

PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Safety Division
Rail Engineering Safety Branch

RESOLUTION ST-9
Date: July 22, 1992

R E S O L U T I O N

RESOLUTION ST-9. AUTHORITY GRANTING METROPOLITAN TRANSIT DEVELOPMENT BOARD A TEMPORARY VARIANCE FROM GENERAL ORDER 26-D, SECTION 3.2 - SIDE CLEARANCES, TO PERMIT OPERATIONS THROUGH AN AREA OF IMPAIRED CLEARANCE AT EL CAJON TRANSPORTATION CENTER, EL CAJON, CALIFORNIA

BACKGROUND

By correspondence dated June 24, 1992, the Metropolitan Transit Development Board (MTDB), operator of San Diego Trolley, Inc., and San Diego and Arizona Eastern Railway Company requested a temporary variance from General Order 26-D, Section 3.2 - Side Clearances, during construction at the El Cajon Transportation Center.

The correspondence, along with subsequent conversations, provides the following information:

1. The requested variance is temporary in nature.
2. The impaired clearances are the result of re-routing of freight operations closer to a passenger platform that has an overhead roof or sunshade that provides shading from direct sunlight for waiting passengers of San Diego Trolley, Inc.
3. The closest impairment will be 6'8" from centerline of track at a height of 10' above the top of rail.
4. San Diego and Arizona Eastern Railway Company is willing to impose the following operating restrictions:
 - a. Maximum speed of 5 miles per hour between Palm Avenue grade crossing and the east end of the El Cajon Station Terminal Platform.
 - b. Freight trains handling cars of excessive height or width must stop at the Palm Avenue grade crossing prior to entering the station. Movement through the station may be continued only when preceded by a crew member acting as a flagman.

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- c. Riding on or about a moving car or train within the limits of the El Cajon Terminal Station is strictly prohibited.
- d. Proper signage will be posted at either side of the impairment.

DISCUSSION

General Order 26-D requires an area of 8'6" clearance on each side of the centerline of the track to a height of 14'. The closest impairment will be 6'8" from centerline of track at a height of 10' above the top of rail.

All known interested parties have been contacted and have raised no objections.

Based on the information contained in the correspondence and conversations we conclude that the request is reasonable and agree that the operation of the trains can be conducted by the carrier in a safe manner. Further, based on the history of past operations, we feel that this authority be granted as long as certain requirements be met as set forth in the Ordering Paragraphs.


IT IS ORDERED that the requested temporary variance is hereby granted to Metropolitan Transit Development Board and San Diego and Arizona Eastern Railway Company subject to the following conditions:

1. Proper signage be posted in the direction of approach reading "Impaired Clearance".
2. Maximum operating speed is limited to 5 mph through affected area.
3. Freight trains handling cars of excessive height or width must stop at Palm Avenue grade crossing prior to entering the station and movement through the station may proceed only when preceded by a crew member acting as a flagman.
4. Riding on or about moving equipment within the limits of the El Cajon Transportation Center will be prohibited.
5. This variance is granted during the time of construction and will be rescinded at the earlier of: conclusion of that construction, or one year from the date of the approval of this resolution.

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6. At conclusion of construction MTDB or its representatives will notify the Commission of the conclusion of the construction and demonstrate the clearance requirements of G.O 26-D have been met.

I certify that the resolution was adopted by the Public Utilities Commission on its regular conference on July 22, 1992.
The following Commissioners approved it.



Executive Director

DANIEL Wm. FESSLER
President
JOHN B. OHANIAN
PATRICIA M. ECKERT
NORMAN D. SHUMWAY
Commissioners