

Decision 83 05 101

MAY 18 1983

ORIGINAL

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

In the Matter of the Application)
of the San Diego Metropolitan)
Transit Development Board on)
behalf of its subsidiary,)
San Diego Trolley, Inc. (SDTI))
for modification of Decision)
92086 in Application 59744)
authorizing constructions of a)
street railroad across an)
existing railroad.)

Application 83-01-33
(Filed January 18, 1983)

and

In the matter of the Application)
of the San Diego Metropolitan)
Transit Development Board to)
Construct a Street Railroad)
Across an Existing Railroad.)

Application 59744
(Filed June 17, 1980)

O P I N I O N

As part of the project to construct a light rail transit system from near the Santa Fe (AMTRAK) Depot in Centre City, San Diego to San Ysidro, the San Diego Metropolitan Transit Development Board (MTDB) was authorized by Decision 92086 in Application 59744, among other things, to construct a crossing at grade across the San Diego & Arizona Eastern Railway Company (SD&AE), LaMesa Branch. Condition #2 of Decision 92086 states as follows:

2. For the Commercial Street and 13th Avenue crossing, light rail trains may proceed across the SD&AE La Mesa Branch without stopping at a speed not to exceed 25 mph except whenever signals installed in advance of the SD&AE Railway crossing indicate the approach of a freight train on the La Mesa Branch, light rail transit shall stop and not proceed until the signal indicates "proceed" or the route is known to be clear.

Subsequent to the decision, MTDB informed the staff that delay was being experienced in procuring the material for the indicated protection and requested an extension of time to comply with the decision. The request was granted by Resolution S-1451 which established as one of the conditions that all trains, both the trolley and freight, stop in advance of the crossing and assure that there were no conflicting movements before proceeding.

This requirement was extended further by Resolution S-1456. MTDB, on behalf of its subsidiary, San Diego Trolley, Inc. (SDTI) by this application desires to revise the requirements of Decision 92086 and requests that alternate protection as provided in General Order 143 be authorized. The applicant contends that because the authorized speed of SDTI and SD&AE does not exceed the street speed of parallel traffic in mixed configuration, no interlocking is required and such alternate protection may and should rely on operating procedures. Such procedures among

other things would provide for the installation of split point spring derails installed in advance of the SDTI track on the SD&AE line, one on the east and two on the west, 50' or more from the nearest SDTI rail. Trains on SD&AE will stop short of the open facing point derail, call the SDTI controller on the radio for permission to line derails and place a fusee on each side of SD&AE track before giving signal to proceed across the SDTI track. After SD&AE train has cleared the opposing derail, SD&AE trainmen will reline derail. Both SDTI and SD&AE employees will operate over the crossing in accordance with existing and/or special rules for such movements. (See Attachment "A")

The SD&AE does not oppose the requested revision.

The Director, United Transportation Union (UTU), State Legislative Office in Sacramento initially petitioned to intervene. However, at his request an "on site" conference was arranged which resulted in his agreeing to withdraw the petition, subject to inclusion of appropriate operating procedures to preclude two trains occupying the crossing at the same time. This was confirmed by letter of April 18, 1983. This is included in the operating instructions.

MTDB is anxious to improve SDTI operating efficiency without jeopardizing safety, which cannot be accomplished with the current inefficient operation requiring that each movement of a

transit vehicle stop in each direction before proceeding across the crossing. There are normally two to four movements on SD&AE track and 133 transit movements on SDTI track per day.

The applicant is a lead agency for this project under CEQA as amended. The initial Environmental Impact Report filed November 14, 1978 found that "the project will not have a significant effect on the environment". The request in this application will not alter any of the circumstances leading to that determination.

The Commission is a responsible agency for this project under CEQA and has independently evaluated the project including inspection of the proposed project site and has determined that it will have no significant effect on the environment. Notice of the application was published in the Commission's Daily Calendar on January 19, 1983. No protests other than the petition to intervene by UTU have been received. A public hearing is not necessary.

Findings of Fact

1. MTDB requests a revision of Decision 92086 in Application 59744 to install derails and establish operational procedures to provide safety of conflicting movements across the SDTI light transit rail track crossing of the SD&AE Railway Company at 13th and Commercial Streets in San Diego.

2. Resolution S-1451 requires that all light rail transit and freight train movements stop and make sure that the crossing is clear before moving across it.

3. Two to four freight train movements and 133 transit movements are made over the crossing daily.

4. Elimination of the requirement that light transit rail movements stop before passing over the crossing will expedite schedules and increase economies without adversely affecting safety.

5. The MTDB is the lead agency for this project for CEQA as amended.

6. The Commission is a responsible agency for this project and has independently determined that the project will have no significant impact on the environment.

Conclusions of Law

1. The application should be granted as set forth and subject to the conditions in the following order.

2. The order should be effective today because MTDB on behalf of its subsidiary SDTI is anxious to improve SDTI efficiencies including economy and service to the public.

O R D E R

IT IS ORDERED that:

1. Condition No. 2 in Decision 92086 dated July 29, 1980 in Application 59744 is revised as follows:

2. For the Commercial and 13th Avenue crossing light rail trains may proceed across the SD&AE LaMesa Branch without stopping at a speed not to exceed 25 mph provided that a split point spring derail has been installed in each direction of approach on each affected track and operational procedures have been placed in effect to safeguard conflicting movements by SD&AE across the crossing. Operating procedures similar to those in Attachment "A", but not limited thereto, shall apply for all movements over the crossing.

2. Clearances shall conform to General Order 26-D and Walkways shall conform to General Order 118.

3. Instructions to employees shall include the following:

- a. Before lining derail to cross SDTI track at 13th and Commercial, member of SD&AE crew shall call the SDTI controller and obtain permission to line the derail.
- b. In the event radio communications fail authority shall be verbally obtained from SDTI controller.
- c. SDTI controller shall keep a record of all SD&AE movements. The record shall include: date, time movement authorized, time movement completed, train identification, controller name and by whom requested. Record shall be maintained and available for inspection for not less than one year.

- d. A lighted fusee shall be placed 25' from SD&AE track, in each direction of approach before giving signal to proceed.
- e. Freight train movement must not stop until movement across crossing and derail on opposite side of track is complete. When movement across is complete, derail will be relined for derailling position.
- f. Fusees shall be extinguished by SD&AE crew member after all derails have been relined for derailling position.
- g. Transit vehicles shall approach the crossing with caution at a speed not exceeding 25 mph expecting to find crossing occupied.

4. Within 20 days after installation of the derails under this order MTDB shall advise the Commission in writing of the effective date that operations under this decision commence.

5. Copies of all instructions concerning operation over the crossing to SDTI and SD&AE employees shall be filed with the Commission on or before the effective date of commencement of operations.

In all other respects the provision of Decision 92086 in Application 59744 remain in effect.

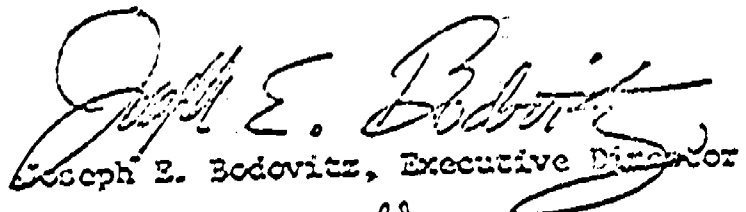
This authorization shall expire if not exercised within one year unless time is extended or if the above conditions are not complied with. Authorization may be revoked or modified if public convenience, necessity, or safety so require.

This order is effective today.

Dated MAY 18 1983, at San Francisco, California.

LEONARD M. GRIMES, JR.
President
VICTOR CALVO
PRISCILLA C. GREW
DONALD VIAL
Commissioners

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


Joseph E. Bodovitz, Executive Director
ss

ATTACHMENT A

OPERATIONAL PROCEDURES - SDTI CROSSING
OF SD&AE Rwy LA MESA BRANCH, SAN DIEGO

The stop boards for the trolleys may be removed upon the installation of three open point spring derails on the LaMesa Branch of the SD&AE. The derails must be installed a minimum of 50 feet back from the nearest trolley rail on each side of the crossing. The trains, engines or cars of the SD&AE must stop short of the open point facing derail marked by posted stop board, and not occupy the crossing until SDTI Controller has authorized the move and a crew member on the ground has determined that no trolley car or cars are seen to be immediately approaching. The crew member - upon making the determination that no cars of the San Diego Trolley are closely approaching - will then place two lighted red 5 minute fusees, one on each side of crossing on the center line between the two trolley tracks not less than 25 feet from the nearest rail of the SD&AE track. The crew member will then move to the nearest appropriate derail - lining it for a through movement - whereupon the crew member will give a proceed signal to his train, engine, or car. The engineer must then sound the whistle in accordance with Rule 14 "G" and "L" of the SD&AE Operating Department Rules while proceeding across 13th Street. The derails must be of the spring type allowing for trailing movements. Upon completion of the movement beyond the nonfacing derail, the crew member must return the device to the derailing position. Reverse movements must not be made. Instructions to the trolley operators must require that they must approach the crossing with their train under control - looking out for lighted fusees and/or the approach of conflicting SD&AE train, engine or car. Upon finding a lighted fusee they must stop back of the lighted fusee, but not closer than 25 feet from the nearest SD&AE rail, and must not proceed until the fusees burn out or are extinguished by a member of the SD&AE train crew that placed them there.