

Public Utilities Commission of the
State of California

REGULATIONS ESTABLISHING MINIMUM SAFETY, HEALTH AND
COMFORT REQUIREMENTS FOR RAILROAD CABOOSES.

Adopted September 12, 1961. Effective October 2, 1961.

Decision No. 62558.

As Amended: Decision No. 65476, in Case No. 7002, May 28, 1963,
Effective August 26, 1963.

IT IS ORDERED by the Public Utilities Commission of the State of California that each railroad corporation operating in the State of California shall observe the following rules and regulations in the operation of cabooses:

- Sec. 1. *Applicability:* The provisions of this order shall not apply to cabooses used as rider cars in yard transfer movements having a one-way route mileage of 16 miles or less. The provisions of Sections 2, 3, 4, 5 and 11 shall not apply to cabooses presently operated by railroads having less than 100 miles of main and branch line trackage; provided, however, that any additional cabooses acquired by said railroads shall comply with all of the provisions of this order.
- No caboose shall be used in service subsequent to one year after the effective date of this order unless it complies with Sections 3, 6, 8, 9, 10, 11, 12, 13, 14, 15, 16 and 17 hereof.
- No caboose shall be used in service subsequent to two years after the effective date of this order unless it complies with Sections 2, 4, 5 and 7 hereof.
- Sec. 2. *Construction:* Cabooses shall be of either the cupola or bay window type. Cabooses of metal construction shall have wooden or insulated metal floors. A cupola shall not extend inward toward the center line of the car more than three inches from either side of the caboose.
- Sec. 3. *Trucks:* Trucks shall provide riding qualities at least equal to those of freight type trucks modified with elliptic or additional coil springs or other means of equal or greater efficiency and shall be equipped with steel wheels.
- Sec. 4. *Draft Gears:* Draft gears shall have a minimum travel of 2½ inches and a minimum capacity of 18,000-foot pounds. Draft gears shall be of rubber or a combination of friction and rubber types, or shall have other means of providing equal shock control.
- Sec. 5. *Lighting:* An adjustable, shielded electric light, or lights, shall be provided for the direct illumination of the caboose desk. A ceiling or wall light, or lights, operable from

separate switches shall be provided to otherwise illuminate the caboose interior. The area of the drinking water and lavatory facilities shall be illuminated. The caboose marker, or markers, shall be electrically lighted. All cabooses constructed after the effective date of this order shall have toilets which are illuminated.

- Sec. 6. *Heating:* A heating facility shall be maintained and shall be capable of providing a temperature of at least 70 degrees Fahrenheit in a standard caboose.
- Sec. 7. *Seats and Cushions:* Seats and cushions shall be provided with a shock absorbent material initially at least three inches in thickness and backrests shall be of a sufficient height to protect the neck and head from injuries. Seats in cupolas shall be of the pullman type and those in bays shall be of the passenger reversible type. The top of said seats shall not be lower than 11 inches nor higher than nine inches beneath the cupola or bay window sills and no more than 18 inches above the floor or footrest. The backrests shall incline backward to not less than three inches nor more than five inches from the perpendicular and shall be provided with shock absorbent material initially of at least three inches in thickness. Subject to the approval of the Commission, seats of a different design or materials may be used when such design or materials provide equal or better protection or comfort than those enumerated in this section.
- Sec. 8. *Bunks:* Each caboose shall have at least one bunk of not less than 24 inches in width and not less than 72 inches in length which shall be provided with a cushion of the same dimensions made of shock absorbent material initially of at least three inches in thickness.
- Sec. 9. *Safety Glass and Wind Deflectors*
- a. *Safety Glass:* Wherever glass or glazing materials are used in partitions, doors, windows or wind deflectors, they shall be of the safety glass type. For the purpose of this section, safety glass is any type of glass or glazing material so manufactured, fabricated, treated or combined with other materials as to reduce, in comparison with ordinary sheet glass or plate glass, the likelihood of injury to persons by objects, other external sources, or by glass or glazing material when the same is cracked or broken.
- b. *Wind Deflector:* Each cupola side window shall be equipped with a wind deflector.

- Sec. 10. *Weatherstripping:* Weatherstripping or weatherproof sash shall be installed and maintained at all windows and doors to protect against weather and the seepage of dirt or dust.
- Sec. 11. *Window Shades:* With the exception of windows in bays and cupolas, windows shall be equipped with shades.
- Sec. 12. *Stanchions:* Stanchions, grab handles, or bars, shall be installed at entrances and exits and at other locations within convenient reach of employees moving about the caboose while a train is in motion.
- Sec. 13. *Drinking Water:* Drinking water facilities shall be installed and maintained so as to provide fresh and pure drinking water. When ice is used for water cooling purposes, the containers shall be so arranged that the drinking water will not come in contact with the ice. Containers used for storing or dispensing potable water shall be kept clean at all times and shall be subjected to effective bactericidal treatment as often as may be necessary to prevent the contamination of the water so stored and dispensed.
- Sec. 14. *Lavatory Facilities:* Facilities for the washing of hands and face shall be provided at a location where the use thereof will not result in contamination of the drinking water dispensing system.
- Sec. 15. *Fire Extinguisher:* Caboose used in road service shall be equipped with an effective means of extinguishing minor fires. Such extinguishing agents shall be placed in a readily accessible location and shall be effectively maintained.
- Sec. 16. *First Aid Kit:* Each caboose shall carry in a visible and readily accessible place, a plainly marked first aid kit which shall be so constructed that it and its entire contents are readily removable. The kit shall be fully equipped and maintained in good condition.
- Sec. 17. *Maintenance and Supplies:* Caboose shall be supplied with fresh water, paper towels, sanitary drinking cups, fuel, ice as needed, hand soap or other cleaning agent in appropriate dispensers and such other equipment as may be required for service.
- Sec. 18. *Conditions Arising after Departure from Terminal:* In the event a failure of required equipment or standards of maintenance occurs in a caboose after it has commenced a move in service, the railroad operating that caboose shall not be deemed in violation of this General Order if said failure of equipment or standards of maintenance is corrected at the first point at which maintenance supplies are available, or, in the case of repairs, the first point at which

materials and repair facilities are available and repairs can reasonably be made.

- Sec. 19. *Caboose Defect and Repair Register:* An equipment defect and repair register comprising a card or paper having thereon spaces to record the date and train upon which a defect occurs, the name of the person reporting the defect, the date and place at which the defect is corrected and the name of the person making the repair, shall be placed in each caboose used in service. The railroads shall provide reasonable regulations for the use of the register which shall include a provision for maintaining in each caboose the record of reported defects for not less than the previous 90-day period. [Added by Decision No. 65476, Case No. 7002, effective Aug. 26, 1968.]

Exemptions: If, in any particular case, an exemption from any of the requirements of this order is deemed necessary by a carrier concerned, the Commission will consider the application of such carrier for such exemption when accompanied by a full statement of the conditions existing and the reason why such exemption is asked. Any exemption so granted will be limited to the particular case covered by the application.

Approved and dated at San Francisco, California, this 12th day of September, 1961.

PUBLIC UTILITIES COMMISSION
OF THE STATE OF CALIFORNIA

By R. J. PAJALICH, Secretary