

ORIGINALDecision No. 66278

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)
 seventeen (17) feet, no (0) inches over)
 certain designated routes in the State)
 of California.)

Application No. 45838

O R D E R

Southern Pacific Company, a corporation, on October 4, 1963, filed the above application with the Commission seeking authority to operate freight cars known as high-cube cars of a maximum height of 17'0" from top of rail to top of running board over certain designated routes within the State of California.

The applicant alleges that by Decision No. 51251, dated March 29, 1955, the Commission designated the same routes in authorizing the operation of freight cars having an overall height of 16'8" from top of rail to top of running board.

All interested parties, including the railroad operating brotherhoods and Southern Pacific Company agree that the application should be granted subject to the conditions hereinafter set forth.

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 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 known as high-cube cars having a height of 17'0" from top of rail to top of running board, 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. Between Yuma, Arizona, and Taylor Yard, California, via Colton, City of Industry and Alhambra Avenue.
- B. Between Downey Avenue Interchange Yard and South Gate via Taylor and East Bank of Los Angeles River.
- C. Between City of Industry and South Gate via Studebaker.
- D. Between Downey Avenue Interchange and Raymer via Burbank Junction.
- E. Between Burbank Junction and Mojave via Saugus.
- F. Between Mojave and Bakersfield.
- G. Between Bakersfield and Melrose via Goshen Jct., Fresno, Los Banos.

2. If train length permits, such cars shall be trained at least five cars distant from the caboose.

3. 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 height and that members of the train crew are forbidden to ride on top of any such cars.

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

5. Appropriate instructions shall be issued to all road and yard crews forbidding them to ride on the tops of the cars herein authorized to be operated.

6. Each end of the freight cars herein authorized, 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 shall be stencilled in 3" letters at the upper edge thereof with a sign reading: "Excess Height Car".

7. In the event the long ladders on the sides of said cars and the longitudinal and latitudinal running boards on the top of said cars have not been removed by one year after the effective date of this order, applicant shall proceed to provide clearances of not less than 24'0" above top of rail at the locations hereafter to be determined by the Commission.

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

Dated at San Francisco, California, this 5th day of NOVEMBER, 1963.

William L. Bernard
 President

John J. [unclear]

Robert W. Page

George H. Hoover

Frederick B. Halbach
 Commissioners