

Decision No. 89022, Case No. 10411 (Filed September 7, 1977)

Investigation on the Commission's own motion to adopt rules and regulations relating to safety appliances and procedures for rail transit services operated at grade and in vehicular traffic.

Gregory Lee Thompson, for San Diego Metropolitan Transit Development Board; Daniel R. Paige and O. J. Solander, Attorney at Law, for California Department of Transportation ; James P. Jones, for United Transportation Union; Gerald D. Fox and Peter Straus, for themselves; interested Parties.

Richard J. Rosenberg, Attorney at Law, for the Commission staff.

ORDER ADOPTING GENERAL ORDER

California Public Utilities Code Section 778, enacted in 197~ requires the Public Utilities Commission to adopt rules and regulations relating to safety appliances and procedures for rail transit services operated at grade and in vehicular traffic.

In order to fulfill this responsibility, the Commission's Transportation Division staff established a Technical Advisory Committee consisting of representatives of transit agencies and others with knowledge and experience in the rail transit field. Several meetings were held during which the committee members made many valuable suggestions and recommendations. Using that information, the staff prepared a report, titled "Proposed Rules and Regulations for the Design, Construction and Operation of Light Rail Transit Systems Including Streetcar Operations". This report was offered and received as Exhibit 1 during a hearing in this matter held on November 3, 1977.

Due to certain objections which were raised at the hearing and not resolved during a recess, the matter was set over for further hearing on a later date. Subsequently, the staff revised its report which was offered and received as Exhibit 2 when the hearing was reconvened on February 10, 1978.

A representative of the United Transportation Union objected to the revised Section V.C in Exhibit 2 on the grounds that the minimum clearances required were too close for safety. He recommended that the Commission substitute in Section V.C, Subsections 3.a, 3.b, and 3.c on Page 4 a minimum of 24-inch clearance in each of those sections where either 12 inches or 6 inches now exist.

The clearance requirements in Exhibit 2, Section V.C were changed by the staff from those contained in Exhibit 1 in response to requests by Technical

Advisory Committee members during a recess in the November 3, 1977 hearing. They were extracted from the German Association of Public Transport Operations standards by a member of the Technical Advisory Committee who testified that the German clearance requirements have been in effect for many years and that he has no knowledge of any accidents occurring as a result of those clearances. Further, he stated that had there been any problem because of those clearances, he believes the clearances would have been changed rather than retained for so many years.

The representative of the United Transportation Union did not have statistics or other evidence to substantiate his position that the clearances in Exhibit 2 could cause personal injuries or property damage.

The head of the Electric Safety Unit of the Utilities Division stated that the proposed General Order makes necessary a slight modification of the clearance provisions for trolley contact conductors in subways, tunnels, or bridges set forth in Rule 74.4E of this Commission's General Order No. 95, "Rules for Overhead Electric Line Construction." A reference to the proposed General Order was recommended.

Several further modifications of Exhibit 2 suggested during the hearing by interested parties were accepted by the staff. This matter was submitted on March 15, 1978 upon the receipt of a draft decision from the staff to implement modifying Exhibit 2 to include the suggestions made *at the* hearing with the exception of increasing minimum clearances.

Finding

We find that the rules and regulations contained in Exhibit 2, It with modification as agreed upon during the hearing on February 10, 1978, are reasonable and necessary to fulfill the Commission's responsibility under Public Utilities Code Section 778.

Conclusion

The Commission concludes that the attached General Order should be adopted and that General Order No. 95 should be modified as hereafter ordered. The individual sections and subsections of Exhibit 2 have been renumbered to conform with the practice used in other Commission General Orders. The sequence of each part has not been altered.

IT IS ORDERED that:

1. General Order No. 143, attached hereto as Appendix A, is adopted to become effective on the effective date of this order.

2. Rule 74.4E of General Order No. 95, "Rules for Overhead Electric Line Construction" which reads:

"E. UNDER BRIDGES, ETC.

"A reduction of the clearances given in Table 1 to a minimum of 14 feet for trolley contact conductors is permitted for subways, tunnels or bridges, provided the railway does not operate freight cars where the vertical distance from the top of car or load to trolley contact conductor is less than 6 feet. This will require the grading of the trolley contact conductor from the prescribed construction down to the reduced elevation. (See App. G, Fig. 64)

"No clearance is specified between the trolley contact conductor and structure. Where the structure is of material which will ground the trolley current in event the collector leaves the contact conductor, a properly insulated trolley trough or equivalent protection shall be installed to prevent contact between the collector and the structure. Where pantograph collectors are used, this protection is not required. See Rule 54.4-I for provisions applicable to conductors other than trolley contact conductors."

is hereby modified to read as follows:

E. UNDER BRIDGES, ETC.

A reduction of the clearances given in Table 1 to a minimum of 14 feet for trolley contact conductors is permitted for subways, tunnels or bridges, provided the railway does not operate freight cars where the vertical distance from the top of car or load to trolley contact conductor is less than 6 feet, except that for light rail transit systems, the minimum height shall be that set forth in General Order No. 143, "Rules for the Design, Construction and Operation of Light Rail Transit Systems Including Streetcar Operations." This will require the grading of the trolley contact conductor from the prescribed construction down to the reduced elevation (see App. G. Fig. 64).

No clearance is specified between the trolley contact conductor and the structure. Where the structure is of material which will ground the trolley current in the event the collector leaves the contact conductor, a properly insulated trolley trough or equivalent protection shall be installed to prevent contact between the collector and the structure. Where pantograph collectors are used, this protection is not required. See Rule 54.4-1 for provisions applicable to conductors other than trolley contact conductors.

3. The Executive Director of the Commission shall cause a copy of this decision to be served upon the interested parties listed in Appendix B hereto.

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

Dated at San Francisco, California, this 27th day of June, 1978.

Strikeout and Underline Section Added by Raymond G Fugere on August 6, 2002.

Original Version

Rule 74.4-E

74.4E. UNDER BRIDGES, ETC.

A reduction of the clearances given in Table 1 to a minimum of 14 feet for trolley contact conductors is permitted for subways, tunnels or bridges, provided the railway does not operate freight cars where the vertical distance from the top of car or load to trolley contact conductor is less than 6 feet. This will require the grading of the trolley contact conductor from the prescribed construction down to the reduced elevation. (See App. G, Fig. 64)

No clearance is specified between the trolley contact conductor and structure. Where the structure is of material which will ground the trolley current in event the collector leaves the contact conductor, a properly insulated trolley trough or equivalent protection shall be installed to prevent contact between the collector and the structure. Where pantograph collectors are used, this protection is not required. See Rule 54.4-I for provisions applicable to conductors other than trolley contact conductors.

Strikeout and Underline Version

Rule 74.4-E

74.4E. UNDER BRIDGES, ETC.

A reduction of the clearances given in Table 1 to a minimum of 14 feet for trolley contact conductors is permitted for subways, tunnels or bridges, provided the railway does not operate freight cars where the vertical distance from the top of car or load to trolley contact conductor is less than 6 feet, ~~except that for light rail transit systems, the minimum height shall be that set forth in General Order No. 143, "Rules for the Design, Construction and Operation of Light Rail Transit Systems Including Streetcar Operations."~~ This will require the grading of the trolley contact conductor from the prescribed construction down to the reduced elevation. (See App. G, Fig. 64)

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Final Version
Rule 74.4-E

74.4E. UNDER BRIDGES, ETC.

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