

Decision No. 32699

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 the rules pre-
 scribed for the operation, mainte-
 nance and inspection of gas holders
 and vessels by General Order No. 94

ORIGINAL

Case No. 4380

BY THE COMMISSION:

FIRST SUPPLEMENTAL OPINION AND ORDER

In Decision No. 32699 dated January 2, 1940 this Commission's General Order No. 94, pertaining to the operation, maintenance and inspection of gas holders and vessels was approved and made effective as of April 1, 1940.

Section 4, a, (12) of the order pertains to the installation of aviation warning beacons on holders and reads as follows:

"(12) All holders or vessels in excess of 100 feet but less than 300 feet in height that are located within five miles of a licensed or lawfully established commercial or military aviation landing field, and all holders in excess of 300 feet in height regardless of location shall be equipped with aviation beacons as follows:

Structures having conical tops shall be lighted by installing eight 100-watt lamps; three at the one-third level, three at the two-third level and two at the highest point of the structure.

Structures having flat tops shall be lighted by installing nine 100-watt lamps; three at the one-third level, three at the two-third level and three at the top level.

These lights shall be so disposed that at least one light at each level and at least one light on each vertical boundary is visible from any angle of approach. Additional lights at one or more of the levels may be required to obtain this result.

All lamps shall be enclosed in aviation red prismatic obstruction light globes and shall burn from sunset to sunrise.

In special cases where adjacent buildings or terrain are of a height approximating that of the holder or vessel, or where two or more holders or vessels are in close proximity, exemption or deviation from the above may be granted by the Commission."

At the time the provisions contained in the above section of the order were promulgated they conformed with the best recognized practice but recently the United States Civil Aeronautics Authority, in attempting to obtain a national uniform procedure for the illumination of obstructions to aviation, has issued new recommendations contained in its publication entitled "Aeronautics Lights and Obstruction Marking Manual." In addition, the provisions contained in the above Section 4,a,(12) have been found under certain conditions to be impracticable from an operating standpoint. Good cause appearing,

IT IS HEREBY ORDERED that Section 4,a,(12) of General Order No. 94 be amended to read as follows:

- (12) Except as herein otherwise provided, all holders in excess of 100 feet but less than 300 feet in height that are located within five miles of a licensed or lawfully established commercial or military aviation landing field, and all holders in excess of 300 feet in height regardless of location, shall be equipped with aviation warning lights⁽¹⁾ as follows:

Waterless holders shall be lighted by installing a minimum of eight 100-watt lamps: Three at approximately the one-third level, three at approximately the two-thirds level, and two at the highest point of the structure; provided, however, that

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- (1) It is recommended that aviation warning lights be of a type and design corresponding to those given in the latest Aeronautics Lights and Obstruction Marking Manual of the United States Civil Aeronautics Authority, Washington, D.C.

where the holder is in excess of 300 feet in height a 300 mm. electric code beacon equipped with two 500-watt lamps and aviation red color shades shall replace the two 100-watt lamps at the highest point of the structure.

Water seal holders shall be lighted by installing three 100-watt lamps (or light of equivalent color and intensity) on top of the framework, and three 100-watt lamps (or light of equivalent color and intensity) at one other level between the one-half and two-thirds level of the holder; provided, however, that at least one of the three warning lights installed on top of the framework shall be a 100-watt lamp.

High pressure holders shall be lighted by installing two 100-watt lamps at the top of the holder. Where a group of such holders exists only one, preferably near the center of the group, need be lighted; however, if all of the holders are not of the same height, the lamps should be placed on the highest one.

All lamps shall be enclosed in aviation red prismatic obstruction light globes and shall burn from sunset to sunrise. In the case of waterless and water seal holders, lamps (or their equivalent) shall be so distributed around the circumference of the holder that at least two of them are visible to aircraft from any angle of approach.

A utility may request the Commission to be relieved from any of the above aviation lighting requirements for a particular holder, provided such request is accompanied by full information concerning the circumstances which indicate that said holder does not constitute a hazard to aviation. Conversely, in special instances where a holder is believed to be a particular hazard to aviation, the Commission may require special marking and/or additional aviation warning lights to those prescribed herein, as well as the illumination and/or marking of holders not falling within the height and geographical limitations of this section.

In all other respects Decision No. 32699 shall remain in full force and effect.

This supplemental order shall be effective immediately.

Dated at Los Angeles, California this 21st day of March,

1940.

Wm. C. Allen
Frederick R. Wilbur
Raymond J. ...
Justice F. ...
Commissioners