

ORIGINALDecision No. 72345

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Investigation on the Commission's
 own motion into the operating rules
 and practices of THE ATCHISON,
 TOPEKA AND SANTA FE RAILWAY COMPANY,
 a corporation.

Case No. 8464

ORDER

On July 12, 1966, the Commission instituted the above investigation into the operations and practices of The Atchison, Topeka and Santa Fe Railway Company with respect to its train operations outside the actual physical limits of yards without providing block or other signaling systems and without providing train orders or timetable scheduling for the safety of employees; the public; dedicated property; the movement of trains or other railroad equipment; and, to determine if the present operating rules or practices should be abandoned or if new rules or practices should be adopted.

The Commission's Operations and Safety Section of the Transportation Division has studied the operations of the carrier and has determined that certain changes in branch line operations are advisable. It has prepared proposed requirements based on a review conducted prior to and after the issuance of the Commission order of investigation and changes made by the carrier on its own initiative.

The interested parties have agreed that these proposed requirements are satisfactory and make no request for public hearing.

In the circumstances, the Commission finds that the public convenience, necessity and safety demand that the requirements contained in the following order governing operations on the branch lines of The Atchison, Topeka and Santa Fe Railway Company in the State of California be adopted. A public hearing is not necessary.

IT IS ORDERED that The Atchison, Topeka and Santa Fe Railway Company shall hereafter observe the following requirements governing railroad operations on its branch lines in the State of California:

Wherever the term "programmed" appears in this order it shall require that supervision shall be maintained to provide train and engine crews with the necessary information to prevent conflicts with other movements.

Wherever "Rules 93 and 105" are mentioned in this order it shall be construed as referring to The Atchison, Topeka and Santa Fe Railway Company Operating Department Rules 93 and 105 in effect on the effective date of this order and filed with the Commission in compliance with General Order No. 108.

LOS ANGELES DIVISION

1. Cadiz District. Cadiz to Parker - 84.7 miles. Movements shall be authorized by train orders.
2. Ripley District. Ripley to Rice - 19.4 miles. Movements shall be made in accordance with Rule 93 provided that when more than one movement is made at any one time they shall be programmed to prevent conflicts.
3. Lucerne Valley District. Hesperia to Cushenbury - 29.2 miles. Movements shall be made in accordance with Rule 93 provided that when more than one movement is made at any one time they shall be programmed to prevent conflicts.
4. Redlands District. San Bernardino to Del Rosa - 21.4 miles. Movements shall be made in accordance with Rule 93 and shall be programmed to prevent conflicts.
5. San Jacinto District. Highgrove to San Jacinto - 37.5 miles. Movements shall be made in accordance with Rule 93. Through movements shall be programmed to prevent conflicts. Road switcher crews shall be instructed to yield to through movements promptly.
6. Elsinore District. Porphyry to Elsinore - 21.9 miles. Movements shall be made in accordance with Rule 93. Appropriate instructions shall be issued requiring crews to obtain authority from the traffic control system dispatcher before making eastward movements beyond the Highline switch. Through movements shall be programmed to prevent conflicts.
7. Fallbrook District. Fallbrook Junction to Fallbrook - 16.9 miles. Movements shall be made in accordance with Rule 93. Appropriate instructions shall be issued requiring crews to obtain authority from the traffic control system dispatcher before entering the branch at Fallbrook Junction. Through movements shall be programmed to prevent conflicts.

LOS ANGELES DIVISION (Continued)

8. Escondido District. Escondido Junction to Escondido - 21.8 miles. Movements shall be made in accordance with Rule 93. Appropriate instructions shall be issued requiring crews to obtain authority from the traffic control system dispatcher before entering the branch at Escondido Junction. Through movements shall be programmed to prevent conflicts.

LOS ANGELES TERMINAL DIVISION

1. Harbor District. Redondo Junction to Watson - 26.6 miles. Movements shall be made in accordance with Rule 93. Appropriate instructions shall be issued to switcher crews to yield to through movements promptly. Eastward through movements from Redondo Junction to Watson shall contact Redondo Junction before leaving. Westward through movements from Watson to Redondo Junction shall contact Redondo Junction before leaving Watson. Through movements shall be programmed from Redondo Junction to prevent conflicts.
2. Redondo District. El Segundo to Redondo Beach - 5.4 miles. Movements shall be made in accordance with Rule 93 and shall be programmed to prevent conflicts.

VALLEY DIVISION

1. Arvin District. Magunden to Arvin - 16.5 miles. Movements shall be made in accordance with Rule 93. Through movements shall be programmed to prevent conflicts. Road switcher crews shall be instructed to yield to through movements promptly.
2. Oil City District. Oil Junction to Oil City - 5.1 miles. Movements shall be made in accordance with Rule 93 and shall be programmed to prevent conflicts.
3. Laton District. Laton to Lanare - 17.4 miles. Movements shall be made in accordance with Rule 93. Appropriate instructions shall be issued requiring crews to obtain authority from the traffic control system dispatcher before entering the branch at Laton. Movements shall be programmed to prevent conflicts.
4. Fresno Interurban District. Hammond to Belmont Avenue - 16.9 miles. Movements shall be made in accordance with Rule 93.
5. Visalia District. Corcoran to Calwa - 68.6 miles. Movements shall be authorized by train orders.
6. Wahtoke District. Reedley to Minkler - 10.1 miles. Movements shall be made in accordance with Rule 93 and shall be programmed to prevent conflicts.
7. Porterville-Orosi District. Bakersfield to Oil Junction - 5.1 miles. Movements between Bakersfield and Landco shall be controlled by the traffic control system dispatcher. Movements between Landco and Oil Junction shall be made in accordance with Rule 93.
8. Porterville-Orosi District. Ducor to Minkler - 71.9 miles. Movements between Ducor and Wyeth (51.3 miles) shall be authorized by train orders. Movements between Wyeth and Minkler (20.6 miles) shall be made in accordance with Rule 93 provided that when more than one movement is made at any one time they shall be programmed to prevent conflicts.

SAN FRANCISCO TERMINAL DIVISION

1. Oakland District. Richmond to Oakland - 10.9 miles. Movements shall be made in accordance with Rule 105 and shall be programmed to prevent conflicts.

GENERAL PROVISIONS

1. The Atchison, Topeka and Santa Fe Railway Company shall advise train and engine crews of the location of track and structure work. However, this requirement shall not be construed to relieve maintenance-of-way crews of protecting against train and engine movements.
2. Unattended cars shall not be left on any branch line main track, unless train and engine crews and employees operating mobile equipment are notified of the location of any such cars.
3. The Atchison, Topeka and Santa Fe Railway Company shall require crews to leave all unattended branch line main track switches lined and locked or latched for the main track.
4. In addition to the filings required by General Order No. 108 of this Commission, The Atchison, Topeka and Santa Fe Railway Company shall issue, and file with the Commission, prior to the effective date of this order, bulletins, special instructions and supplements or amendments thereto implementing the requirements set forth in this order and such bulletins, instructions and supplements or amendments thereto shall remain in effect until further order of this Commission.
5. Nothing in this order shall be construed as prohibiting The Atchison, Topeka and Santa Fe Railway Company from issuing train orders to govern movements of trains or engines on branch lines or portions of branch lines instead of the methods of operations otherwise prescribed by this order.

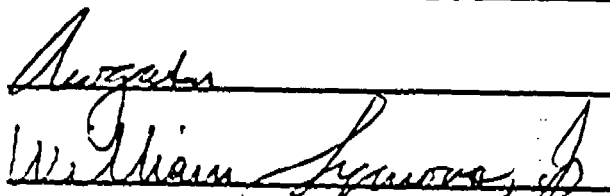
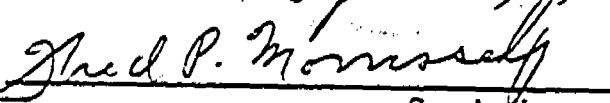
GENERAL PROVISIONS (Continued)

6. The branch line operations as prescribed by this order shall not apply in cases of emergency involving the safety of trains or engines or in the movement of trains or engines during emergency conditions created by storm, flood, earthquake, derailment, or wreck, provided that appropriate supervision is maintained during such emergencies.

The Secretary of the Commission is directed to cause a certified copy of this order to be personally served upon The Atchison, Topeka and Santa Fe Railway Company. The effective date of this order shall be 20 days after such service.

Dated at Los Angeles, California, this 25th day of APRIL, 1957.


President



Commissioners

Commissioner William M. Bennett, being necessarily absent, did not participate in the disposition of this proceeding.