

Decision No. 32152.

BEFORE THE RAILROAD COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application of)
Pacific Electric Railway Company for)
an order, pursuant to Section 369a)
Penal Code, prescribing and approving)
the use of "HB Lifeguards" on certain)
electric railway passenger cars.)

Application
No. 23329

ORIGINAL

BY THE COMMISSION

O R D E R

The Pacific Electric Railway Company filed with the Commission on March 6, 1940, an application for an order pursuant to Section 369a Penal Code, prescribing and approving the use of "HB Lifeguards" on certain electric railway passenger cars,, to be operated by them in the City of Los Angeles and vicinity. This type of lifeguard is depicted in detail on Pacific Electric Railway Company's print No. 61196, last revision March 26, 1940. Filed with the Commission is their print C.E.40177, depicting the method of installation of this lifeguard on their remodeled 600 type car.

The applicant has on order 30 new modern electric railway passenger cars of the type commonly referred to as Presidents' Conference Committee cars, also referred to as P.C.C. cars, delivery of which is expected to be made within four months hereafter, and is remodeling its presently operated 600-class cars, the ends of which will be constructed in a practically similar manner to the P.C.C. cars, using an anti climber bumper, with height from underside to top of rails reduced to 23 inches. It is proposed to operate both types of cars in trains of from one to three cars.

Ordinance No. 82295, marked as Exhibit "A" in the instant application, was passed by the Council of the City of Los Angeles at its meeting on February 7, 1940, which ordinance in effect approves the use of the "HB" type of lifeguard on the P.C.C. type of cars and on every street car having the ends similarly shielded or protected to within approximately 24 inches of the rails.

Decision No. 29533 on Application No. 20958 of the Los Angeles Railway Corporation authorizes the use of the "HB Lifeguard" type of fender on the P.C.C. cars operated by that corporation. These cars, however, are operated as single cars only.

Due to the operation of the cars upon which the applicant proposes to install the "HB Lifeguard" type of fender in trains up to three cars, the Commission's Engineers have given consideration to the possibility of the application of some form of pilot in lieu of the "HB Lifeguard". However, after careful investigation, it has been determined that it would be impracticable, without the virtual reconstruction of the car ends, to install and properly brace a pilot of adequate strength on the ends of these cars and in lieu thereof they make recommendation that the skirts at each end of the car be sufficiently strengthened and braced so as to fend, without demolition to the car structure, objects and vehicles ordinarily encountered in rail operation on paved streets. Applicant is convinced that the "HB Lifeguard" type of fender will provide protection fully equivalent to that of the projecting type of fender which it proposes to remove from the 600-type of cars upon their reconstruction.

It appearing that a public hearing is not necessary herein and that the application should be granted, it is hereby ordered that, pursuant to the authority granted this Commission by the provisions of Section 369a of the Penal Code, the Pacific Electric Railway is hereby authorized to operate its Presidents' Conference Committee cars and its rebuilt 600-type of cars with the "HB Lifeguard" type of fender installed as shown on its drawing No. C.E. 40177 in lieu of the Eclipse type of projecting fender, subject to the following conditions:

1. Corner skirts and bracing on both remodeled 600-class cars and P.C.C. type of cars shall be of equivalent resistive strength to that shown on Pacific Electric Railway Company's drawing No. 65291, dated May 3, 1940.
2. Pilot trip on the "HB Lifeguard" shall normally be of sufficient resistance to avoid tripping of the gate upon contact with fowl or small animals, or objects of proportionately light weight.
3. A depression spring of adequate strength to promptly drop the gate after tripping and to provide sufficient resistance to the pilot tripping device shall be maintained in operative condition on all "HB Lifeguards" in service.

The authority herein granted shall become effective on the date hereof.

Dated at San Francisco, California, this 28th day of May 1940

Ray L. Riley
Frank W. Smith
Ray W. Wabford
[Signature]