

Decision No. 41134

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Re Investigation into rules for
overhead line construction,
General Order No. 95.

Case No. 4324

ORIGINAL

SUPPLEMENTAL ORDER

After hearing in Case No. 4919, relating to minimum clearances on railroads and street railroads, the Commission has today adopted General Order No. 26-D (superseding General Order No. 26-C), which will become effective on February 1, 1948. Certain provisions of that general order are at variance with five rules of General Order No. 95, which relates to overhead line construction. Such variance occurs only in connection with overhead trolley systems, and the public utilities affected by such variance, in addition to railroads and street railroads using such systems, are electric, telephone, and telegraph utilities operating in the vicinity of overhead trolley systems.

In the related proceeding, Case No. 4919, all such utilities were notified of the proposed revisions of General Order No. 26-C, as well as proposed amendments to General Order No. 95 which would remove any inconsistency between the two orders. There have been no objections to the latter proposed amendments, and good cause appearing, IT IS ORDERED that Supplement No. 1 to General Order No. 95, attached hereto as Exhibit "A", is hereby adopted and shall become effective on February 1, 1948.

The Secretary is directed to cause a certified copy of this Order to be served upon each public utility and common carrier affected thereby, and this Order shall become effective on February 1, 1948.

Dated at San Francisco, California, this 19th day of January, 1948.

R. I. Dunning
Julius J. Casper
Joseph D. Powell
Harold H. Hale
Samuel P. Potter
Commissioners

EXHIBIT "A"

SUPPLEMENT NO. 1 TO
GENERAL ORDER NO. 95

PUBLIC UTILITIES COMMISSION
STATE OF CALIFORNIA

RULES FOR OVERHEAD LINE CONSTRUCTION, SUPERSEDING RULES 36, 37, 54.4-B, 74.4-B
AND 77.4-A AND PERTAINING TO THE CLEARANCE OF POLES AND CONDUCTORS ALONGSIDE
OR ABOVE RAILROAD TRACKS.

Adopted January 1948
Authorized by Decision No. _____

Effective February 1, 1948
Case No. 4324

Rule 36. POLE CLEARANCES FROM RAILROAD TRACKS

Poles or other supporting structures which are set in proximity to
railroad tracks shall be so located that the clearance requirements
of General Order No. 26-D are met.

Rule 37. MINIMUM CLEARANCES OF WIRES ABOVE RAILROADS, THOROUGHFARES,
BUILDINGS, ETC.

Clearances between overhead conductors, guys, messengers or trolley
span wires and tops of rails, surfaces of thoroughfares or other
generally accessible areas across, along or above which any of the
former pass; also the clearances between conductors, guys, messengers
or trolley span wires and buildings, poles, structures, or other
objects, shall not be less than those set forth in Table 1, at a
temperature of 60° F and no wind.

The clearances specified in Table 1, Case 1, Columns A, B, D, E and F,
shall in no case be reduced more than 5% below the tabular values
because of temperature and loading as specified in Rule 43. The
clearances specified in Table 1, Cases 2 to 9 inclusive, shall in
no case be reduced more than 10% below the tabular values because
of temperature and loading as specified in Rule 43.

The clearance specified in Table 1, Case 1, Column C (22½ feet),
shall in no case be reduced below the tabular value because of
temperature and loading as specified in Rule 43.

Where supply conductors are supported by suspension insulators at
crossings over railroads which transport freight cars, the initial
clearances shall be sufficient to prevent reduction to clearances
less than 95% of the clearances specified in Table 1, Case 1, through
the breaking of a conductor in either of the adjoining spans.

Where conductors, dead ends, and metal pins are concerned in any clearance specified in these rules, all clearances of less than 5 inches shall be applicable from surface of conductors (not including tie wires), dead ends, and metal pins, except clearances between surface of crossarm and conductors supported on pins and insulators (referred to in Table 1, Case 9) in which case the minimum clearance specified shall apply between center line of conductor and surface of crossarm or other line structure on which the conductor is supported.

All clearances of 5 inches or more shall be applicable from the center lines of conductors concerned.

TABLE 1, CASE 1, COLUMN C: Tabular value shall be twenty-two and one-half feet ($22\frac{1}{2}$ ft.).

Rule 54.4-B ABOVE RAILWAYS AND TROLLEY LINES

- (1) Which Transport Freight Cars: The clearances specified in Table 1, Case 1, are based upon a maximum height of standard freight cars of 15 feet 6 inches from top of rail to top of running board. The clearance specified in Table 1, Case 1, Column C shall not be reduced because of temperature or loading. The clearances specified in Table 1, Case 1, Columns A, B, D, E and F, shall not be reduced more than 5%, because of temperature or loading.

Rule 74.4-B ABOVE RAILWAYS

- (1) Tracks: The vertical clearance of 19 feet above rails for trolley contact, feeder and span wires of Table 1, Case 2, Column C, applies only to those railways which do not transport or propose to transport freight cars. This value shall be increased to not less than $22\frac{1}{2}$ feet where the railway involved does transport or proposes to transport freight cars.

Rule 77.4-A ABOVE RAILWAYS

The minimum vertical clearance of 19 feet above rails for trolley span wires (Table 1, Case 2, Column C) applies only to those railways which do not transport freight cars. This minimum clearance shall be not less than $22\frac{1}{2}$ feet where the railway involved does transport or proposes to transport freight cars.

Adopted this th 19th day of January, 1948. Effective February 1, 1948.
By order of the Commission.

PUBLIC UTILITIES COMMISSION OF THE STATE
OF CALIFORNIA

R. J. Pajalich, Secretary.