

ORIGINAL

Decision 88 10 052 OCT 26 1988

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Application of the Santa Clara County)
Transit District for specified exemp-)
tions to General Order 143 and General)
Order 26-D related to the operations of)
Historical Streetcars on the light rail)
transit line of the Guadalupe Corridor)
project in the City of San Jose,)
California.)

Application 88-08-058
(Filed August 29, 1988)

O P I N I O N

By this application, Santa Clara County Transit District (SCCTD) requests an exemption from Sections 9.1 thru 9.5 inclusive of Commission General Order (G.O.) 143* and Section 9.2 of Commission General Order 26-D** in order to operate historical streetcars on its light rail transit system.

SCCTD currently operates a nine-mile light rail transit line in the Guadalupe Corridor. The line extends from Convention Center station in downtown City of San Jose to Old Ironsides station in the City of Santa Clara. In downtown San Jose the light rail line operates in the San Jose Transit Mall. The entire Guadalupe Corridor Project is a multi-modal transportation facility about 20 miles long. The southern portion, now under construction, will extend from the Convention Center station to south San Jose and the IBM business park.

*G.O. 143, Sections 9.1 thru 9.5, provides construction safety standards for light rail vehicles.

**G.O. 26-D, Section 9.2 provides side clearance standards for street railroad tracks.

SCCTD proposes to operate historic trolley service on the downtown San Jose Transit Mall using six rebuilt historical rail vehicles which are described in their application. The service will be initially operated 7 days per week from 9:00 a.m. to 3:00 p.m on ten minute headways.

G.O. 143

SCCTD's historic rail vehicles were originally built between 1903 and 1928. Consequently, they do not meet all of the construction, equipment, and performance requirements for modern light rail vehicles as specified in G.O. 143. The Commission staff is currently in the process of revising G.O. 143 to include minimum safety standards for historical rail vehicles. A checklist of historical streetcar requirements, based upon the current draft of these standards, is included in Appendix A of this decision.

SCCTD will require that each historic rail vehicle pass a set of acceptance tests described in an attachment to their application. CPUC staff will witness selected acceptance tests. Prior to historical streetcar revenue service operation, staff will inspect each historic rail vehicle to assure compliance with the proposed minimum safety standards as contained in the Appendix A.

G.O. 26-D

The SCCTD Light Rail Transit system is designed and constructed in accordance with the clearance requirements of G.O. 143. Side clearance requirements of G.O. 26-D apply when passenger windows are not effectively sealed or barred. Since passenger windows on the SCCTD historical rail vehicles can be opened, a minimum side clearance of 30" (24" to center poles) is required.

SCCTD has conducted a clearance inspection on portions of the line over which historical rail vehicles will be operated. The results of that inspection are attached to their application.

CPUC staff has reviewed the SCCTD inspection results and inspected those locations in the field to confirm the accuracy of measurements taken and to assess the potential hazard. SCCTD has developed a program to eliminate or mitigate these potential hazards. The program includes moving some obstructions to increase side clearances, posting warning signs at some wayside obstructions that could not be moved and posting signs inside each historic rail vehicle warning passengers to keep fully inside the vehicle. Additionally, train operators will make safety announcements to reinforce the safety message conveyed by the signs. Staff believes the measures taken by SCCTD have eliminated or satisfactorily mitigated any potential hazards. A listing of the nonconforming clearances, which includes the measures taken for corrective action or mitigation, is contained in Appendix B of this decision.

Findings of Fact

1. SCCTD operates a public transit system on a fixed guideway which, under Sections 99152 and 100168 of the Public Utilities Code, is subject to regulations of the Commission relating to safety appliances and procedures.
2. SCCTD requests a deviation from the provisions of Sections 9.1 thru 9.5 inclusive of G.O. 143 and Section 9.2 of G.O. 26-D in order to operate historical streetcars on its system.
3. SCCTD has developed vehicle acceptance tests to confirm that historic rail vehicles meet minimum safety criteria before being placed in revenue service.
4. CPUC staff has developed minimum safety standards for historical streetcars to be applied to SCCTD's historical rail vehicles prior to their placement into revenue service.

5. SCCTD has developed a program to eliminate or mitigate potential hazards posed by side clearances less than those required by Section 9.2 of G.O. 26-D.

6. The Commission staff concurs with SCCTD's program to eliminate or mitigate potential hazards, and recommends the exemption be granted.

7. Other than the staff, no parties responded to this application.

8. A public hearing would serve no useful purpose and, therefore, is not necessary.

Conclusion of Law

1. SCCTD's request for an exemption from Sections 9.1 thru 9.5 of G.O. 143 and Section 9.2 of G.O. 26-D should be granted.

2. The order should be effective today because SCCTD is anxious to provide historic rail vehicle service to the public as soon as possible.

ORDER

IT IS ORDERED that:

1. Santa Clara County Transit District is granted an exemption from G.O. 26-D, Section 9.2 and G.O. 143, Sections 9.1, 9.2, 9.3, 9.4 and 9.5 to operate the historical rail vehicles described in its application as follows:

- a) As a deadhead movement between the Younger St. Maintenance Center and the crossover and tail track just South of Convention Center Station.
- b) In revenue service from Convention Center Station on a loop of the Transit Mall.

2. The operation of historic rail vehicles shall be subject to the minimum standards described on the checklist in Appendix A.

This order is effective today.

Dated OCT 26 1988 1988 at San Francisco, California.

STANLEY W. HULETT
President
DONALD VIAL
FREDERICK R. DUDA
JOHN B. OHANIAN
Commissioners

Commissioner G. Mitchell Wilk
being necessarily absent, did
not participate.

I CERTIFY THAT THIS DECISION
WAS APPROVED BY THE ABOVE
COMMISSIONERS TODAY.

Victor Weiss
Victor Weiss, Executive Director

APPENDIX A

CHECKLIST OF
HISTORICAL STREETCAR REQUIREMENTS

SECTION	REQUIREMENT	YES	NO
1.07	Does the vehicle meet the fire safety requirements set by the district (NFPA 130 should be used as a non-mandatory guideline)?		
3.04	Is the vehicle equipped with a bell or horn capable of producing 75 dba measured at 100 feet?		
3.04	If operated on a separate right-of-way, is the vehicle equipped with a bell or horn capable of producing 85 dba measured at 100 feet?		
3.05	Is the vehicle equipped with grab handles, stanchions or bars for the use of passengers while standing, entering or leaving the vehicle?		
3.06	Is the vehicle equipped with safety bars or some similar device in front of the leading wheels?		
3.08	Is the vehicle equipped with three bidirectional reflective triangles meeting the requirements of section 571.125, Chapter V, Title 49 of the Code of Federal Regulations?		
4.02	Does the service braking system adequately control movement of, stop, and hold a fully loaded vehicle stationary on the steepest grade?		
8.03	Is the emergency brake capable of stopping a fully loaded car within 120 ft from 20 mph on dry level track?		

APPENDIX A
CHECKLIST OF
HISTORICAL STREETCAR REQUIREMENTS

SECTION	REQUIREMENT	YES	NO
4.07	Is the vehicle equipped with a mechanical parking brake?		
4.07	Is the parking brake capable of holding a fully loaded vehicle on the steepest grade?		
5.04	If operated during hours of darkness, do interior lights illuminate the entire interior the vehicle?		
6.04	Is the vehicle equipped with headlight?		
8.04	If operated during hours of darkness, is the headlight capable of revealing a person/vehicle at 350 ft in clear weather?		
8.04	If operated during hours of darkness is the vehicle equipped with a taillight which is visible to the rear from 500 ft in clear weather?		
8.05	Is the windshield of laminated safety glass?		
8.05	Are windows (except clerestory/monitor windows) and glass partitions of shatterproof or tempered glass?		
6.05	Are all exit doors equipped with an emergency release feature which can be operated by a passenger?		

APPENDIX B

SCCTD HISTORIC TROLLEY

Non-Conforming Side Clearances

<u>LOCATION</u>	<u>OBSTRUCTION</u>	<u>WINDOW CLEARANCE</u>	<u>MITIGATION</u>	<u>NOTES</u>
1) 9 stations	E&H Lift	24"	Periodic safety announcements, warning signs, operating prepared to stop	
2) 3 stations	Station Canopies	20-22"	Revenue passengers will not be carried	canopy is 4" above top of windows
3) 6 stations	Station Canopies	28-29"	Periodic safety announcements, warning signs	canopy is 14" below top of window
4) 8 intersections	Traffic Signal poles w/signs	12 $\frac{1}{2}$ -16"	Revenue passengers will not be carried	
5) Market & San Carlos	Traffic Signal pole w/signs	15"	Relocate signs on pole to increase clearance, periodic safety announcements and warning signs	
6) 2nd/San Carlos	Traffic Signal pole w/sign	27 $\frac{1}{2}$ "	Warning announcements, warning signs	On curve with 8 mph speed limit
7) 7 driveways	pole with stop sign		Move pole & sign to provide 30" side clearance	