

PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Rail Safety and Carriers Division
Railroad Safety Branch
Railroad Operations & Safety Section

Resolution SR-100
Date: February 4, 1999

RESOLUTION

**RESOLUTION SR-100 . GRANTING SIDE CLEARANCE EXEMPTION
TO UNION PACIFIC IN LOS ANGELES FOR SERVICE TO CEREAL
FOODS THROUGH NEW TRACK CONNECTION TO WILMINGTON
BRANCH.**

Summary

This resolution allows Union Pacific Railroad (UP) an exemption to extend an industry track for 206.4 feet at reduced side clearance to permit continued service to the Cereal Food Processors Company (Cereal Foods) in South Los Angeles by accessing the railroad's Wilmington Branch instead of its Alameda Branch Mainline, which will be disconnected due to Alameda Corridor construction.

Background

UP has provided service to Cereal Foods since at least 1948. However, the existing industry track connection from south of the industry to the railroad's Alameda Branch Mainline (formerly Southern Pacific's San Pedro Branch), Milepost 486.94, must be removed to allow construction of the Alameda Corridor Project. To allow continued service, UP proposes to link the industry from the North to the railroad's Wilmington Branch by extending the existing two tracks approximately 2,490 feet north and westerly from the current end of the industry tracks, located 660 feet north of existing Alameda Street Crossing BG 487.1. The extended tracks will connect to the Wilmington Branch in the vicinity of proposed Crossing BBH 407.03-C at East Long Beach Avenue. These two tracks have spacing of 13 feet between them; the westerly track is located 7.6 feet from their loading dock, and the easterly track is located 7.5 feet from the fence line. The company expects to receive 25 grain cars every other day once the revised industry track is functional. The proposed operation will consist of the UP train crews setting the inbound grain cars on the westerly track, uncoupling the engine, and hauling away the 25 empty grain cars from the easterly track.

The new industry track must connect to the existing tracks at the current location. General Order 26-D permits extension of the tracks with 13-foot centers (Section 5.5), permits the existing clearance to the loading dock (Section 3.4), but finds an impaired clearance from the eastside of the easterly track to the fence. Section 3.2 requires a minimum side clearance of 8 feet 6 inches to any structure above top of rail.

Request

By letter dated December 3, 1998, UP requests an exemption to Section 3.2 of General Order 26-D for a distance of 206.4 feet. The new tracks will thereafter curve away from the obstruction to lawful clearance.

UP's letter request points out that the clearance problem exists only on the east side of the new tracks, which is the outbound side, where it is not expected that affected train crews will need to be positioned.

A meeting was held at the project site on November 10, 1998, with Commission Staff, the State Legislative Director of United Transportation Union, and Union Pacific engineering staff. At the meeting, it was noted that the site constraints cannot be modified due to the existing fence line and that the track geometry as proposed does achieve the required clearance in the shortest distance possible. All parties agreed to the exception with precautions added, as provided in the following order.

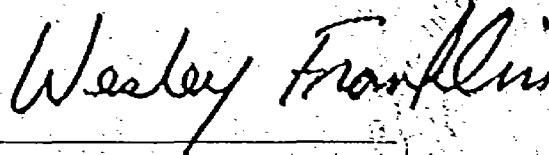
This is an uncontested matter in which the resolution grants the relief requested. Accordingly, pursuant to PU Code Section 311(g)(2), the otherwise applicable 30-day period for public review and comment is being waived.

IT IS ORDERED that the UP is granted an exception to Section 3.2 of General Order 26-D for a distance of 206.4 feet from the current north track limit of Cereal Foods 660 feet north of existing Alameda Street Crossing BG487.1 to permit access to the railroad's Wilmington Branch. The authority is subject to the following mitigating provisions:

1. Lighting will be provided for the impacted area.
2. A sign will be provided at the industry track turnout off the Wilmington Branch track alerting the train crews to restrictions.
3. A sign will be provided at the point where the exception to Section 3.2 occurs advising of a clearance restriction on the eastside and that a walkway exists only on the west side for spotting the grain cars for Cereal Foods.
4. A sign will be provided at the end of the new industry track stating "Operation Limit-Railroad workers shall not go beyond this point".
5. A safety bulletin will be provided by the trainmaster for all train crews delivering grain cars to this site.
6. The crew's train orders will make note of the clearance restriction.

The effective date of this resolution is today.

I hereby certify that this resolution was adopted by the Public Utilities Commission at its regular meeting on February 4, 1999. The following Commissioners voting favorably thereon:



WESLEY M. FRANKLIN
Executive Director

RICHARD A. BILAS
President
HENRY M. DUQUE
JOSIAH L. NEEPER
Commissioners