

**ORIGINAL**Decision No. 74486

## BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Investigation on the )  
 Commission's own motion into the reasonable- )  
 ness of minimum clearances on railroads and )  
 street railroads, with reference to side )  
 structures, overhead structures, parallel )  
 tracks, and crossings of public roads, )  
 highways and streets, as prescribed by )  
 General Order 26-C and Supplement 7 thereto. )

Case No. 4919

**ORDER**

The Commission's Transportation Division having recommended amendments to Sections 2-5, 7-4 and 7-8 of General Order No. 26-D as promulgated by Decision No. 41135 dated January 19, 1948, in Case No. 4919, the interested parties having been consulted and there being no objection to the adoption of the amendments as hereinafter ordered, the Commission being of the opinion that it is in the public interest that General Order No. 26-D be amended to include revisions of Sections 2-5, 7-4 and 7-8 of said general order, and that a public hearing is not necessary herein,

IT IS HEREBY ORDERED that Sections 2-5, 7-4 and 7-8 of General Order No. 26-D are amended to read as follows:

"2-5 If freight cars of a height greater than fifteen (15) feet six (6) inches are transported or proposed to be transported, minimum overhead clearances shall be increased by an amount of not less than such additional height provided that box or other house cars sixteen (16) feet ten (10) inches or more in height are exempted from this subsection when the top running boards have been removed, ladders and hand brakes lowered, cars painted, stenciled, and otherwise modified in compliance with the provisions of Section 131.24 of Part 131, U.S. Safety Appliance Standards (railroad), and provided that if train length permits any such cars shall be trained at least five (5) cars distant from the caboose."

"7.4 All open top cars with lading extending laterally in excess of five (5) feet five (5) inches from center line of car shall, if train length permits, be trained at least five (5) cars distant from both the caboose and the engine."

"7.8 Cars on which the lading exceeds fifteen (15) feet six (6) inches above top of rail if otherwise in compliance with these requirements as to width of lading and the nature of which precludes the probability of employees getting on top of or passing over them are exempt from the conditions of this section, provided, however, that if train length permits, any such cars except cars transporting highway trucks or trailers, multi-level freight cars either loaded or unloaded, and automobile underframe cars, shall be trained at least five (5) cars distant from the caboose. For the purpose of this section, automobile underframe cars are either special flat cars upon which automobile underframes are stacked and firmly secured in a horizontal position or gondola cars in which such underframes are placed on end and firmly secured to said gondola cars."

In all other respects General Order No. 26-D shall remain in full force and effect.

The effective date of this order shall be twenty days after the date hereof.

Dated at San Francisco, California, this 6<sup>th</sup> day of AUGUST, 1968.

William J. Brown  
President

William L. Brennan  
Commissioners

Paul P. Massey  
Commissioners