

PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Resolution S-1487
Transportation Division
File: G.O. 26-D
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R E S O L U T I O N

EXEMPTIONS FROM THE REQUIREMENTS OF GENERAL ORDER 26-D
FOR SWITCH APPURTENANCES 17-A, 17-B AND 73-B ON THE
SOUTH MAINLINE OF THE METROPOLITAN TRANSIT DEVELOPMENT
BOARD IN SAN DIEGO

By letter dated July 20, 1987 the Metropolitan Transit Development Board (MTDB) requests an exemption from the requirements of General Order 26-D for certain switch appurtenances on their South main line (specifically switch lock mechanisms 17-A, 17-B and 73-B).

MTDB's South main line is jointly used by the San Diego Trolley, Inc. (SDTI), a light rail passenger service, and the San Diego and Imperial Valley Railroad (SD&IV), a freight operator.

These appurtenances (switch lock mechanisms) provide a time-out safety feature which prohibits the immediate lining of switches onto and away from MTDB's main line, which is a passenger operation. During construction and double tracking of the South main line, these switch lock mechanisms were installed adjacent to switches located between tracks where the horizontal separations would not and will not permit the full clearances specified in the General Order.

General Order 26-D, Section 3.9, specifically allows a reduced clearance for signals and switch stands three (3) feet or less above the top of a rail and located between tracks. Although not technically within the definition of signals and switch stands subject to reduced clearance requirements under General order 26-D, the switch locking mechanisms at issue here are less than three (3) feet above the top of the rail and are very similar in size and shape to switch signals that are subject to reduced clearance requirements and that are located in the same between track location as the switch locking mechanisms. These switch locking mechanisms must be positioned adjacent to the switch being locked in order to be effective safety devices, and should be afforded the same reduced side clearance as the switches they control.

These switch lock mechanisms are an integral component of MTDB's switching and signaling system necessary for safe passenger/freight operations. There have been no reported incidents to this Commission of accidents, derailments, or complaints received from trainmen performing their track side duties on or near these switches. We, therefore, conclude that the request is reasonable and agree that the switch lock mechanisms are necessary to promote and enhance the safety of passenger/freight operations.

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IT IS ORDERED that the requested authority is hereby granted subject to the following conditions:

1. At such time as the secondary tracks, spur tracks, etc. affecting the exempted switches become abandoned, obsolete, or physically removed, MTDB will comply with the required side clearances as prescribed in General Order 26-D.
2. MTDB will cause the exempted switch lock mechanisms to be maintained in a refractive reflectorized condition which optimally alerts trainmen and ground crews to the location of the switch lock mechanisms.
3. Written notification of the exempted mechanisms shall be given to all trainmen and ground crews advising them of the impaired conditions and such notification shall be permanently maintained in the operators' manual, rulebook, or timetable bulletin.

This resolution is effective today.

I certify that this resolution was adopted by the Public Utilities Commission at its regular meeting on JAN 28 1988.
The following Commissioners approved it.

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



Executive Director