been reached by representatives of the applicant, the railroad operating brotherhoods and the Commission's Operations-Safety and Engineering Sections as to appropriate conditions in the transportation of the excess height freight cars to place the operations on as safe a basis as possible where overhead clearances of 23 feet 8 inches or greater can not feasibly be achieved. These will be contained in the following order. Suitable operating conditions for the movement of the excess height freight

cars are contained in Decision No. 50807 covering those portions of the routes authorized in that decision that are proposed to be operated in conjunction with the new routes requested in this application.

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 Southern Pacific Company is exempted from the provisions of Subsection 2.5 of the Commission's General Order No. 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. The authorization for the movement of the excess height freight cars shall apply only over the following routes in the State of California:
 - (a) Freight cars consigned to Raymer, California, shall be routed on applicant's main line of railway entering California from Yuma, Arizona; thence via Glamis and Alhambra to applicant's Taylor Yard (near applicant's so-called Downey or Interchange Yard), Los Angeles, via trackage of the Union Pacific Railroad Company from Alhambra Avenue to its end near Avenue 18 under a joint trackage right; thence to Raymer, California, over the route upon which applicant was authorized to move such excess height freight cars in the order contained in Decision No. 50807, dated November 30, 1954, in Application No. 36079.
When said cars are made empty they shall be returned eastbound over the same route as they followed westbound.
 - (b) Freight cars consigned to Melrose, California, shall be routed on applicant's main line of railway entering California from Yuma, Arizona, via Glamis and Alhambra to Taylor Yard (near applicant's so-called Downey or Interchange Yard), Los Angeles, via trackage of the Union Pacific Railroad Company from Alhambra Avenue to its end near Avenue 18 under a joint trackage right. From Taylor Yard said cars shall be routed via applicant's Valley Line by way of Saugus and Mojave to Bakersfield; thence from Bakersfield to Melrose over the route upon which applicant

was authorized to move such excess height freight cars in the order contained in Decision No. 50807, dated November 30, 1954, in Application No. 36079.

When said cars are made empty they shall be returned eastbound over the same route as they followed westbound.

2. On or before December 31, 1955 overhead clearances shall be increased to not less than 23 feet 8 inches above top of rail to the lowest point of each of the following structures:

<u>Mile Post and Location (near)</u>	<u>Structure</u>	<u>Present Height Above Rail</u>
732.23 Colorado	Wagon Bridge to Indian Reservation	22'0-1/2"
732.07 Colorado	Foot Bridge	21'5-1/4"
540.90 Loma Linda	Foot Bridge	22'7-1/4"
539.83 Colton	Santa Ana Main Tr.	22'6")
	River Bridge 2nd Tr.	22'7-1/2")
512.35 Pomona	Highway Overpass	22'3"
484.32 Aurant	Soto St. Overpass	23'0-1/2"
484.4-A Aurant	P.E.Ry.Co. (6T-3.98-CB)	21'7-3/4"
458.10 Sylmar	Highway Overpass	23'5-1/2"
430.3 Ravenna	Highway Overpass	23'6"

The Department of Public Works has under consideration the installation of an additional highway overpass, possibly during 1956, which might necessitate some alteration to a highway overpass structure at Myoma, M.P. 607.57, where overhead clearances of 21 feet 8-1/2 inches over the main track and 22 feet 1 inch over a siding are in existence. During this construction an overhead clearance of not less than 23 feet 8 inches above top of rail to the lowest point of the Myoma structure shall be provided.

3. On or before December 31, 1955 overhead clearances shall be increased to not less than 23 feet 6-3/4 inches above top of rail to the lowest point of the highway overpass near Beaumont, California, M.P. 561.31.
4. On or before May 31, 1955 applicant shall install adequate telltales on each side of any overhead structure having a clearance of less than 23 feet 8 inches above top of rail, with the exception of Colorado River Bridge, M.P. 732.29, near Yuma, Arizona; highway overpass, M.P. 561.31, near Beaumont, California; and the structures listed in Conditions 2 and 5 of this order; provided, however, that such telltales shall be installed on each side of the highway overpass at Myoma, M.P. 607.57, until a clearance of 23 feet 8 inches or over, as required by Condition 2 hereof, is afforded at that location.
5. On or before June 30, 1955 overhead clearances shall be increased to not less than 23 feet 8 inches above top of rail to the lowest point of each of the following structures:

<u>Mile Post and Location (near)</u>	<u>Structure</u>	<u>Present Height Above Rail</u>
667.33 Niland	Signal Bridge	22'3-1/2"
598.60 Thousand Palms	Signal Bridge	22'2"
588.94 Garnet	Signal Bridge	22'6-3/4"
481.44 Los Angeles	Signal Bridge No. 4	21'11"
481.10 Los Angeles	Signal Bridge No. 5	22'7-1/4"
480.88 Los Angeles	Signal Bridge No. 6	22'3"
447.5 Honby	Signal Bridge	23'1-3/4"
433.2 Russ	Signal Bridge	23'1"
426.1 Paris	Signal Bridge	23'4"

6. During the existence of the clearance of 23 feet 0 inches above top of rail to the trolley wires located over applicant's tracks at Main Street, Los Angeles, M.P. 481.68, adequate talltales shall be continuously maintained in each direction of approach.
7. 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 the rail, with letters at least 3 inches 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 on 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.
8. When any train contains freight cars herein authorized to be operated, such freight cars shall be blocked together 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.
9. 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 the train is moving through passing tracks or over the main line between stops.
10. 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.

- 11. No member of a road or yard crew shall be required to ride on top of the freight cars herein authorized to be operated and timetable bulletins shall be issued by applicant advising said crews of the locations of all overhead obstructions having a clearance of less than 23 feet 8 inches above top of rail in connection with the movement of such excess height freight cars.
- 12. No new overhead construction on the route herein authorized shall be less than 23 feet 8 inches above top of the rail.

The effective date of this order shall be the date hereof.

Dated at San Francisco, California, this 29th day of March, 1955.

John E. Mitchell
President

Matthew J. Casper
Rayb. Winter

Commissioners