

PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Copy for:

RESOLUTION NO. E-751

Orig. & Copy
to Secretary

ELECTRIC DIVISION
RESOLUTION

PUBLIC UTILITIES DEPARTMENT
DIVISION: Electric
DATE: March 20, 1951

Director
 Numerical File
 Alphabetical File
 Accounting Officer

SUBJECT: Permission to Deviate from Rule 74.4-B1 of General Order No. 95 and Section 2.1 of General Order No. 26-D.

WHEREAS: The Oakland Terminal Railway having requested, by letter of March 8, 1951, permission to construct and operate a spur track along the north side of 22nd Street between Filbert and Myrtle Streets in the City of Oakland with overhead trolley conductors at a lesser clearance above such track than as specified in General Order Nos. 95 and 26-D, and

WHEREAS: The proposed construction at this particular location will not add to the existing hazards of operation,

IT IS FOUND that the requested permission should be granted, and good cause appearing,

IT IS HEREBY ORDERED that The Oakland Terminal Railway may construct, maintain, and operate an overhead trolley line above a spur track on the north side of 22nd Street between Filbert and Myrtle Streets, Oakland for approximately 132 feet between engineer stations 1 + 45 and 2 + 77 as shown on its Engineer's Drawing Number T-6-376 attached to its letter of request dated March 8, 1951, at clearance less than as specified in Section 2.1 of General Order No. 26-D and Rule 74.4-B1 of General Order No. 95, provided

- (1) The minimum clearance of the trolley conductor and its supporting span wires and appurtenances above top of rail shall be not less than 21 feet 10 inches at a temperature of 60°F and no wind; and
- (2) Longitudinal trolley feeders crossing such trolley contact conductors shall be not less than 4 feet above such contact conductor under any condition; and
- (3) The regular written operating bulletins or rules of the railroad prohibit workmen from standing or riding on the top of cars except that switchmen may be permitted to ride near the top of the side ladder of the lead car when handling the tail hose when cars are being shoved within the area described above; and
- (4) No other rules of General Order No. 95 or section of General Order No. 26-D are violated in applying this deviation.

The Secretary is directed to cause appropriate notice to be given The Oakland Terminal Railway and Key System Transit Lines of the granting of such authorization.

I hereby certify that the foregoing Resolution was duly introduced, passed and adopted at a regular session of the Public Utilities Commission of the State of California, held on the 20th day of March, 1951, the following Commissioners voting favorably thereon: 51

R. E. MITTELSTAEDT, JUSTUS F. CRAEMER,
KENNETH POTTER,
PETER E. MITCHELL.

R. J. Rajalich
Secretary