

Decision No. 17795.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Investigation
on the Commission's own motion into
the reasonableness of proposed minimum
clearances on railroads and street
railroads with reference to side struc-
tures, overhead structures, parallel
tracks and crossings of railroads,
street railroads, streets and public
highways.

Case No. 2290.

Fred E. Pettit, Jr., for the Los Angeles & Salt Lake
Railroad Company.

Frank Karr and E. J. Foulds, for the Southern Pacific
Company, Pacific Electric Railway Company, Peninsular
Railway Company, San Jose Railroads, Stockton Electric
Railway Company, Fresno Traction Company, Central
California Traction Company and Visalia Electric
Railroad Company.

James S. Moore, Jr., for the Western Pacific Railroad
Company, Tidewater & Southern Railway Company and
Sacramento Northern Railway.

W. W. Kelly and E. T. Lucey, for The Atchison, Topeka &
Santa Fe Railway Company.

R. W. Duval, for the Pacific Gas and Electric Company.

B. F. Woodard and E. R. Davis, for the San Joaquin &
Eastern Railroad Company.

B. S. Crittenden, for the Brotherhood of Railroad
Trainmen, Brotherhood of Locomotive Engineers,
Brotherhood of Locomotive Firemen and Enginemen
and the Order of Railroad Conductors.

James T. Shaw, for the Pacific Telephone and Telegraph
Company, the Sacramento Valley Telephone Company,
United States Long Distance Telephone and Telegraph
Company and the Southern California Telephone Company.

A. Terkell, for the California Independent Telephone
Association.

H. M. Remington, for the California Growers and Shippers
Protective League.

S. F. Foster, for the Market Street Railway Company.

Fuller L. Miller, for the Industrial Accident
Commission of the State of California.

F. H. Hicks, for the Northwestern Pacific Railroad
Company.

H. A. Mitchell, for the San Francisco-Sacramento
Railroad Company.

E. H. Maggard, for the Petaluma & Santa Rosa Railroad
Company.

H. P. Bell, for the Key System Transit Company.

J. O. Snyder, for the Southern San Francisco Belt Rail-
way Company.

WHITSELL, COMMISSIONER:

O P I N I O N

This is an investigation instituted on the Commission's own motion, as to proper minimum clearances to be provided on railroads and street railroads, with reference to side structures, overhead structures, parallel tracks, and crossings of railroads and street railroads with public roads, highways and streets, necessary to reasonably safeguard the health and safety of the employees, passengers and customers of common carriers and of the public.

Public hearings were held at San Francisco on November 30th and December 3rd, 1926.

The first order issued by the Commission, which dealt with railroad clearances, was made effective January 1st, 1913, and was designated as General Order No. 26. This General Order was revised, being issued as General Order No. 26-A, effective April 15, 1925. Among the conditions making necessary the revision of General Order No. 26 at that time was the fact that clearances relating to electrical construction therein provided had been superseded by General Order No. 64. Representations have from time to time been made, on the part of interested parties, to have certain provisions in General Order No. 26-A changed, these representations having, in some cases, come from the carriers and in some cases from the employees of carriers. The points raised appeared to be of sufficient importance to justify a careful study on the part of the

Commission's Engineering Department into the whole matter of railroad clearances. This study included consultation with representatives of many of the carriers, as well as representatives of railroad employees. As a result of these studies and conferences there was drafted by the Commission's Engineering Department a proposed General Order on this subject, which was introduced at the hearing on November 30th and identified in this proceeding as Commission's Exhibit No. 1.

During the course of the hearing on that date it was suggested by certain of the parties at interest that the formal proceedings might be shortened by having a committee representing the carriers go into an informal conference with representative of the railroad employees and the Commission's engineers both as to principles and as to details involved in Commission's Exhibit No. 1. Such a conference was, accordingly, arranged and it was stipulated that evidence at the adjourned hearing be restricted to those provisions of the proposed order on which the committee could not agree.

At the adjourned hearing, on December 3, 1926, Commission's Exhibit No. 2 was presented, which embodied all the provisions upon which the conference was able to agree. It developed that the conference was unable to agree on the matter of relating the clearances, as measured from the track, to the maximum sizes of freight cars and other equipment operated over the track. Commission's Exhibit No. 2, in its entirety, is satisfactory to and approved by the Commission's engineers and the railroad employee representatives, with the reservation that should the Commission not see fit to include the subsections which relate the clearances to the maximum sizes of freight cars and other equipment operated, an opportunity would be desired for the introduction of further testimony as to what would, in that event, be reasonable overhead and side clearances.

The entire matter, therefore, has been reduced to one issue;

namely, the principle of relating clearances as measured from the track to the maximum sizes of freight cars and other equipment operated or proposed to be operated over that track and the manner of carrying that issue into effect. The carriers opposed the inclusion of paragraphs intended to place that principle in effect because of alleged practical difficulties which it was contended would make the order unworkable.

In discussing this issue, it appears appropriate to consider first the reasonableness of the principle involved, and, second, the practicability of the rules proposed.

Mr. F. L. Burckhalter, First Assistant General Manager of the Southern Pacific Company, who acted as Chairman of the Carriers' Committee at the conference, stated without qualification that the clearance requirements were manifestly related to the size of equipment - in other words, that the clearance which controlled the safety of operation was the net clearance between the side or top of equipment and the fixed structures along the line of railroad. Mr. J. W. Williams, Chief Engineer of The Western Pacific Railroad Company likewise stated that overhead and side clearances on railroads are of necessity related to the size of equipment. Nowhere in the record was found anything to the effect that this is not true, and it must be concluded, therefore, that the principle of basing railroad clearances upon the size of equipment transported over the track affected, is sound.

Turning now to the consideration of the practicability of the rules which are proposed by the Commission's engineers and which are urged by representatives of railroad employees, for the carrying out of this principle.

Mr. Burckhalter stated that, in his opinion, clearances should be based upon a survey of the equipment in operation at the time that the clearance was being determined, and that the operation of a few

cars of large dimensions should not necessarily control. He contended that it would be impracticable for the railroads in California to embargo cars exceeding fifteen feet in height or ten feet six inches in width, to avoid having their clearance standards automatically changed by the movement of larger equipment than intended, and that the cost of transferring loads at the gateway, by the receiving railroad, would be unreasonable. He was of the opinion that the railroads of the country, working through the American Railway Association, were effectively taking care of the size of equipment in their designs of standard box cars to which the member railroads had agreed. Mr. Williams, after concurring with Mr. Burckhalter, further stated that in his opinion the Commission, if it found that the larger equipment had been placed in operation by the carriers, could readily and at any time revise the order to provide adequate clearances for such larger equipment.

The record shows that in August, 1926, there were in the United States 5,886 freight cars having a height to running board greater than fifteen feet, of which 4,016 belonged to the Southern Pacific and Union Pacific, two railroads having lines in California. On the other hand, it appears that in 1912 there were only 318 cars in the whole United States having such a height. In August, 1926, there were 20,426 freight cars having an overall width greater than ten feet six inches, of which 14,252 belonged to the same two carriers. In 1912, there were 7,679 such cars in the United States of which only 300 belonged to lines located in California.

Throughout the record there appears no positive statement or prediction that the size of freight cars will not increase, although the evidence shows that progressive steps are being taken by the American Railway Association to bring about a standardization. The evidence further shows that the western railroads,

particularly the Southern Pacific and Union Pacific, have been the leaders in building the large equipment. Testimony of the railroad witnesses that the size of equipment, from the railroad's viewpoint, is limited by the size of the opening through which the equipment will physically move, and that physical clearance on the eastern lines is much smaller than that on the western, appears to be borne out by the tendency of some of the western roads to such larger equipment.

The position of the carriers, that the proposed rules would be impractical of application, appears to be mainly based upon the alleged difficulty of determining whether or not freight cars received from connecting railroads at gateways were of a size which would require an adjustment of clearance standards during the time such cars were operated on tracks located in California.

Mr. Burckhalter, during his testimony made reference to the document published monthly and known as the "Railway Equipment Register", with the comment that the publication was unique in that the dimensions of the more than 2,000,000 freight cars of the United States were individually listed therein, available for ready reference. The figures previously quoted taken from this source show that California railroads own the bulk of the existing large equipment. No doubt some of the remaining large equipment listed is in special service and not normally subject to interchange. The small number of freight cars remaining above the limitation of size mentioned, which are not controlled by the western roads and are in interchange, can be determined through the medium of the "Railway Equipment Register".

The tendency mentioned above appears to be for the western roads to acquire larger equipment than the eastern. It appears therefore that the California lines can readily make their decision as to which of said equipment they desire to regularly interchange

and based upon such decision provide proper clearance for future construction.

These facts, when considered with the exact restrictions imposed by the language of the Order, would indicate that most of the force that may lie in the objections raised by the carriers is not because of any inherent operating difficulty, but more because of a reluctance on the part of the carriers to take the responsibility of incurring certain roadway and structural increased costs which must be incurred if the same margin of operating safety is to be maintained as has been maintained in the past and at the same time take advantage of such economies as may accrue due to the operation of larger equipment. The proposed order merely makes it mandatory for each carrier to determine for itself the size of equipment that it desires to operate on any particular track and, having made that determination, to provide such construction standards as are necessary to permit of reasonably safe operation with that size of equipment. In the event that any particular situation arises that would result in an unreasonable burden upon the carrier, if these provisions are applied, Section XII of the proposed General Order points the way whereby relief may be obtained if the unreasonableness of the order in that particular case can be properly established. It, therefore, appears that there is little merit in the contention of the railroad witnesses that the proposed rules would be impracticable.

Furthermore, it is evident that unless some provisions, such as the rules proposed, are included in the order, the very thing which the order purports to govern will remain ungoverned, in that the carriers may, without consulting the public safety and without a consideration of the costs involved in providing adequate clearance, proceed as they have done in the past to build equipment based upon the size of structures through which the equipment will physically move, rather than based upon the operation through or adjacent to structures with reasonable safety to the employees and the public. I am of the opinion that the safety of the public generally, and of the employees of the various carriers hereby affected demands the action in this connection which is herein recommended.

The following form of order is, therefore, recommended:

O R D E R

An investigation having been instituted on the Commission's own motion as to the proper minimum clearances to be provided by railroads and street railroads with reference to side structures, overhead structures, parallel tracks, and crossings of railroads and street railroads with public roads, highways and streets, public hearings having been held, and the matter being under submission and ready for decision, the Railroad Commission of the State of California hereby finds as a fact that the proposed rules and regulations establishing minimum clearance for railroad and street railroad tracks, and structures adjacent thereto, as prescribed in this Commission's General Order No.26-B, are reasonable, just and necessary for the public health and safety. Basing its order on the above findings of fact,

IT IS HEREBY ORDERED that all construction, reconstruction and operation of railroad and street railroad tracks, or structures adjacent thereto, coming within the jurisdiction of this Commission on and after January 1, 1927, shall conform to "Regulations Governing Clearances on Railroads and Street Railroads with reference to side structures, overhead structures, parallel tracks and crossings of public roads, highways and streets" prescribed by the Railroad Commission of the State of California in its General Order No.26-B.

The effective date of this order shall be January 1, 1927.

The foregoing opinion and order are hereby approved and ordered filed as the opinion and order of the Railroad Commission of the State of California.

Dated at San Francisco, California, this 22nd day of December, 1926.

H. B. ...

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Commissioners. 358.

RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

REGULATIONS GOVERNING CLEARANCES ON RAILROADS
AND STREET RAILROADS WITH REFERENCE TO SIDE
STRUCTURES, OVERHEAD STRUCTURES, PARALLEL
TRACKS AND CROSSINGS OF PUBLIC
ROADS, HIGHWAYS AND STREETS

Issued under Authority of Public Utilities Act.

Approved December 22, 1926. Effective January 1, 1927.

IT IS HEREBY ORDERED by the Railroad Commission of the State of California that the minimum clearance requirements for railroads and street railroads hereinafter prescribed shall hereafter be observed in this State in all construction or reconstruction of tracks, or structures adjacent to tracks.

IT IS HEREBY FURTHER ORDERED that no railroad or street railroad corporation shall operate any cars, trains, motors, engines or other equipment over its own or other tracks, on which overhead or side clearances, or clearances between tracks, are less than the minimum herein prescribed, if such tracks, or structures adjacent to such tracks, were constructed or reconstructed subsequent to the effective date hereof.

RAILROADS AND STREET RAILROADS TRANSPORTING
FREIGHT CARS.

I. OVERHEAD CLEARANCES:

(a) The minimum overhead clearance above the top of rail of railroad and street railroad tracks, which are used or proposed to be used, for transporting freight cars, for all overhead structures, except as hereinafter prescribed, shall be twenty-two (22) feet.

(b) The overhead clearance above top of rail of such tracks located inside of entirely enclosed buildings may be reduced to eighteen (18) feet provided that this clearance shall apply only to tracks terminating within the building, and further

provided that when an overhead clearance of less than twenty-two (22) feet is established on tracks inside such entirely enclosed building, all cars, trains, motors, engines or other equipment shall be brought to a stop before entering such enclosed building, the conditions provided to require such stop to be approved by the Commission.

(c) Overhead clearances authorized in this section are applicable only to tracks on which freight cars having a height to running board of fifteen (15) feet or less are transported. On tracks over which freight cars of greater height are transported or proposed to be transported, minimum overhead clearances shall be increased by an amount not less than such additional height.

II. SIDE CLEARANCES:

(a) Minimum side clearances from center line of tangent standard gauge railroad and street railroad tracks, which are used or proposed to be used for transporting freight cars, except as hereinafter prescribed, shall be as shown below:

<u>Item</u>	<u>Description</u>	<u>Minimum Side Clearance from center line of track.</u>
1.	All structures, except those specifically mentioned below	8' 6"
<p><u>Note:</u> It is recommended that posts, pipes, warning signs and other small obstructions, where practicable, have a clearance of ten (10) feet from center line of track.</p>		
2.	<u>Platforms.</u>	
A.	Eight (8) inches or less above top of rail	4' 8"
B.	One (1) foot nine (9) inches or less above top of rail	5' 6"
C.	Four (4) feet or less above top of rail	7' 3"

360

Minimum Side
Clearance from
center line of
track.

- D. Four (4) feet, six (6) inches or less above top of rail when used principally for loading or unloading refrigerator cars 8' 0"

Note: Stepped platforms combining two or more of the above platform clearances not permitted.

Existing platforms heretofore lawfully constructed in compliance with the clearance in effect at the time of construction, may be extended at the existing clearance, provided that such clearance shall not be less than six (6) feet six (6) inches from the center line of track.

3. Poles:

- A. Poles supporting trolley contact conductors supplying motive power to track affected, if of bracket construction, on either single or double main track 8' 0"

- B. Poles supporting trolley contact conductors supplying motive power to track affected, for all types of construction (other than bracket construction) adjacent to main tracks, and for all types of construction (including bracket construction) adjacent to all tracks other than main tracks 8' 6"

- C. All other poles 8' 6"

4. Through Bridges supporting track affected and Tunnels 8' 0"

5. Block Signals and Switch Stands.

- A. Switch boxes, switch operating mechanisms, and accessories necessary for the control and operation of signals and interlockers projecting four (4) inches or less above the top of rail 8' 0"

- B. Block signals and switch stands three (3) feet or less above top of rail and located between tracks where not practicable to provide clearances otherwise prescribed in this order 6' 0"

- C. All other block signals and switch stands 8' 6"

Note: In order to bring switch stand targets into clear vision where pole lines are or have been constructed at legal clearance on railroads operated by overhead trolley contact the above clearance as applied to switch stands may be reduced to seven (7) feet six (6) inches.

6. Water Columns and Oil Columns 8' 0"

7. Through Bridges, Hand Rails, Water Barrels, and Refuge Platforms on Bridges and Trestles, Water Columns, Oil Columns, Block Signals, Cattle Guards and Cattle Chutes, or portions thereof, four (4) feet or less above top of rail may have clearances decreased to the extent defined by a line extending diagonally upward from a point level with the top of rail and five (5) feet distant laterally from center line of track to a point four (4) feet above top of rail and eight (8) feet distant laterally from center line of track, provided however, that the minimum clearance for such Hand Rails shall be seven (7) feet six (6) inches and the minimum clearance for fences of Cattle Guards shall be six (6) feet nine (9) inches.

8. All other objects and articles 8' 6"

(b) All minimum side clearances prescribed in this section are for tangent track. In general, all structures adjacent to curved track shall have a minimum side clearance one (1) foot greater than the equivalent minimum side clearance required for tangent track. Where space is limited, the minimum side clearance for structures adjacent to tracks of not over twelve (12) degree curvature shall be the same as for tangent track, but if over twelve (12) degree curvature, one-quarter (1/4) inch shall be added to the equivalent minimum side clearance required for tangent track for each degree of the curve. Where track contains superelevation, minimum side clearances shall be increased as necessary to give the equivalent clearances based on tangent track.

(c) The center line of any track constructed in and along a public street shall be at least ten (10) feet from the property line of said public street, or if the street has a lawfully established curb line, the track may be laid with its center line less than ten (10) feet from said property line, provided the center line of track be at least ten (10) feet from the lawfully established curb line, and not otherwise laid in violation of any clearance

prescribed in this order. The purpose of this section is to provide a space in each public street in which pole lines of public utilities may be erected and lawful clearance with railroad tracks maintained.

(d) Log rollways may be erected and maintained with impaired clearance when adjacent to tracks operated exclusively for logging purposes.

(e) Minimum side clearances authorized in this section are applicable only to tracks on which freight cars having a maximum overall width not greater than ten (10) feet six (6) inches are transported. On tracks over which freight cars of greater width are transported or proposed to be transported, such minimum side clearances shall be increased not less than one-half of such additional width.

(f) For narrow gauge tracks, minimum side clearances from the side of widest cars operated shall be not less than the corresponding net clearance of a car of ten (10) feet six (6) inches in width for the equivalent minimum clearances prescribed in this section for standard gauge track.

III. OVERHEAD AND SIDE CLEARANCES:

Minimum overhead and side clearances as prescribed herein in Sections I and II of this order may be decreased to the extent defined by the half circumference of a circle having a radius of eight (8) feet six (6) inches and tangent to a horizontal line twenty-two (22) feet above top of rail at a point directly above the center line of track, provided, however, that for Tunnels and Through Bridges, such radius may be eight (8) feet and provided further that Subsections I(c) and II (e) shall apply hereto.

IV. CLEARANCE BETWEEN PARALLEL TRACKS:

(a) The minimum distance between the center lines of parallel standard gauge railroad and street railroad tracks, which

are used or proposed to be used for transporting freight cars, shall be thirteen (13) feet, except as hereinafter prescribed.

(b) The center line of any standard gauge track, except a main track or a passing track, parallel and adjacent to a main track or a passing track shall be at least fifteen (15) feet from the center line of the main track or passing track, provided, however, that where a passing track is adjacent to and at least fifteen (15) feet distant from a main track, any other track may be constructed adjacent to such passing track with clearance prescribed in subsection "a" hereof.

(c) The center line of any standard gauge ladder track, constructed parallel to any other track, shall have a clearance of not less than twenty (20) feet from the center line of such other track.

(d) Minimum clearance between center lines of two parallel team tracks may be reduced to eleven (11) feet six (6) inches provided that clearances otherwise prescribed in this order are maintained on the opposite side of each track.

(e) Minimum distances between parallel tracks authorized in this section are applicable only to tracks on which equipment having a maximum overall width not in excess of eleven (11) feet, is transported. On tracks over which equipment of greater width is transported or proposed to be transported, minimum distance between parallel tracks shall be increased not less than such increased width.

(f) For narrow gauge tracks, minimum distance between parallel tracks shall be not less than the corresponding net clearance of standard gauge equipment of eleven (11) feet in width for the equivalent clearances prescribed in this section.

V. OTHER ARTICLES ADJACENT TO TRACKS:

(a) No merchandise, material or other articles shall be placed either on the ground or on platforms adjacent to any track at a distance less than eight (8) feet six (6) inches from center line of track.

(b) A suitable line or other marker should be maintained on all platforms and at a distance of eight (8) feet six (6) inches from center line of track to indicate minimum clearance for merchandise, material and other articles placed thereon.

RAILROADS AND STREET RAILROADS NOT TRANSPORTING
FREIGHT CARS

VI. OVERHEAD AND SIDE CLEARANCES:

(a) The minimum overhead clearance above the top of rails of railroads and street railroads which do not transport or propose to transport freight cars, shall be fourteen (14) feet.

(b) Minimum side clearances of railroad and street railroad tracks which are not used or proposed to be used for transporting freight cars shall be thirty (30) inches from the side of the widest equipment operated, except that poles supporting trolley contact conductors between main line double tracks, may be not less than twenty-four (24) inches from side of widest equipment operated.

(c) Minimum overhead and side clearances as prescribed in this section may be decreased to the extent defined by a line extending diagonally downward from a point fourteen (14) feet above the top of rail and four (4) feet distant laterally from the center line of track to a point eight (8) feet above the top of rail and distant laterally thirty (30) inches from the side of the widest equipment operated.

(d) Minimum side clearances, as prescribed in this section, may be decreased to the extent defined by a line extending diagonally upward from a point level with the top of rail and five (5) feet distant laterally from the center line of track to a point four (4) feet above the top of rail and distant laterally

thirty (30) inches from the side of the widest equipment operated

VII. CLEARANCE BETWEEN PARALLEL TANGENT TRACKS:

(a) The minimum distance between the center lines of parallel tangent railroad and street railroad tracks which are not used or proposed to be used for transporting freight cars, shall be sufficient to provide a clearance of twenty-four (24) inches between the sides of the widest cars transported.

VIII. EXCEPTIONS:

(a) Minimum clearances prescribed in Section VI and Section VII may be reduced at passenger loading platforms.

(b) Minimum clearances prescribed in Section VI and Section VII may be reduced for trackage located in subways and tunnels, or compartments thereof, which are used exclusively for railroad passenger traffic and which do not carry any other forms of traffic, providing, however, that the passenger equipment operated therein shall have all windows and other openings effectively barred.

(c) Nothing herein shall be construed as preventing the movement of material over railroad or street railroad tracks which are not used or proposed to be used for transporting freight cars, which is necessary in the construction or operation of said railroad or street railroad system, nor in the movement of special work equipment used in the construction or operation of said system, provided, however, such operation shall be carried on in a safe manner.

PUBLIC ROADS, HIGHWAYS AND STREETS CROSSING
UNDER OR OVER RAILROADS
AND STREET RAILROADS.

IX. PUBLIC ROADS, HIGHWAYS AND STREETS CROSSING UNDER TRACKS:

(a) Where railroads and street railroads cross above public roads, highways and streets, a minimum overhead clearance above the surface of such roads, highways or streets of fourteen (14) feet shall be provided.

(b) Where railroads and street railroads cross above public roads, highways and streets, a minimum width of opening for such public roads, highways or streets of twenty (20) feet shall be provided, where only one span is used to support the railroad or street railroad structure. Where two or more spans are used to support the railroad or street railroad structure, a minimum width for each opening of twelve (12) feet shall be provided.

(c) When the public road, highway or street is occupied by one or more tracks, minimum clearance dimensions shall be determined by this Commission for the case under consideration.

X. PUBLIC ROADS, HIGHWAYS AND STREETS CROSSING OVER TRACKS OF RAILROADS AND STREET RAILROADS:

(a) Where public roads, highways and streets cross above railroad or street railroad tracks, which are used or proposed to be used for transporting freight cars, minimum clearances as prescribed in Sections I, II, III AND IV shall be provided.

(b) Where public roads, highways or streets cross over railroad or street railroad tracks which are not used or proposed to be used for transporting freight cars, minimum clearances as prescribed in Sections VI, VII and VIII shall be provided, except that a minimum overhead clearance of nineteen (19) feet above top of rail shall be provided, unless modified by the Commission.

GENERAL REQUIREMENTS

XI. ELECTRICAL CONSTRUCTION:

All clearances of electrical construction over, above, adjacent to, along or across railroads and street railroads shall conform to the requirements specified in General Order No. 64, or such other and further general or other orders as may be issued by the Commission superseding or amplifying same.

XII. EXEMPTIONS:

If, in a particular case, exemption from any of the re-

quirements herein is desired, the Commission will consider the application of a carrier for such exemption when accompanied by a full statement of the conditions existing and the reasons why such exemption is asked. It is to be understood that any exemption so granted shall be limited to the particular case covered by the application.

The Commission reserves the right to modify any of the provisions of these rules in specific cases, when in the Commission's opinion, public interest would be served by so doing.

This order supersedes all regulations covering clearances of tracks, railroads and street railroads or structures to such tracks constructed or reconstructed subsequent to the effective date hereof, heretofore promulgated under title "General Order No. 26", "General Order No. 26-a", and "Section 61 (a) of General Order No. 64".

This order shall be effective on and after January 1, 1927.

Approved and dated at San Francisco, California, this

22nd day of December, 1926.

RAILROAD COMMISSION OF THE STATE OF
CALIFORNIA

H. Mathewson
By H. G. Mathewson, Secretary.