

**ORIGINAL**

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Decision No. \_\_\_\_\_

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of THE )  
 ATCHISON, TOPEKA AND SANTA FE RAILWAY )  
 COMPANY, GREAT NORTHERN RAILWAY COMPANY, )  
 McCLOUD RIVER RAILROAD and THE WESTERN ) Application No. 43110  
 PACIFIC RAILROAD COMPANY for exemption )  
 from the requirements of General Order )  
 26-D. )

ORDER

The Atchison, Topeka and Santa Fe Railway Company, Great Northern Railway Company, McCloud River Railroad and The Western Pacific Railroad Company on January 30, 1961, filed the above application with the Commission seeking authority to operate ten open top freight cars of a maximum height of 17'0" above top of rail to top of car, in addition to ten such freight cars as heretofore authorized for movement over a designated route by Decision No. 58174, dated March 24, 1959, in Application No. 40885, and for fifteen such freight cars as heretofore authorized for movement over designated routes by Decision No. 60802, dated August 19, 1960, in Application No. 42591.

All interested parties, including the railroad operating brotherhoods, have been advised of the application and no protests have been received.

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

IT IS ORDERED that The Atchison, Topeka and Santa Fe Railway Company, Great Northern Railway Company, McCloud River Railroad and The Western Pacific Railroad Company are exempted from the provisions of Subsections 2.3 and 2.5 of the Commission's General Order No. 26-D, in the operation of open top freight cars Nos. WP 5026 to WP 5035, inclusive, having a height of 17'0" above top of rail to top of car, subject to the following conditions:

1. Such freight cars shall be routed over the McCloud River Railroad from Burney to Lookout, California; thence on Great Northern Railway to Bieber, California; via The Western Pacific Railroad to Stockton, California; and via The Atchison, Topeka and Santa Fe Railway to Antioch, California; and the said cars shall be returned over the same route. Such freight cars shall also be routed over The Western Pacific Railroad from Loyalton, California, to Stockton, California; and via The Atchison, Topeka and Santa Fe Railway to Antioch, California; and the said cars shall be returned over the same route.

2. Each end of the freight cars for their entire width shall be painted with white aluminum paint from a height of 15'0" above top of rail to the top of the car and a sign shall be stencilled in 3" letters at the upper edge thereof, reading: "OPEN TOP CAR".

3. If train length permits, such cars shall be trained at least five cars distant from both the caboose and the engine.

4. The Commission reserves the right to make such further orders relative to the operation of said freight 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 20 days after the date hereof.

Dated at San Francisco, California, this 28th day of February, 1961.

Quentin T. Page  
President

John E. Mitchell

George G. Hoover

Frederick B. Halchoff  
Commissioners