

**ORIGINAL**

Decision No. 67183

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 an overall height of seventeen (17) feet no (0) inches over certain designated routes in the State of California

Application No. 46234

ORDER

The Atchison, Topeka and Santa Fe Railway Company, a corporation, and the Los Angeles Junction Railway Company, a corporation, on February 26, 1964, 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 applicants allege that by Decision No. 51147 dated March 1, 1955, the Commission designated certain of the same routes in authorizing the operation of freight cars having an overall height of 16'3" from top of rail to top of running board.

All interested parties, including the railroad operating brotherhoods, the Department of Public Works, Division of Highways, and the applicants 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 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 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 of the movement of the excess height freight cars shall apply only over the following routes in the State of California:
  - a. From the California - Arizona Border near Needles, California, to the Ford Motor Company plant at Pico-Rivera, to the Los Angeles Terminal First Street Yard and Hobart Yard Terminal of applicant The Atchison, Topeka and Santa Fe Railway Company, from said Los Angeles Terminal First Street Yard to the Southern Pacific transfer tracks in Downey Avenue, Los Angeles, and from said Hobart Yard Terminal via the C Yard of applicant Los Angeles Junction Railway Company to the Chrysler plant in the Central Manufacturing District of Los Angeles.
  - b. From the Arizona - California Border near Needles, California, over the line of applicant The Atchison, Topeka and Santa Fe Railway Company to Bakersfield, California, via Barstow, Mojave, and Kern Junction.
2. That portion of the request made by applicant The Atchison, Topeka and Santa Fe Railway Company for authority to operate said cars over the route from Bakersfield, California, to Mormon Yard, Stockton, California, to Southern Pacific Company and The Western Pacific Railroad Company is denied without prejudice.
3. If train length permits, such cars shall be trained at least five cars distant from the caboose.
4. 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.
5. 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.
6. 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.

7. Each end of the freight cars herein authorized, for their entire width, shall be painted with 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".

8. By accepting this order and exercising the authority granted, applicants agree that it will pay the State of California, including the Department of Public Works, Division of Highways, or any city, county, or city and county the expense required to be incurred for any purpose by said State of California, including the Department of Public Works, Division of Highways, city, county, or city and county, to accommodate the use and operation, until November 25, 1964, of 17'0" high freight cars as herein authorized.

9. This authority shall expire November 25, 1964.

The applicants have a number of the so-called high-cube cars awaiting movement.

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

Dated at San Francisco, California, this 6<sup>th</sup> day of May, 1964.

William W. Bennett  
President

Curtis B. Page

George T. Traver

Fredrick B. Holloff  
Commissioners

Commissioner Peter E. Mitchell, being necessarily absent, did not participate in the disposition of this proceeding.