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PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

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R E S O L U T I O N

RESOLUTION AUTHORIZING A DEVIATION FROM SECTION 3.8 (d), 3.8 (e), 3.8 (f) AND 3.9 OF GENERAL ORDER 127 WITH RESPECT TO TRAIN SPEED DETECTION, ZERO SPEED DETECTION ACCURACY, UNINTENTIONAL MOVEMENT PROTECTION AND SIGNAL RECOGNITION DURATION AS AFFECTING THE LOS ANGELES METRO RAIL SYSTEM

Section 3.8 of Commission General Order 127 requires Rail Transit District to control and operate train protection systems that ensure that the speed of trains never exceeds a safe speed distance profile over the entire system.

Section 3.8(d) limits the measurement and use of train speeds to plus or minus 0.5 mph (independent of wheel wear) for purposes of train speed detection; Section 3.8(e) requires certain use and detection of zero speed to prevent door operation and train direction reversal; and Section 3.8(f) requires the train protection system to initiate emergency braking before roll-back speeds over 1.0 mph in the event a train is detected to be rolling backward. Section 3.9 states that all signals that govern train movements shall be continuous and that any interruption of any signal for longer than 1.0 second shall automatically initiate open-loop braking.

Southern California Rapid Transit District has requested it be granted prescribed deviations from the above rules for its Los Angeles Metro Rail System as permitted by Section 5 ("Exemption") of the General Order as set forward in a letter from the District dated June 24, 1986. The Commission has reviewed and evaluated the requested deviations and have found them to be reasonable in that it would permit safe train operation to the public and Transit District employees.

IT IS RESOLVED, that Southern California Rapid Transit District with respect to the Los Angeles Metro Rail System be permitted to deviate from Section 3.8(d), 3.8(e), 3.8(f) and 3.9 of General Order 127 in the following described manner:

3.8(d). SCRTPD is permitted to construct and operate with a speed detection system with a speed accuracy of plus 3 mph minus 0 mph (worse case), rather than plus or minus 0.5 mph.

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3.8(e). SCRTD is permitted to construct and operate with a zero speed detection system that will indicate zero speed when a train is moving at 3.0 mph (worse case) rather than limited to 1.0 mph as prescribed in the section.

3.8(f) SCRTD is permitted to use an unintentional Movement Protection System that indicates train rollback at 3.0 mph (worse case) rather than at 1.0, or before the rollback distance exceeds 20 inches, as prescribed in the section.

3.9 SCRTD is permitted to use a "train borne speed detection system" that requires 2.0 seconds to indicate an interruption in a train movement signal rather than "not longer than 1.0 second" as prescribed in the section.

This Resolution is effective today.

I certify that this Resolution was adopted by the Public Utilities Commission at its regular meeting on JAN 14 1997. The following Commissioners approved it:



Executive Director

STANLEY W. HULETT  
President  
DONALD VIAL  
FREDERICK R. DUDA  
G. MITCHELL WILK  
Commissioners