

PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Resolution No. SR-15  
Safety Division  
Page 1 of 4

R E S O L U T I O N

AUTHORIZING THE SOUTHERN PACIFIC TRANSPORTATION COMPANY  
AND THE CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS)  
PERMANENT DEVIATION FROM COMMISSION GENERAL ORDERS 26-D  
AND 118 TO INSTALL AND OPERATE AN AUTOMATIC TRAINWASHER  
AT THE SAN FRANCISCO DEPOT.

By letter of December 4, 1989 Caltrans states it has responsibility for the Peninsula Commute Service and it has a contract with Southern Pacific Transportation Company to operate and provide certain maintenance services for those trains - including exterior coach and locomotive cleaning. Currently this is a hand cleaning process that requires 33 man hours per car and does not wash the tops of the coaches.

Caltrans has purchased an automatic train washing system and wants to install it at the SPTCo 4th and Townsend Depot in San Francisco. This automatic train washing system will more efficiently wash the trains and correct the current deficiency of not washing the tops of the cars. By the very nature of the washing process, the brush rotating and shaft arms come to within one foot of the surface being washed, thus deviating from the minimum side clearances required by General Order 26-D. Additionally the limited space between the outside rails and the foundation for the washer structure deviate from minimum walkway standards required by General Order 118. Caltrans therefore requests permanent deviations from Section 2.1 and Section 3.2 of General Order 26-D and Walkway Standard No. 3 and Walkway Standard No. 6 of General Order 118 in order to install this new piece of equipment.

Plans furnished to the Commission staff by Caltrans indicate that permanent reduced clearances will exist as close as 6 feet 0 inches from the center line of the track on the sides of the installation and as low as 17 feet 0 inches from the top of the rail on overhead portions of the installation. General Order 26-D requires a minimum side clearance of 8 feet 6 inches from the center line of tangent track and a minimum overhead clearance of 22 feet 6 inches above the top of rail.

The plans also indicate that track pans installed to catch dirty rinse water will intrude on walkway surfaces as close as 6 feet 0 inches from the center line of the tangent track where the washer is to be constructed. General Order 118 requires a minimum

walkway width of 8 feet 6 inches from the center line of tangent track.

Staff of the Commission's Safety Division Railroad Safety Branch (Staff) has conducted an on-site tour with representatives from the United Transportation Union, who have stated that the proposed installation can be constructed and operated safely subject to certain conditions.

The staff agrees that overall risk to railroad employees and the public from railroad operations in the area of the new washer will be reduced and safety enhanced under the following ordered conditions.

IT IS ORDERED that Caltrans is granted the requested authority to construct the subject wash rack at the Southern Pacific Transportation Company (SPTCo) 4th & Townsend Depot under the following conditions.

1. Upon completion of the installation, SPTCo will advise its employee of the permanent reduced clearances and permanent reduced walkway widths. This notice shall be in writing and include the milepost and track designation (name and track number if applicable) of the new installation. Notice shall be disseminated by carrier general order and posted in the carrier's employee's timetable with a copy to the Safety Division, Railroad Safety Branch.
2. The re-aligned yard track on which the facility is constructed shall be tangent through the washer area.
3. Adjacent tracks paralleling the wash track shall comply with the requirements of General Order 26-D and General Order 118.
4. The washer shall be constructed such that spray from the facility will not affect employees making movements on adjacent tracks.
5. Carrier special agents shall monitor the washer site to evict trespassers from the facility who are known to frequent the proposed location.
6. The washer facility shall not impair the aspects of signals on any other depot tracks including mainline and yard tracks.
7. No train washing shall be performed during the hours of darkness.

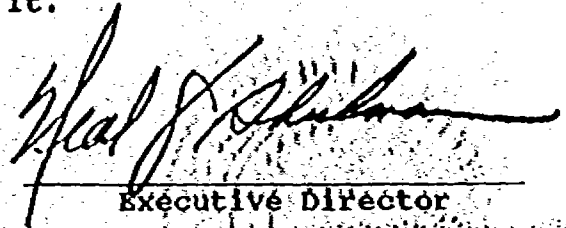
8. During the washing cycle a rotating white light will come on to warn employees that a train is being washed and moving through the wash track.
9. SPTCo shall "sign" the area of the impaired clearances with trackside signs on each end of the facility noting IMPAIRED SIDE AND OVERHEAD CLEARANCE. Same sign shall denote SUBSTANDARD WALKWAYS.
10. The trackside panel containing the activation push button shall have its exterior surface striped or otherwise painted with a high visibility paint that can be seen day or night.
11. No passenger cars carrying revenue passengers shall be allowed through the washer.
12. During the washing operation Southern Pacific operating employees responsible for the movement of the train through the washer will be confined to the interior of the subject train.
13. Locomotive windows shall remain closed and locked while within the limits of the washing equipment.
14. Because of the washer's design the direction of washing shall be in a railroad eastward direction only. No trains to be washed shall back into the washer from the railroad westward direction.
15. Upon removal or request for relocation of the wash rack, clearances and walkways adjacent to the installation shall be provided in accordance with the requirements of General Order 26-D and 118.
16. Flag protection shall be provided by a flagman during construction to insure safe passage of trains on adjacent tracks.

Resolution SR-15  
Safety Division  
Page 4 of 4

This authorization, if not exercised, shall expire within one year of the effective date of the resolution.

I certify that this resolution was adopted by the Public Utilities Commission at its regular conference on MAR 14 1990. The following Commissioners approved it.

G. MITCHELL WLK  
President  
FREDERICK R. DUDA  
STANLEY W. HULETT  
JOHN B. OHANIAN  
PATRICIA M. ECKERT  
Commissioners

  
Executive Director

