

PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Resolution No. SR-41
Safety Division
Page 1 of 3

R E S O L U T I O N

AUTHORIZING THE LOS ANGELES COUNTY TRANSPORTATION COMMISSION AS OWNER, THE SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY AS OPERATOR AND NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK) AS CONTRACT OPERATOR PERMANENT DEVIATION FROM COMMISSION GENERAL ORDERS 26-D AND 118 TO INSTALL AND OPERATE AN AUTOMATIC TRAIN WASHER AT THE COMMUTER RAIL (METROLINK) MAINTENANCE FACILITY AT TAYLOR YARD IN THE CITY AND COUNTY OF LOS ANGELES.

Southern California Regional Rail Authority (SCRRA)--a five county joint powers authority created by the Counties of Los Angeles, Orange, Riverside, San Bernardino, and Ventura in accordance with Section 130255 of the PU Code--has contracted with National Railroad Passenger Corporation (Amtrak) to operate its commuter rail system to be known as Metrolink. As part of the Metrolink system, Los Angeles County Transportation Commission (LACTC) is constructing a locomotive and rail car maintenance facility on its property purchased from Southern Pacific Transportation Company (SPTC), located within the southerly area of SPTC's former Taylor Yard in the City and County of Los Angeles. As part of this maintenance facility a train washer will be installed, maintained, and operated.

The train washer will be constructed such that permanent reduced clearance will exist as close as 6 feet 0 inches from the center line of track on the sides of the installation. During operation, the wash brushes will contact the sides and the top of the locomotive and cars. The brushes will thus be less than the 14 feet 0 inches overhead clearance above top of rail required by Section 9.1 and less than the 7 feet 7 inches side clearance (cars are 10' 2" in width) required under Section 9.2 of Commission's General Order 26-D.

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.

Resolution No. SR-41
Safety Division
Page 2 of 3

General Order 118 requires a minimum walkway width of 8 feet 6 inches from the center line of tangent track.

Plans showing the location of the train washer and the details of construction have been furnished to the Commission's staff. LACTC and Amtrak personnel state that the proposed installation can be constructed and operated safely subject to certain conditions. The staff of the Railroad Safety Branch agree that overall risk to railroad employees and the public from railroad operations in the area of the new train washer will be reduced and safety enhanced under the following ordered conditions.

LACTC, SCRRA, and Amtrak, therefore, have requested the Commission's permission to permanently deviate from the provisions of Sections 9.1 and 9.2 of General Order 26-D and from provisions of Walkway Standards 3 and 6 of General Order 118 in order to construct and operate the subject train washer.

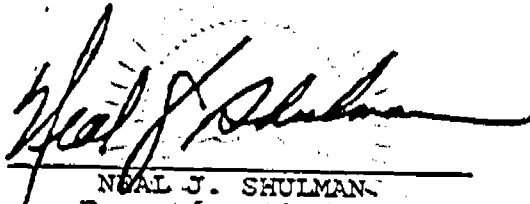
IT IS ORDERED that LACTC, SCRRA, and Amtrak are granted the requested authority to construct and operate the subject train washer at Metrolink Taylor Yard in City and County of Los Angeles under the following conditions:

1. Upon completion of the installation and before operations, LACTC, SCRRA, and Amtrak SPTC will advise its employees 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 copy to the Commission's Railroad Safety Branch.
2. The 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 train or equipment movements on adjacent tracks.

6. Trackside signs shall be installed at each end of the facility noting IMPAIRED SIDE AND OVERHEAD CLEARANCE. The same sign shall denote SUBSTANDARD WALKWAYS.
7. 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.
8. No passenger cars carrying revenue passengers shall be allowed through the washer.
9. During the washing operation, employees operating the train through the washer will be confined to the interior of the subject train.
10. Locomotive windows shall remain closed and locked while within the limits of the washing equipment.
11. Because of the washer's design the direction of washing shall be in a geographical southerly direction only.
12. This Resolution is effective today.

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 AUGUST 11, 1992.
The following Commissioners approved it.


NEAL J. SHULMAN
Executive Director

DANIEL Wm. FESSLER
President
PATRICIA M. ECKERT
NORMAN D. SHUMWAY
Commissioners

Commissioner John B. Ohanian,
being necessarily absent, did
not participate.