

service drop and pulled it from its mounting. An automobile travelling south on 25th Street then struck the lowered service drop, causing it to snap and strike Ms. Sachleben.

2. At the time of the accident, the telephone service drop failed to meet the minimum vertical clearance standards for above ground wires and conductors as established by National Electric Safety Code Rule 232A.

3. When SCB repaired and reinstalled the telephone service drop, its installation failed to comply with the minimum vertical clearance standards of National Electric Safety Code Rule 232A. The telephone service drop still fails to meet these standards.

4. SCB violated, and continues to violate, Commission Regulation 807 KAR 5:061, Section 2, by failing to comply with the standards of the National Electric Safety Code.

WHEREFORE, the Commission, on its own motion, hereby ORDERS that:

1. SCB shall submit to the Commission a written response to the allegations contained in the Utility Accident Investigation Report within 20 days of the date of this Order. SCB shall include in its response a detailed report of its efforts to ensure that all telephone service drops within its system comply with the minimum vertical clearance standards of the National Electric Safety Code.

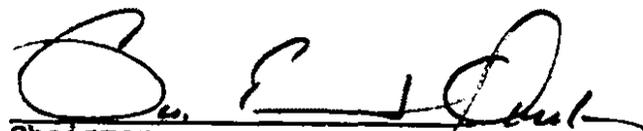
2. SCB shall appear at an informal conference on July 19, 1989, at 10:00 a.m., Eastern Daylight Time, in the Commission's offices at Frankfort, Kentucky, for the purposes of discussing the incident which is the subject of the Utility Accident Investigation Report, specifically the alleged violation of 807 KAR 5:061,

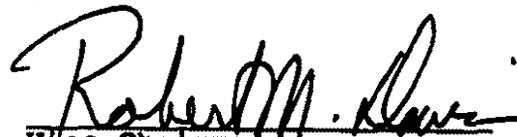
Section 2, and whether SCB should be subject to the penalties of KRS 278.990 for its failure to comply with Commission regulations. Failing a resolution of this matter, SCB may request a hearing.

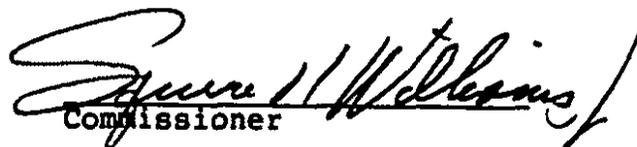
3. The Utility Accident Investigation Report dated April 5, 1989 is hereby made a part of the record of this case.

Done at Frankfort, Kentucky, this 25th day of May, 1989.

PUBLIC SERVICE COMMISSION


Chairman


Vice Chairman


Commissioner

ATTEST:

Executive Director

MEMORANDUM

TO: Claude G. Rhorer, Jr., Director *CR*
Division of Engineering and Services

THRU: J. Wayne Bates, Manager *JB*
Communications and Electric Branch

FROM: James R. Johnson *JRJ*
Utility Investigator, Sr.
Communications Branch

DATE: April 5, 1989

SUBJECT: Accident Report--South Central Bell

Attached please find the report of the March 17, 1989, accident in which Ms. Elizabeth Sachleben was injured.

JRJ:jsb

Attachments: 1. Accident Report
2. SCB Report
3. Louisville Police Department Reports
4. Copy N.E.S.C. Table 232-1
5. Photographs

UTILITY ACCIDENT INVESTIGATION

DATE OF THIS REPORT April 5, 1989 SUBMITTED BY James R. Johnson

NAME OF UTILITY South Central Bell

ACCIDENT REPORTED BY Beth Ice

DATE & TIME UTILITY LEARNED OF ACCIDENT March 17, 1989 4:00 P.M.

DATE & TIME ACCIDENT REPORTED March 18, 1989 10:00 A.M.

DATE AND TIME ACCIDENT OCCURRED March 17, 1989 approximately 2:00 P.M.

DATE OF ACCIDENT INVESTIGATION March 30, 1989

DATE SUMMARY WRITTEN REPORT WAS RECEIVED FROM UTILITY March 24, 1989

PERSONS ASSISTING IN THE INVESTIGATION Beth Ice, Arvin Jeffers and
Richard Paris (SCB).

NAME OF VICTIM(S) 1. Ms. Elizabeth Sachleben SEX F AGE 82

FATAL No NAME OF EMPLOYER: None

INJURIES Broken leg, head lacerations and possible broken collar
bone.

2. _____ SEX _____ AGE _____

FATAL _____ NAME OF EMPLOYER: _____

INJURIES _____

3. _____ SEX _____ AGE _____

FATAL _____ NAME OF EMPLOYER: _____

INJURIES _____

UTILITY ACCIDENT INVESTIGATION (Continued)

LOCATION OF ACCIDENT SITE 422 N. 25th Street, Louisville, Kentucky.

DESCRIPTION OF ACCIDENT A large unknown truck hit dropwire crossing N. 25th Street pulling it away from 422 N. 25th Street. Ms. Sachleben came out of her house to see what happened. An unknown car traveling south hit the low dropwire causing it to strike Ms. Ruby Pauline Nixon and Ms. Sachleben pulling Ms. Sachleben to the ground causing her to strike the retaining wall along the sidewalk and her driveway. See photograph No. 4.

SOURCE OF INFORMATION Mr. Richard C. Paris, SCB Security Department and Mr. Arvin Jeffries Mgr. Installation and Maintenance.

VIOLATIONS OF COMMISSION REGULATIONS Yes, 807 KAR 5:061, Section 2(1), in that South Central Bell's dropwire to 422 N. 25th Street did not meet National Electric Safety Code (1981 Edition, Table 232-1). Attachment point on house measured 16 ft. 7 in. See photo No. 1. Midspan attachment point measured 15 ft. 2 in. See photo No. 3. Minimum N.E.S.C. requirements, 18 ft. center of road; 16 ft. at side of the road. Also the telephone dropwire had to pass under the electric service drop to 424 N. 25th Street which measured 16 ft. 2 in. at side of the street. Normal SCB practice call for a minimum 12 in. clearance between electric and telephone drops. Therefore, the height of the dropwire in front of 422 N. 25th Street could not have been higher than 15 ft. 2 in. at the curb nor higher than 15 ft. 2 in. in the center of the street.

RECOMMENDATIONS It is recommended that South Central Bell rework the existing drop to 422 N. 25th Street to bring it into compliance with the N.E.S.C. requirement of 18 ft. Also, it is recommended the Commission consider action pursuant to KRS 278.990.

CORRECTIVE ACTION Drop repaired March 17, 1989. March 30, 1989, measurements of repaired drop Westside curb 16 ft. 7 in. Center of N. 25th Street. 17 ft. 4 in.

LINE CLEARANCES

	<u>As Measured</u>	<u>Minimum Allowed by NESC</u>
A. AT POINT OF ACCIDENT		
Phase conductor to ground elevation:	<u>N/A</u>	<u>N/A</u>
Neutral conductor to ground elevation:	<u>N/A</u>	<u>N/A</u>
Communication conductor to ground elevation:	<u>Unknown</u>	<u>18 ft.</u>
Phase conductor to structure:	<u>N/A</u>	<u>N/A</u>
Neutral conductor to structure:	<u>N/A</u>	<u>N/A</u>
Communication conductor to structure:	<u>N/A</u>	<u>N/A</u>
B. AT LOWEST POINT OF SPAN		
Phase conductor to ground elevation:	<u>N/A</u>	<u>N/A</u>
Neutral conductor to ground elevation:	<u>N/A</u>	<u>N/A</u>
Communication conductor to ground elevation:	<u>Unknown</u>	<u>18 ft.</u>

C. SPAN LENGTH Approximately 55 ft.

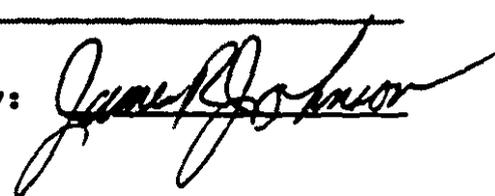
Date the line or facilities were constructed: Drop re-routed 2/2/89

Utility: South Central Bell Telephone Company

Date: March 30, 1989 Time 10:45 A.M.

Approximate temperature: 65 degrees

Measurements made by: James R. Johnson

Submitted by: 

(SOUTH CENTRAL BELL REPORT)
PUBLIC SERVICE COMMISSION
REPORTING OF ACCIDENTS
INVOLVING DEATH, SERIOUS INJURY OR
MAJOR SERVICE DISRUPTION

Date: March 17, 1989 Time: approximately 2:00 p.m.
Location of Accident: 422 N. 25th Street Louisville, KY **RECEIVED**

Employee(s) Name: _____
(or)
Non-employee(s) Name: Elizabeth Sachleben

Age: 82

Residence Address: 422 N. 25th Street Louisville, KY

Nature of Injury & Accident: broken leg, head laceration and possible broken collar bone

Nature of Property Damage & Accident: large truck hit and pulled drop wire from protector on house

Effect on Normal Service: _____

Information Received From: Richard Paris 3/18/89 9:30 a.m.
(Name) (Date) (Time)

Notify During Working Hours:

J. A. McCabe - 582-8316; C. C. Braswell - 582-8418

After Hours:

J. A. McCabe - 426-5522; C. C. Braswell - 456-5777

-- Mr. Braswell's office then promptly notifies PSC --

Notify PSC, 8:00 a.m. - 4:30 p.m., Monday - Friday

Jim Johnson - 1-564-7473, Wayne Bates - 1-564-7446, Mr. Skaggs - 1-564-2473

After Hours:

Jim Johnson - 1-223-0368, Wayne Bates - 1-606-873-9871, Mr. Skaggs - 1-606-278-9200

NOTIFIED: Jim Johnson 3/18/89 approx. 10:00 a.m.
(Name) (Date) (Time)



UNIFORM POLICE TRAFFIC ACCIDENT REPORT

ICCA CODE: 59009371 AGENCY ID NO: _____ MASTER PLANC: _____

INVESTIGATING AGENCY: _____ CALLED: () DATED: 1 INVESTIGATION COMPLETE: 8 H. & R. DAY: Yes MILITARY TIME: 143903 MO: 17 DAY: 59 YEAR: 92

TRAFFICWAY NO OR NAME: 422 & 25TH St MILES: 1 IN TOWN: _____ COUNTY: _____

INTERSECTION: _____ BETWEEN STREETS: _____ ONE WAY: NO FROM: _____ TO: _____ FT. 1 1 1 MILE POST: _____ SPEED LIMIT: 25

UNIT 1 X REMOVED TO: UNIT 2 P NO OCC. PARTS: _____

OPERATOR LIC. NO. _____ RESTRICTION: _____ COMPLIANCE: YES OPERATOR LIC. NO. _____ STATE: _____ RESTRICTION: _____ COMPLIANCE: YES

OPERATOR - LAST NAME: _____ FIRST: _____ M.I.: _____ DATE OF BIRTH: _____ OPERATOR - LAST NAME: LEDAS RIZAN FIRST: _____ M.I.: _____ DATE OF BIRTH: _____

STREET NO. & NAME: _____ CODE: _____ STREET NO. & NAME: _____ CODE: _____

CITY: _____ STATE: _____ ZIP CODE: _____ CITY: _____ STATE: _____ ZIP CODE: _____

OWNER - LAST NAME: _____ FIRST: _____ OWNER - LAST NAME: _____ FIRST: _____

OWNER - ADDRESS: _____ OWNER - ADDRESS: _____

MOTOR CARRIER NAME & ADDRESS: _____ MOTOR CARRIER NAME & ADDRESS: _____

VEH. YR. MAKE MODEL TYPE STATE REGISTRATION NO. YEAR VEH. YR. MAKE MODEL TYPE STATE REGISTRATION NO. YEAR

VEH. REG. CO. ADDRESS VEH. REG. CO. ADDRESS

FIRE: YES OVERFLOWED: NO SET TRAVEL SPEED: _____ SUBCOMPACT: NO FULL SIZE: NO COMPACT: NO INTERNAL: NO

VEH. # NUMBER VEH. # NUMBER

HAZARDOUS YES NO CARBO CODE: _____ TYPE CARBO: _____ NUMBER OF TRAILERS: _____

TRUCK LENGTH: _____ SINGLE UNIT: NO TRUCK LENGTH: _____ SINGLE UNIT: NO

INDICATE NORTH BY ARROW: _____ ACCIDENT DESCRIPTION: _____

PROPERTY DAMAGE OTHER THAN VEHICLE: Telephone with So. CENTRAL Rail 900 & MUHAMMAD RAJ

SET AND GIVEN BY: EMS CLAIMED OR RECEIVED: Med 17 REPORTED TO: UNIVERSITY

CITIZENSHIP: YES OPER. #1: NO PER: NO TYPE: OTHER OTHER: NO

DRIVER/OTHER: SAGGA LEAD BETTY 422 N 25TH 2 8 1 FEB 92

ENFORCEMENT ACTION: NO CUSTODY OR CASE NO: _____

INVESTIGATOR: _____ LA. NO. _____ DATE OR PERM. NO. _____ TIME REPORTED: _____ TIME ARRIVED: _____ SCENE CLEARED: _____ REVIEWED BY: _____ PAGE OF PAGES: _____



UNIFORM POLICE TRAFFIC ACCIDENT REPORT

LOCAL CODE: **37009330** AGENCY ID NO: _____ MASTER FILE NO: _____

INVESTIGATING AGENCY: _____ CALLED: UNANSWERED: INVESTIGATION COMPLETE: H. & R. DAY: **YRS FLI** MILITARY TIME: **1430** NO. **03** DAY **17** YEAR **89**

TRAFFIC NO. OR NAME: **2250 25TH ST** TOWN: _____ COUNTY: _____

INTERSECTION: _____ BETWEEN STREETS: **U** ONE WAY: RAMP: FROM: _____ TO: _____ FT. **4** **8** MILE POST: _____ SPEED LIMIT: **25**

UNIT 1 X REMOVED TO: _____ **UNIT 2** REMOVED TO: _____

OPERATOR'S LIC. NO.: _____ STATE: _____ RESTRICTION: NON-RESTRICTION: COMPLIANCE: YES NO OPERATOR'S LIC. NO.: _____ STATE: _____ RESTRICTION: NON-RESTRICTION: COMPLIANCE: YES NO

OPERATOR-LAST NAME: _____ FIRST: _____ M.I.: _____ DATE OF BIRTH: _____ OPERATOR-LAST NAME: _____ FIRST: _____ M.I.: _____ DATE OF BIRTH: _____

STREET NO. & NAME: _____ CODE: _____ STREET NO. & NAME: _____ CODE: _____

CITY: _____ STATE: _____ ZIP CODE: _____ CITY: _____ STATE: _____ ZIP CODE: _____

OWNER-LAST NAME: _____ FIRST: _____ OWNER-LAST NAME: _____ FIRST: _____

OWNER-ADDRESS: _____ OWNER-ADDRESS: _____

MOTOR CARRIER NAME & ADDRESS: _____ MOTOR CARRIER NAME & ADDRESS: _____

VEH. YR. MAKE MODEL TYPE STATE REGISTRATION NO. YEAR VEH. YR. MAKE MODEL TYPE STATE REGISTRATION NO. YEAR

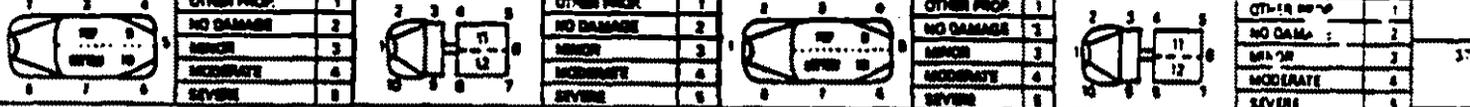
VEH. REG. CO. ADDRESS VEH. REG. CO. ADDRESS

FIRE: YES NO OVERTURNED: YES NO EST. TRAVEL SPEED: _____ BETWEEN _____ AND _____ SUBCOMPACT: FULL SIZE: COMPACT: INTERMED.: FIRE: YES NO OVERTURNED: YES NO EST. TRAVEL SPEED: _____ BETWEEN _____ AND _____ SUBCOMPACT: FULL SIZE: COMPACT: INTERMED.:

VEH. ID NUMBER: _____ VEH. ID NUMBER: _____

HAZARDOUS YES NO CARGO CODE: _____ TYPE CARGO: _____ NUMBER OF TRAILERS: _____ HAZARDOUS YES NO CARGO CODE: _____ TYPE CARGO: _____ NUMBER OF TRAILERS: _____

TRUCK LENGTH: _____ FT. _____ IN. WIDTH: _____ FT. _____ IN. SINGLE UNIT: NO COMBINATION: AXLES: _____ TRUCK LENGTH: _____ FT. _____ IN. WIDTH: _____ FT. _____ IN. SINGLE UNIT: NO COMBINATION: AXLES: _____



INDICATE NORTH BY ARROW: _____ ACCIDENT DESCRIPTION: **# 4-30 - Telephone wire**

PROPERTY DAMAGE OTHER THAN VEHICLES: **Telephone wire** DAMAGE TO OTHER PROPERTY: **Sacramento Bell 300 W. Mulberry St.** TIME NOTIFIED: _____ TIME ARRIVED: _____ TIME AT HOSPITAL: _____

SET AS GIVEN OR: _____ PLACES OR DEVICES REMOVED OR: _____ REMOVED TO: _____

CY: YES NO OPER: YES NO FIB: YES NO TYPE: _____ DAMAGE: _____ OTHER: _____ RESULTS: _____

DRIVER/OTHER PARTY	ADDRESS	IF INCHARGE - SIGNATURE	28	29	30	31	32	33	34	35

REPORTING AGENCY: _____ CHIEF OF POLICE: _____ DATE: _____

INVESTIGATOR: **J. J. O'Y** LIC. NO.: **2250** DATE OF TEST: **7-3-86** TIME NOTIFIED: **1440** TIME ARRIVED: **1450** SCENE CLEARED: **1610** REVIEWED BY: **2530** PAGE OF PAGES: **1/1**

Footnotes for Table 232-1.

① Where subways, tunnels, or bridges require it, less clearances above ground or rails than required by Table 232-1 may be used locally. The trolley and electrified railroad contact conductor should be graded very gradually from the regular construction down to the reduced elevation.

② For wire, conductors, or cables crossing over mine, logging, and similar railways which handle only cars lower than standard freight cars, the clearance may be reduced by an amount equal to the difference in height between the highest loaded car handled and 20 ft, but the clearances shall not be reduced below that required for street crossings.

③ These clearances may be reduced to 25 ft where paralleled by trolley-contact conductor on the same street or highway.

④ In communities where 21 ft has been established, this clearance may be continued if carefully maintained. The elevation of the contact conductor should be the same in the crossing and next adjacent spans. (See Rule 230D2 for conditions which must be met where uniform height above rail is impractical.)

⑤ In communities where 16 ft has been established for trolley and electrified railroad contact conductors 0 to 750 V to ground, or 18 ft for trolley and electrified railroad contact conductors exceeding 750 V, or

where local conditions make it impractical to obtain the clearance given in the table, these reduced clearances may be used if carefully maintained.

⑥ If a communication service drop or a guy, which is effectively grounded or is insulated against the highest voltage to which it is exposed, up to 2.7 kV, crosses residential streets and roads, the clearance may be reduced to 16 ft at the side of the traveled way, provided the clearance at the center of the traveled way is at least 14 ft. This reduction in clearance does not apply to arterial streets and highways which are primarily for through traffic, usually on a continuous route.

⑦ This clearance may be reduced to the following values:

(a) For insulated communication conductors and communication cables	6 feet
(b) For conductors of other communication circuits	10
(c) For guys	8
(d) For supply cables meeting Rule 230C1	10

Footnotes for Table 232-1
Continued on pages 144-146

⑧ This clearance may be reduced to the following values:

(a) Supply conductors limited to 300 V to ground if more than 25 ft measured in any direction from a swimming pool, swimming area, or diving platform	12
(b) Drip loops of supply conductors limited to 150 V to ground and meeting Rules 230C2 or 230C3 and located at the electric service entrance to buildings	10

⑨ Spaces and ways accessible to pedestrians only are areas where vehicular traffic is not normally encountered or not reasonably anticipated.

⑩ Where a supply or communication line along a road is located relative to fences, ditches, embankments, etc., so that the ground under the line would not be expected to be traveled except by pedestrians, this clearance may be reduced to the following values:

(a) Insulated communication conductor and communication cables	6
(b) Conductors of other communication circuits	10
(c) Supply cables of any voltage meeting Rule 230C1 and supply cables limited to 150 V to ground meeting Rules 230C2 or 230C3	10

(d) Supply conductors limited to 300 V to ground	12
(e) Guys	8

⑪ No clearance from ground is required for anchor guys not crossing track rails, streets, driveways, roads, or pathways.

⑫ This clearance may be reduced to 18 ft for communication conductors.

⑬ Where communication wires or cables or supply cables meeting Rule 230C1 cross over or run along alleys, driveways, or parking lots, this clearance may be reduced to 18 ft for spans limited to 150 ft.

⑭ Where supply circuits of 600 V or less, with transmitted power of 5000 W or less, are run along fenced (or otherwise guarded) private rights-of-way in accordance with the provisions specified in Rule 230B2, this clearance may be reduced to 10 ft.

⑮ The value may be reduced to 25 ft for guys, for cables carried on messengers, and for supply cables meeting Rule 230C1. This value may be reduced to 25 ft for conductors effectively grounded throughout their length and associated with supply circuits of 0 to 25 kV, only if such conductors are stranded, are of corrosion-resistant material, and conform to the strength and tension requirements for messengers given in Rule 241L.

(Continued on page 146)

Table 232-1. Minimum Vertical Clearance of Wires, Conductors, and Cables Above Ground, Rails, or Water
 (Voltages are phase to ground for effectively grounded circuits and those other circuits where all ground faults are cleared by promptly de-energizing the faulted section, both initially and following subsequent breaker operations. See the definition section for voltages of other systems.)

Nature of surface under wires, conductors, or cables	Communication conductors and cables, guys, messengers, surge protection wires, neutral conductors meeting Rule 230E1, and supply cables meeting Rule 230 C1 (f)	Supply line conductors, street lighting conductors, and service drops				Trolley and electrified railroad contact conductors and associated span or messenger wires (f)	
		Open supply line conductors 0 to 750 V. Supply cables of all voltages meeting Rule 230C2 or 230C3 (f)	Open supply line conductors		0 to 750 V to ground (f)	750 V to 50 kV to ground (f)	
			750 V to 15 kV (f)	15 to 50 kV (f)			
Where wires, conductors, or cables cross over or overhang							
1. Track rails of railroads (except electrified railroads using over-head trolley conductors) (f) (1) (2) (3)	(f) (1) 27	(f) 27	(f) 28	30	(f) 22	(f) 22	
2. Roads; streets, alleys; nonresidential driveways, parking lots, and other areas subject to truck traffic (f) (2)	(f) (1) (2) 18	18	20	22	(f) 18	(f) 20	
3. Residential driveways; commercial areas not subject to truck traffic (f) (1) 10	(f) (1) 10	(f) 15	20	22	(f) 18	(f) 20	
4. Other land traversed by vehicles such as cultivated, grazing, forest, orchard, etc	(f) 18	18	(f) 20	22			
5. Spaces or ways accessible to pedestrians only (f)	(f) 15	(f) (1) 15	15	17	18		
6. Water areas not suitable for sailboating or where sailboating is prohibited (f)	15	15	17	17			
7. Water areas suitable for sailboating including lakes, ponds, reservoirs, tidal waters, rivers, streams, and canals with an unobstructed surface area of: (f) (1) (2) (3)							
(a) Less than 20 acres	18	18	20	22			
(b) 20 to 200 acres	20	20	22	30			
(c) 200 to 2000 acres	32	32	34	36			
(d) Over 2000 acres	38	38	40	42			
8. Public or private land and water areas posted for rigging or launching sailboats		Clearance above ground shall be 5 ft greater than in 7 above, for the type of water areas served by the launching site					
Where wires, conductors, or cables run along and within the limits of highways or other road rights-of-way but do not overhang the roadway							
9. Roads, streets, or alleys in urban districts	(f) (1) (2) 18	18	20	22	(f) 18	(f) 20	
10. Roads in rural districts where it is unlikely that vehicles will be crossing under the line	(f) (1) 14	(f) 15	18	20	(f) 18	(f) 20	

(Footnotes for Table 232-1 on pages 144-146)

Photo Mounting Sheet

Claimant/Responsible Party

Investigator

Claim No.

Date Taken

File No.

Negative



Picture Number

23

Description



Picture Number

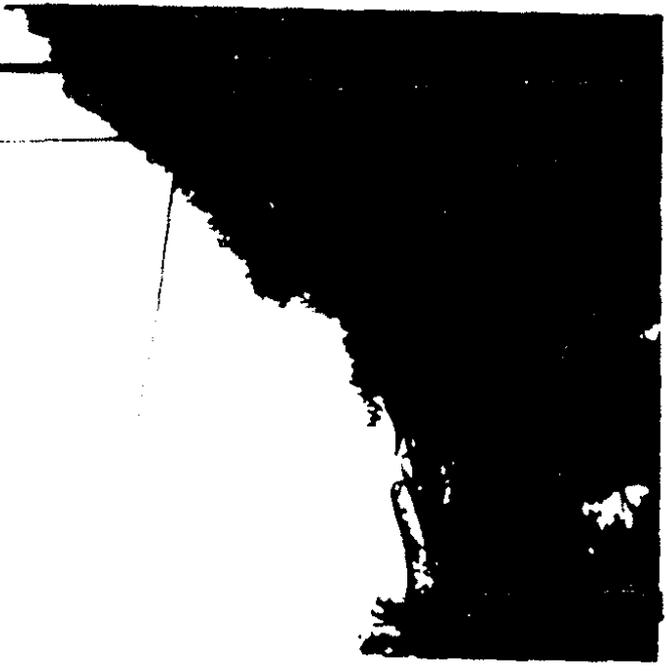
24

Description

Photo Mounting Sheet

100

Investigator: _____ Case No: _____
Date Taken: _____



Picture Number: 25
Description: _____



Picture Number: 26
Description: _____

Photo Mounting Sheet

100

Element Responsible Party

Investigator

Claim No.

Date Taken

Photo 1

Negative



Picture Number

87

Description



Picture Number

88

Description

Photo Mounting Sheet

Element Responsible Party

Investigator

Claim No.

Date Taken

11/14/84

NEGATIVE



Picture Number

29

Description



Picture Number

30

Description

Photo Mounting Sheet

Insured Responsible Party

Investigator

Claim No.

Date Taken

Negative



Picture Number

Description



Picture Number

Description

Photo Mounting Sheet

10-1-78

Accident Responsible Party

Investigator

Claim No.

Date Taken

10-1-78

Negative



Picture Number

3

Description



Picture Number

4

Description