

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA.

In the Matter of the Application
of LOS ANGELES GAS AND ELECTRIC
CORPORATION, PACIFIC LIGHT & POW-
ER CORPORATION, LOS ANGELES RAILWAY
CORPORATION, HOME TELEPHONE AND
TELEGRAPH COMPANY OF LOS ANGELES
and SOUTHERN CALIFORNIA EDISON
COMPANY for an order extending
time for compliance with Chapter
499, Laws of 1911, as amended by
Chapter 600, Laws of 1915.

ORIGINAL

Application No. 2222.

Paul Overton for Los Angeles Gas and Electric Corporation.
Gibson, Dunn & Crutcher, by S. M. Haskins, for Pacific
Light & Power Corporation, Los Angeles Railway
Corporation and Home Telephone and Telegraph
Company of Los Angeles.
H. H. Trowbridge and Harry Bauer for Southern California
Edison Company.
J. Morgenthau, H. G. Greene and C. W. McAlpin for
Electrical Workers.

THELEN AND DEVLIN, Commissioners.

O P I N I O N.

This is a petition for an order extending the time for
compliance with Chapter 499, Laws of 1911, as amended by Chapter
600, Laws of 1915, referring to the placing, erection, use and
maintenance of electric poles, wires, cables and appliances.

The petition herein was filed jointly by Los Angeles
Gas and Electric Corporation, Pacific Light & Power Corporation,
Los Angeles Railway Corporation, Home Telephone and Telegraph
Company of Los Angeles and Southern California Edison Company.

Public hearings were held in Los Angeles on July 18 and
19, 1916. At these hearings, evidence was presented by petition-
ers and also by representatives of the Electrical Workers.

Chapter 499, laws of 1911, is entitled "An act regulating
the placing, erection, use and maintenance of electric poles, wires,
cables and appliances, and providing the punishment for the vio-
lation thereof," and was approved on April 22, 1911. As indi-
cated by the title of the act, the statute prescribes regulations

Decision No. 3675

for the construction and reconstruction, maintenance and use of poles, wires, cables and appliances used in the transmission and distribution of electric energy. The statute shows on its face that it was enacted for the purpose of promoting the safety of employees engaged in the construction, reconstruction, maintenance and use of such property and of the general public. The statute provided that it should take effect six months from the date of its passage in so far as it relates to new work and that "a period of five years shall be allowed in which to reconstruct all existing work and construction to comply with the provisions of this act."

When the Legislature of 1915 convened, it appeared that few, if any, owners of property engaged in the transmission and distribution of electric energy had complied completely with the provisions of the statute, and that, although new construction had generally complied with the provisions of the statute, the instances in which existing property had been reconstructed solely for the purpose of complying with the statute had been infrequent. The owners of property engaged in the transmission and distribution of electric energy contended that they should be granted an extension of time within which to comply with the provisions of Chapter 499 of the Laws of 1911. Representatives of the public and of the Electrical Workers urged that some means should be provided to insure definite and complete compliance with the statute within a reasonable time, to be determined after inquiry into the facts. In order to meet this situation, the Legislature of 1915 adopted Chapter 600, Laws of 1915, amending chapter 499, Laws of 1911, and adding two new sections, referring specifically to powers and duties of the Railroad Commission in enforcing the provisions of the statute.

Chapter 499, Statutes of 1911, as amended by Chapter 600, Statutes of 1915, reads as follows:

"An act regulating the placing, erection, use and maintenance of electric poles, wires, cables and appliances, and providing the punishment for the violation thereof.

"The people of the State of California, represented in senate and assembly, do enact as follows:

"SECTION 1. No commission, officer, agent or employee of the State of California, or of any city and county or city or county or other political subdivision thereof, and no other person, firm, or corporation shall-

"(a) Run, place, erect or maintain any wire or cable used to carry or conduct electricity, on any pole, or any crossarm, bracket or other appliance attached to such pole, within a distance of thirteen inches from the center line of said pole; provided, that the foregoing provisions of this paragraph (a) shall be held not to apply to telephone, telegraph or other "signal" wires or cables which are attached to a pole to which is attached no wire or cable other than telephone, telegraph or other "signal" wire or cable, except within the corporate limits of any city or town which shall have been incorporated as a municipality, nor shall the foregoing provisions be held to apply to such wires or cables in cases where the same are placed vertically on poles, nor to "bridle" or "jumper" wires on any pole which are attached to telephone, telegraph or other "signal" wires on the same pole, nor to any "aerial" cable, as between such cable and any pole on which it originates or terminates; and further provided, that telephone toll lines may be exempt from the provisions of this paragraph (a) provided proper evidence introduced before the railroad commission of the State of California proves to the satisfaction of said railroad commission, that compliance with the provisions of this paragraph (a) would seriously interfere with long distance telephone transmission; and further provided, that the provisions of this paragraph (a) shall not be held to apply to wires run from "lead" wires to arc or incandescent lamps nor to transformers placed upon poles, nor to any wire or cable where the same is attached to the top of a pole, as between it and said pole, nor to any "aerial" cable containing telephone, telegraph or other "signal" wires where the same is attached to a pole on which no other wires or cables than wires continuing from said cable are maintained; provided, that electric light or power wires or cables are in no case maintained on the same side of the street or highway on which said "aerial" cable is placed.

"(b) Run, place, erect or maintain in the vicinity of any pole (and unattached thereto) within the distance of thirteen inches from the center line of said pole, any wire or cable used to conduct or carry electricity, or place, erect or maintain any pole (to which is attached any wire or cable used to conduct or carry electricity) within the distance of thirteen inches

(measured from the center of such pole) from any wire or cable used to conduct or carry electricity; provided, that as between any wire or cable and any pole, as in the paragraph (b) named, only the wire, cable or pole last in point of time run, placed or erected, shall be held to be run, placed, erected or maintained in violation of the provisions of this paragraph; and provided, further, that the provisions of this paragraph (b) shall not be held to apply to telephone, telegraph or other "signal" wires or cables on poles to which are attached no other wires, as between such wires and poles to which are attached no other wires or cables than telephone, telegraph or other "signal" wires; provided, such wires, cables and poles are not within the corporate limits of any town or city which shall have been incorporated as a municipality; and further provided, that telephone toll lines may be exempt from this paragraph (b) provided proper evidence introduced before the railroad commission of the State of California, proves to the satisfaction of the said railroad commission, that compliance with the provisions of this paragraph (b) would seriously interfere with long distance telephone transmission.

"(c)" Run, place, erect or maintain, above ground, within the distance of four feet from any wire or cable conducting or carrying less than six hundred volts of electricity, any wire or cable which shall conduct or carry at any one time more than six hundred volts of electricity, or run, place, erect or maintain within the distance of four feet from any wire or cable which shall conduct or carry at any one time more than six hundred volts of electricity; provided, that the foregoing provisions of this paragraph (c) shall be held not to apply to any wires or cables attached to a transformer, arc or incandescent lamp within a distance of four feet (measured along the line of said wire or cable), from the point where such wire or cable is attached to such transformer, arc or incandescent lamp, nor to wires or cables within buildings or other structures, nor to wires or cables where the same are placed vertically on poles, or to any "lead" wires or cables between the points where the same are made to leave any pole for the purpose of entering any building or other structure and the point at which they are made to enter such building or structure; and provided, further, that as between any two wires or cables, or any wire or any cable, run, placed, erected or maintained in violation of the provisions of this paragraph (c), only the wire or cable last in point of time run, placed, or erected shall be held to be run, placed, erected or maintained thus in violation of said provisions; and further provided, that where no more than one crossarm is maintained on a pole, all the wires or cables conducting or carrying at any one time more than six hundred volts of electricity shall be placed on the crossarm on one side of the pole, and all the wires or cables conducting or carrying less than six hundred volts of electricity shall be placed on the crossarm on the other side of

the pole; and further provided, that the space between any wire or cable conducting or carrying at any one time more than six hundred volts of electricity and any wire or cable carrying less than said voltage shall be at least thirty-six inches clear measurement in a horizontal line. Where the foregoing provisions of this paragraph (c) can not be complied with, the railroad commission of the State of California may grant permission for the following form of construction; where two or more systems for the distribution of electric light or power occupy the same poles with wires or cables, all wires or cables conducting or carrying at any one time more than six hundred volts of electricity may be placed on the cross-arms on one side of the pole, and all wires or cables conducting or carrying less than said voltage, shall in such case, be placed on the crossarms on the other side of the pole; and further provided, that the space between any wire or cable conducting or carrying at any one time more than six hundred volts of electricity and any wire or cable conducting or carrying less than said voltage shall be at least thirty-six inches in measurement in a horizontal line; and further provided, that in such construction all crossarms shall be at least thirty-six inches apart in a vertical line.

"(d) Run, place, erect, or maintain any wire or cable which conduct or carry at any one time more than six hundred volts of electricity, without causing each crossarm, or such other appliance as may be used in lieu thereof, to which such wire or cable is attached, to be kept at all times painted a bright yellow color, or, on such crossarm, or other appliance used in lieu thereof, shall be placed signs, providing in white letters on a green background, not less than three (3) inches in height the words 'high voltage' on the face and back of each crossarm. The provisions of this paragraph (d) shall not be held to apply to crossarms to which are attached wires or cables carrying or conducting more than ten thousand volts of electricity, and which are situated outside the corporate limits of any town or city which shall have been incorporated as a municipality.

"(e) Run, place, erect or maintain any 'guy' wire or 'guy' cable attached to any pole or appliance to which is attached any wire or cable used to conduct or carry electricity, without causing said 'guy' wire or 'guy' cable to be effectively insulated at all times at a distance of not less than four (4) feet nor more than eight (8) feet (measured along the line of said wire or cable) from the upper end thereof, and at a point not less than (8) feet vertically above the ground from the lower end thereof; and further provided, that wherever two or more 'guy' wires or 'guy' cables are attached to the same pole and the same anchorage pole there shall be at least one foot, vertical space, between the points of attachment; and further provided, that no insulation shall be required at the lower end of a 'guy' wire or 'guy' cable where the same is attached to a grounded anchor; and further provided, that where 'guy' wires or 'guy' cables are attached to a pole or structure of steel or other conducting material supporting wires or cables carrying in excess of fifteen thousand

volts where pole or structure is thoroughly grounded no insulation shall be required at any point in said 'guy' wire or 'guy' cable; none of the provisions of this paragraph (e) shall be held to apply to 'guy' wires or 'guy' cables attached to poles carrying no wire or cable other than telephone, telegraph or other 'signal' wire or cable, and which are situated outside the corporate limits of any town or city which shall have been incorporated as a municipality.

"(f) Run, place, erect or maintain vertically on any pole any wire or cable used to conduct or carry electricity, without causing such wire or cable to be at all time wholly incased in a casing equal in durability and insulating efficiency to a wooded casing not less than one and one-half inches thick. The provisions of this paragraph (f) shall not be held to apply to vertical telephone, telegraph or other 'signal' wires or cables on poles where no other such wires or cables are maintained, and which are outside the corporate limits of any town or city which shall have been incorporated as a municipality; nor to wires or cables run vertically on iron poles or structures where both pole or structure and conduit are securely grounded.

"(g) Place, erect or maintain on any pole, or any crossarm or other appliance on said pole, which carries or upon which is placed an electric arc lamp, any transformer for transforming electric currents; provided, however, that this section (g) shall not apply if any arc lamp that shall be suspended so that it can be trimmed from the ground or from a stand located on the pole not less than seven feet below the transformer; and further provided, that in so suspending an arc lamp (where transformer is located on same pole) no wire or cable in connection therewith shall be run vertically on the pole unless said wire or cable be protected as provided for in paragraph (f) of this section 1.

"(h) Run, place, erect or maintain any wire or cable carrying more than fifteen thousand volts of electricity across any wire or cable carrying less than said voltage or across any public highway, except on pole of such height and so placed at each crossing that under no circumstances can said wire or cable of said voltage higher than fifteen thousand volts in case of breakage thereof or otherwise, come in contact with any wire or cable of less than said voltage, or fall within a distance of ten (10) feet from the surface of any public highway; or in lieu thereof double strength construction may be installed, in which case the wires carrying a voltage higher than fifteen thousand volts shall, between the points of crossing, be of a cross-section area equal to at least twice that used in the line outside of such crossing, except where the conductor used is equal to number four (4) stranded Brown and Sharpe gauge or greater, in which case the wires or cables will be considered as complying with the law.

"(1) Run, place, erect or maintain any suspension wire to which is attached any 'aerial' cable of '75 pair number nineteen Brown and Sharpe gauge' or over, or of '100 pair number twenty-two Brown and Sharpe gauge' or over suspended from a crossarm (or from any other structure or appliance from which said suspension wire is hung), by a single bolt and clamp without at the same time attaching said suspension wire to said cross arms, structure or appliance by an additional 'safety' bolt and clamp or other 'safety' appliance for thus attaching said suspension wire) of tensile strength equal to the first herein said bolt and clamp.

"Sec. 2. None of the provisions of the preceding section shall be held to apply to 'direct current' electric wires or cables having the same polarity, nor to 'signal' wires when no more than two (2) of such 'signal' wires are attached to any one pole; provided, that none of such 'direct current' or 'signal' wires shall in any case be run, placed, erected or maintained within the distance of thirteen (13) inches from the center line of any pole (other than the pole or poles on which said wires or cables are carried) carrying electric wires or cables; and provided further, that as between any two wires, or cables, or any wire or cable run, placed, erected or maintained in violation of the provisions of this section 2 only the wire or cable last in point of time run, placed, erected or maintained shall be held to be run, placed, erected or maintained thus in violation of said provisions.

"Sec. 3. No commission, officer, agent or employee of the State of California, or of any city and county or city or county or other political subdivision thereof, and no other person, firm or corporation shall run, place, erect or maintain any 'span' wire attached to any wire or cable used to conduct or carry electricity, without causing said 'span' wire to be at all times effectively insulated between the outer point at which it is in any case fastened to the pole or other structure by which it is hung or supported, and at the point at which it is in any case thus attached; provided, that such insulation shall not in any case be placed less than two (2) feet or more than four (4) feet from said point at which said 'span' wire is so attached, and that when in any case such 'span' wire is attached along its length to any two (2) such wires or cables, conducting or carrying electricity and extending parallel to each other, not more than eighteen (18) feet apart, such insulation shall not be required therein at any point between such parallel wires or cables; none of the provisions of this section three (3) shall be held to apply where 'feeder' wires are used in place of 'span' wires.

"Sec. 4. Any violation of any provision of this act shall be deemed to be a misdemeanor, and shall be punishable upon conviction by a fine of not exceeding five hundred dollars (\$500.00) or by imprisonment in a county jail not exceeding six(6) months or by both such fine and imprisonment.

"Sec. 5. All acts or parts of acts which are in conflict with the, or with any of the provisions of this, act, are hereby repealed.

"Sec. 6. This act shall take effect six months from the date of its passage in so far as it relates to new work, and a period of five years shall be allowed in which to reconstruct all existing work and the construction to comply with the provisions of this act.

"Sec. 7. Any commissioner, officer, agent or employee of the State of California or any city and county, or city or county, or other political subdivision thereof, or any other person, firm or corporation may upon proper application to the railroad commission of the State of California be granted by said railroad commission an extension of time beyond that provided for in section six of this act; provided, it is shown to the satisfaction of said commission that the provisions of this act can not be complied with by said applicant within said time, or that the applicant for good and sufficient reasons has not been able to comply with the provisions of this act, and that such applicant has heretofore used due diligence so to do within the time specified in said section six.

"Sec. 8. The railroad commission of the State of California is hereby vested with authority and power, at its discretion to grant such additional time and is hereby instructed to inspect all work which is included in the provisions of this act, and to make such further additions and changes as said commission may deem necessary for the purpose of safety to employes and the general public, and the said railroad commission is hereby charged with the duty of seeing that all the provisions of this act are properly enforced."

Sections 7 and 8 were added by the Legislature of 1915. Prior to their enactment, the Railroad Commission was charged with no responsibility in connection with the enforcement of the statute. As will be observed, the Railroad Commission is empowered, in proper cases, to grant extensions of time for compliance with the provisions of the statute, and is specifically charged with the duty of seeing that all the provisions of the statute are properly enforced.

Chapter 600, Laws of 1915, became effective on August 8, 1915. The Railroad Commission promptly sent notice to each corporation, firm and person affected, directing their attention to the statute and to the necessity of filing applications for extensions of time if the statute had not been fully complied with. The petition herein was filed in accordance with these directions.

The testimony shows that the five petitioners herein, together with The Pacific Telephone and Telegraph Company and Pacific Electric Railway Company, are members of the Joint Pole Committee of Los Angeles and that, to a very considerable extent, poles in Los Angeles are used jointly by two or more members of the Committee. This situation will call for cooperation between the various members of the Committee in such reconstruction work as will be necessary to comply with the statute. The parties will be expected to cooperate fully to this end.

The testimony shows that, with certain minor unintentional exceptions, the petitioners have complied with the provisions of Chapter 499, Laws of 1911, in all construction work performed subsequent to the effective date of the statute. The testimony also shows that in very few instances has any reconstruction ~~work~~ of existing structures been done for the sole purpose of complying with the provisions of the statute. While to some extent existing structures have been reconstructed in accordance with the statute, this work has generally been done in connection with other work which petitioners or some of them found

it necessary or desirable to do for purposes apart from the statute.

While petitioners allege that it would be cheaper for them to defer reconstruction until through depreciation, obsolescence, commercial needs, or other reasons, such reconstruction should become necessary, we are clearly of the opinion that it was not the intention of the Legislature that the matter should be handled in this manner.

If the Legislature had intended that no special effort should be made to reconstruct existing construction, the statute would have been made applicable to future construction alone. The statute as passed in 1911 clearly directs that all existing work be reconstructed, wherever necessary, within five years, entirely irrespective of whether such reconstruction work would or would not be completed within that time for other reasons.

Chapter 499, Laws of 1911, and Chapter 600, Laws of 1915, are clearly safety measures and should be enforced as such. All reasonable diligence should be exercised in complying with the statute, so that the policy of the State with reference to these safety measures should be carried into effect completely at as early a date as is reasonably possible.

At the same time, consideration must be given to the financial condition of some of the less prosperous utilities affected, to certain special circumstances and to the fact that if the reconstruction work is directed to be done as a rush job, necessitating the ^{immediate} employment of many new and more or less inexperienced employees, many more casualties will occur than if the work is done by the trained and experienced employees of these utilities.

We believe that the situation will be clarified if all parties understand definitely that the State's policy as announced in these statutes is to be carried into effect as speedily as is reasonably possible and that the Railroad Commission intends to do everything in its power to bring about this result.

We shall now refer briefly to the testimony affecting the individual petitioners herein.

LOS ANGELES GAS AND ELECTRIC CORPORATION.

This petitioner is engaged in the distribution and sale of electric energy in the City of Los Angeles and to a few customers outside the city. At the time of the enactment of Chapter 499, Laws of 1911, only between 10% and 20% of the Corporation's system complied completely with the provisions of the statute. The reconstruction which has taken place subsequent to the effective date of Chapter 499, Laws of 1911, has been prompted primarily by considerations other than the provisions of the statute. The Corporation estimates that an expenditure of \$65,888.35, less salvage not to exceed \$5,000.00, will be necessary for complete compliance with the statute.

Los Angeles Gas and Electric Corporation draws attention to the fact that it provides the poles and wires for the street lighting system of Los Angeles, and that in certain respects this construction is not in accord with the provisions of the statute, but that the City of Los Angeles has expressed the intention of shortly installing its own municipally owned and operated street lighting system. Under these circumstances, it would not seem reasonable to require Los Angeles Gas and Electric Corporation to commence reconstruction now on this portion of its system. When the City of Los Angeles installs its own municipal street lighting system, Los Angeles Gas and Electric Corporation will remove its own street lighting system, whereupon the violations of the statute with reference to this property will be removed.

PACIFIC LIGHT & POWER CORPORATION.

Pacific Light & Power Corporation distributes electric energy in the City of Los Angeles, and in a portion of the Counties of Los Angeles, Orange, San Bernardino, Riverside and Kern. The Corporation's principal transmission line connects

with the Corporation's Big Creek Development and passes through the Counties of Fresno, Tulare, Kern and Los Angeles. The Corporation's Exhibit No. 1 shows that there are 6,850 violations of the statute on its system resulting from the Corporation's own poles not having a horizontal clearance of 13 inches; 117 violations resulting from the fact that horizontal clearances of foreign poles are not 13 inches; 1,453 violations with reference to telephone brackets on poles; 4,169 violations resulting from vertical clearances of less than four feet; 9,044 violations resulting from the failure to have the appropriate high voltage signs; 273 violations in cases where there is only one bob in a guy wire; 42 violations in cases in which vertical wires on poles are not encased in the proper conduits; and seven violations in cases in which the electric wires are less than four feet over telephone wires. The Corporation's Exhibit No. 1 shows that an expenditure of \$29,643.00 will be necessary to remove all the violations of the statute.

LOS ANGELES RAILWAY CORPORATION.

Los Angeles Railway Corporation owns and operates an electric street railway, principally in the City of Los Angeles. The Corporation presented testimony to show that in 1911 approximately one half of its construction complied with the provisions of Chapter 499, Laws of 1911; and that at the date of the hearing herein, about 80% of its entire system complied with the statute. The principal failure to comply with the statute consists in the lack of the prescribed insulation in the span wires, there being between 200 and 300 cases of this character. The Corporation estimates that it will cost \$1500.00 to bring its system into complete compliance with the statute.

HOME TELEPHONE AND TELEGRAPH COMPANY OF LOS ANGELES.

This corporation operates a telephone system principally in the City of Los Angeles. The company testified that in 1911, only a small portion of its system complied with the provisions of Chapter 499, Laws of 1911. The testimony presented in behalf of the company shows that at the time of the hearing, out of a total of 37,853 poles which are either entirely or partly owned by the company, 27,325 comply with the statute, leaving a balance of 10,528 on which reconstruction will be necessary. The company claims that 1,179 poles have been reconstructed for the sole purpose of complying with the provisions of Chapter 499, Laws of 1911. The company estimates that it will be necessary to expend \$45,600.00 to remove the violations of the statute.

SOUTHERN CALIFORNIA EDISON COMPANY.

This company transmits and distributes electric energy in the City of Los Angeles, and in the Counties of Los Angeles, San Bernardino, Orange and Riverside. At the time Chapter 499, Laws of 1911, became effective, the company owned approximately 45,000 poles, of which number about 33,000 have been reconstructed in accordance with the statute. While the larger portion of this reconstruction was done for other purposes, the company claims that a portion of its work of reconstruction has been done solely for the purpose of complying with the provisions of the statute. The company reports that at the present time it will be necessary to lower existing cross-arms to secure the requisite four-foot vertical clearance on 521 poles; that on 9,426 poles it will be necessary to change the cross-arms and to substitute longer cross-arms to secure the necessary horizontal clearances; and that it will be necessary, to obtain the requisite clearances, to install higher poles in 2,758 cases. At the present time the company

reports a total of 90,956 poles in its system, and that a total expenditure of \$75,000.00 will be necessary to secure complete compliance with the statute.

Petitioners admit that the expenditures hereinbefore referred to should not be charged solely to the requirements of the statute, for the reason that in many instances the existing poles and other property have materially deteriorated, so that in due course of time it would be necessary, in any event, to replace them.

All the petitioners herein have asked for an extension of five years within which to perform the necessary work of reconstruction on their respective systems. This extension is asked on the assumption that their work of reconstruction in the future will be conducted along the same lines on which it has been conducted in the past, namely, that reconstruction will be done principally only when rendered necessary or advisable for reasons other than the requirements of the statute. All the petitioners admit that if efforts are made to reconstruct their systems for the specific purpose of complying with the statute, the work can be done in a considerably shorter period of time. Los Angeles Gas and Electric Corporation takes the position that by reason of the joint occupancy of poles, the minimum period in which its work of reconstruction can be performed is three years. Pacific Light & Power Corporation presented testimony to show that if its work of reconstruction were done with all possible speed, it would require not less than two years, but that if the work were done in the safest and most economical way, it would be necessary to secure an extension of three years. Los Angeles Railway Corporation presented testimony to show that its work of reconstructions could be done in one year but that a considerable portion of this work is joint construction and

that it would be less expensive to do this portion of its work in connection with the other utilities, who are claiming that it will take them between two and three years to do the work.

Home Telephone and Telegraph Company of Los Angeles presented testimony to show that it will take about three and one half years to do its reconstruction work, on the assumption that a crew of six men and one team is specially sent out for this purpose, and that the company's other construction and reconstruction crews would, in the regular course of their work, bring at least as many poles to standard as this special crew. Southern California Edison Company takes the position that its work of reconstruction could be completed in from two to three years, if additional gangs of men are organized for this purpose and that if the five year extension is granted, approximately \$30,000.00 out of a total estimate of \$75,000.00 could be saved.

The Electrical Workers have taken the position in all these proceedings that they do not wish unnecessarily to embarrass any utility, that they are willing that a reasonable extension of time should be granted, but that they desire assurance that within the course of the next few years the statute will be completely complied with by all corporations, firms and persons to which it applies.

After careful consideration of all the factors which enter into the problem, we have reached the conclusion that an extension of time until June 30, 1919, should be granted to petitioners herein, on the condition that at least one-third of the necessary work of reconstruction shall be completed by June 30, 1917; at least two-thirds by June 30, 1918; and the entire work, so that the statute will ~~ix~~ in all respects^{be} complied with, by June 30, 1919. Provision will be made for the filing of progress reports by petitioners with the Railroad Commission, showing the extent to which work has been done under the statute during each

period and the extent to which work remains to be done. Forms for these reports will be supplied by the Railroad Commission. The first report shall cover the period ending December 31, 1916, and shall be filed within 15 days after the expiration of this period. The succeeding reports shall be filed for each subsequent period of six months and shall be filed in each case within 15 days after the expiration of each six months' period.

The testimony showed a few instances in which new construction by petitioners subsequent to the effective date of Chapter 499, Laws of 1911, does not comply with the provisions of the statute. Petitioners in this proceeding as well as all other corporations, firms and persons subject to the provisions of the statute should take immediate steps to remove every violation in new construction subsequent to the effective date of Chapter 499, Laws of 1911.

We submit the following form of order:

O R D E R.

Los Angeles Gas and Electric Corporation, Pacific Light & Power Corporation; Los Angeles Railway Corporation; Home Telephone and Telegraph Company of Los Angeles and Southern California Edison Company having filed their petition for an extension of time within which to comply with the provisions of Chapter 499, Laws of 1911, as amended by Chapter 600, Laws of 1915; and public hearings having been held,

IT IS HEREBY ORDERED as follows:

1. The time within which petitioners herein shall reconstruct their existing systems so as to comply completely with the provisions of Chapter 499, Laws of 1911, as amended by Chapter 600, Laws of 1915; is hereby extended to and including

June 30, 1919, on condition that at least one-third (1/3) of the reconstruction work necessary to be done shall be completed on or before June 30, 1917; at least two-thirds (2/3) on or before June 30, 1918; and the entire work on or before June 30, 1919.

2. At the times herein directed, the petitioners shall file with the Railroad Commission, on forms to be supplied by the Railroad Commission, progress reports showing, in such detail as will be prescribed by the Railroad Commission, the extent to which the necessary reconstruction work has been performed during the period covered by the report and also the extent to which reconstruction work remains to be done in order that the property will comply with the provisions of Chapter 499, Laws of 1911, as amended by Chapter 600, Laws of 1915. The first report shall cover the period ending December 31, 1916, and shall be filed with the Railroad Commission within 15 days subsequent thereto. The succeeding reports shall cover the succeeding six-months' periods respectively, and shall be filed on or before the expiration of 15 days after the termination of each such succeeding period of six months.

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 26th day of September, 1916.

Max Thelen
H. D. Rowland

Edwin O. Edgerton
Frank R. Perkins
Commissioners.