

original

(Decision No. 55621)

BEFORE THE PUBLIC UTILITIES COMMISSION  
OF THE STATE OF COLORADO

\* \* \*

RE RULES AND REGULATIONS GOVERNING )	CASE NO. 5032
CLEARANCES ON RAILROADS. )	<u>SUPPLEMENTAL ORDER</u>
----- )	

-----  
January 10, 1961  
-----

S T A T E M E N T

By the Commission:

On May 1, 1952, the Commission entered its Decision No. 38476 in the above-styled matter, effective June 1, 1952, prescribing Rules and Regulations Governing Clearances on Railroads, it being therein provided, among other things:

"3.19 IN BUILDINGS AND ENTRANCES THERETO  
At doors 7' 0"

Inside of buildings clearance may be reduced on one side of the track to five (5) feet nine (9) inches provided eight (8) feet is maintained on the opposite side.

"3.20 SIDE CLEARANCE - DOORS  
Warehouse doors 7' 0"

Side clearance at doors may be reduced to five (5) feet nine (9) inches on one side of track only, provided a full clearance of eight (8) feet three (3) inches is maintained on the opposite side."

These Sections of the Regulations allow the side clearances at doors and on the inside of buildings to be reduced to five (5) feet nine (9) inches on one side of the track all the way to above the top of a normal railroad car, provided the required clearance is maintained on the other side.

It appears that there are a number of railroad gondolas in service in the United States which have spread sides, and some of these cars appear from time to time in Colorado. While these spread-sided cars have normal widths at car floor level, the effective half-widths at the top edges of the gondola sides are in some instances as much as six (6) feet two (2) inches. Such a car will not clear the inside of a building

or doorway where the clearance above car floor level is only five (5) feet nine (9) inches. In addition, there are some Diesel locomotives with standard side-windshields that will not clear when the clearance is five (5) feet nine (9) inches.

The Colorado railroads have recommended to the Commission, in the interest of safety, that the five (5) feet nine (9) inches clearance on one side at doorways or inside buildings should be allowed only up to the elevations of four (4) feet or less above rail. Four feet is the elevation of an ordinary car floor above rail, and so far as we know, all railroad equipment could easily meet the clearance of five (5) feet nine (9) inches below car floor level.

The matter has been further investigated by the Staff of this Commission, in cooperation with officials of the Colorado railroads and representatives of the Brotherhood of Railroad Trainmen AFL-CIO, whereby it has been proposed that the existing rules should be corrected to read as follows:

3.19 SIDE CLEARANCE - INSIDE OF BUILDINGS 8' 0"

At elevations of 4 feet or less above top of rail inside of buildings, clearance may be reduced on one side of the track to 5 feet 9 inches, provided a full clearance of 8 feet is maintained on the opposite side.

3.20 SIDE CLEARANCE - DOORS 7' 0"

Applies to tracks through a building entrance or interior doors.

It appears that the above building proposal overcomes the objectionable situation of a close clearance at the upper car sides, but still maintains the close dimension at car floor level which is desirable for convenient cargo movement between cars and loading platforms. At door openings, the fourteen feet dimension is retained; the only change being to center the track in the doorway and avoid the close clearance at one side of the opening.

Upon further consideration of the above corrections it is noted that approvals of the proposed changes have been submitted to

the Commission by the Colorado railroads and the Brotherhood of Railroad Trainmen.

### F I N D I N G S

#### THE COMMISSION FINDS:

That it is informed in the instant matter.

That the proposed corrections of the Commission Railroad Clearance Rules are compatible with the public convenience and necessity and should be adopted.

That Decision No. 38476, of date May 1, 1952, be amended by striking therefrom Rules Nos. 3.19 and 3.20, and inserting in lieu thereof the following:

3.19 SIDE CLEARANCE - INSIDE OF BUILDINGS 8' 0"

At elevations of 4 feet or less above top of rail inside of buildings, clearance may be reduced on one side of the track to 5 feet 9 inches, provided a full clearance of 8 feet is maintained on the opposite side.

3.20 SIDE CLEARANCE - DOORS 7' 0"

Applies to tracks through a building entrance or interior doors.

That, except as herein amended, said Decision No. 38476 shall remain in full force and effect.

### O R D E R

#### THE COMMISSION ORDERS:

That the Commission Decision No. 38476, of date May 1, 1952, relating to "Regulations Governing Clearances on Railroads with Reference to Side and Overhead Structures, Parallel Tracks, Crossings of Public Roads, Highways and Streets," be, and the same is hereby amended, by striking therefrom Rules Nos. 3.19 and 3.20, and inserting in lieu thereof the following:

3.19 SIDE CLEARANCE - INSIDE OF BUILDINGS 8' 0"

At elevations of 4 feet or less above top of rail inside of buildings, clearance may be reduced on one side of the track to 5 feet 9 inches, provided a full clearance of 8 feet is maintained on the opposite side.

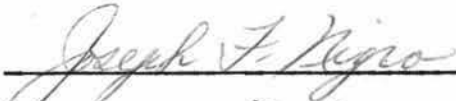
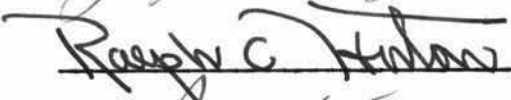

3.20 SIDE CLEARANCE - DOORS 7' 0"

Applies to tracks through a building entrance or interior doors.

That, except as herein amended, said Decision No. 38476 shall remain in full force and effect.

That this Order shall become effective as of January 10, 1961.

THE PUBLIC UTILITIES COMMISSION  
OF THE STATE OF COLORADO

  
\_\_\_\_\_  
  
\_\_\_\_\_  
  
\_\_\_\_\_  
Commissioners.

Dated at Denver, Colorado,  
this 10th day of January, 1961.

ea