

Decision 83 11 086 NOV 22 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 )	Application 83-04-10
Requesting an Exemption from )	(Filed April 6, 1983)
Certain Provisions of General )	
Orders 26-D and 95. )	

O P I N I O N

The San Diego Metropolitan Transit Development Board (MTDB) by this application requests an order authorizing exemption from the requirements of General Order 26-D, Sections 2.1 and 14 and General Order 95, Rule 37, Table 1, Case 1, Column C, and Rule 74.4 to permit installation of an overhead catenary contact wire system at 22 feet 0 inches, instead of the required 22 feet 6 inches, above San Diego and Arizona Eastern Railway (SD&AE) East Urban Line single and double trackage between San Diego (approximately M.P. 1.4) and El Cajon (approximately M.P. 16.7). The overhead contact wire will supply electric power for propelling light rail transit cars to be operated between downtown San Diego and El Cajon. The electric power will be received on each car by a pantograph installed on the car roof.

Exemption to the requirements of the above General Orders will permit the MTDB to design its overhead contact wire systems to a uniform minimum of 22 feet 0 inches above track used in joint operations with SD&AE freight. This uniformity of design throughout the MTDB system will facilitate and standardize the operation of MTDB's rail equipment.

Applicant states, on May 16, 1979, MTDB filed Application (A.) 58872, asking for an identical exemption for the common trackage on the SD&AE Railway from a point at M.P. 1.5 in San Diego to a point

approximately at M.P. 15.2 at San Ysidro near the Mexican Border. On June 19, 1979, the Commission issued Decision (D.) 90457 which granted the exemption MTDB requested in A.58872.

Applicant reports that, as a result of this exemption, the overhead contact wire system was designed and built to the reduced clearance and San Diego and Arizona Eastern Railway freight trains have subsequently operated under this energized overhead wire system without incident.

Investigation by the staff has determined that MTDB's request, based upon the practical working limits of the pantograph and MTDB's prior safety record, is reasonable and justified, that train operations can be conducted safely with the proposed 22 feet 0 inches contact wire height, and that all known interested parties have advised that they will not oppose the request. A public hearing is not necessary.

#### Findings of Fact

1. The Commission granted a reduced overhead clearance of 22 feet 0 inches in D.90457 in A.58872, for trolley and freight operations between San Diego and San Ysidro.
2. The staff is not aware of any incidents involving the reduced overhead clearance granted by D.90457.
3. Extension of this reduced overhead clearance (22 feet 0 inches) to MTDB's proposed San Diego-to-El Cajon line will permit standardized operation of light rail equipment, allowing it to make optimum contact between the raised pantograph, as designed, and the electrical contact wire.
4. Notice of the application appeared in the Commission's Daily Calendar on April 7, 1983. There have been no protests to the application.
5. The exemption is applicable only to the situation described between San Diego (approximately M.P. 1.4) and El Cajon (approximately M.P. 16.7). Future requests for exemption will be addressed on a case by case basis.

Conclusions of Law

1. The request to reduce the overhead clearance to 22 feet 0 inches above the aforementioned trackage should be granted.
2. This determination should be applicable only to the situation described between San Diego and El Cajon and future requests for exemption should be addressed on a case by case basis.

O R D E R

IT IS ORDERED that:

1. San Diego Metropolitan Transit Development Board is authorized to install an overhead catenary contact wire system at a height of 22 feet 0 inches above top of rail of San Diego & Arizona Eastern Railway East Urban Line single and double trackage between San Diego (approximately M.P. 1.4) and El Cajon (approximately M.P. 16.7).
2. San Diego and Arizona Eastern Railway is authorized to operate freight trains with the reduced overhead clearance.

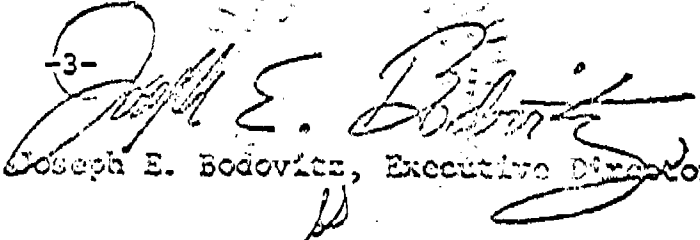
This order becomes effective 30 days from today.

Dated NOV 22 1983, at San Francisco, California.

LEONARD M. GRIMES, JR.  
President  
VICTOR CALVO  
FRISCILLA C. CREW  
WILLIAM T. BAGLEY  
Commissioners

Commissioner Donald Vial, being necessarily absent, did not participate.

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

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Joseph E. Bodovitz, Executive Director