

SR-45

PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

SAFETY DIVISION
Railroad Safety Branch

RESOLUTION SR-45
November 23, 1992

R E S O L U T I O N

RESOLUTION SR-45. GRANTING A VARIANCE FROM SIDE CLEARANCE REQUIREMENTS OF GENERAL ORDER 26-D TO SERVICE INDUSTRY AT VERNON, CALIFORNIA.

By letter dated July 24, 1992, Los Angeles Junction Railway Company requests a variance from the requirements of General Order 26-D, Section 3.2, to serve Primo Corporation in the City of Vernon. The recycling company occupies building at 3063 Fruitland Avenue and, due north, at 3301 E. 50th Street. It proposes to reactivate a two-car rail spot between the two buildings to receive covered hopper cars of plastic pellets.

However, the track is impaired by 1/2 inch of the south building, (8'5 1/2" from centerline to building) and by 1/4 to 3/4 inch to the north building (variously 8' 5 1/4" to 8' 5 3/4"). The north building was constructed in 1951 and the south building in 1963. There has been no rail service at the location since 1963.

The proposed site is allegedly the only available location in the City of Vernon with sufficient capacity for its operations and rail spur access. Whereas staff strives to develop full compliance with G.O. 26-D requirements, it is persuaded here that a variance is justified by the mitigating factors of the age of the two buildings and the prior rail service at the location. Staff, moreover, believes the benefits of additional rail service outweigh the disadvantages of the impairment, which will be moderated through the operating safeguards imposed. Staff met on site with the railroad and representatives of the United Transportations Union on August 7, 1992, and developed the concurrence of all parties on the granting of the variance and the safeguards.

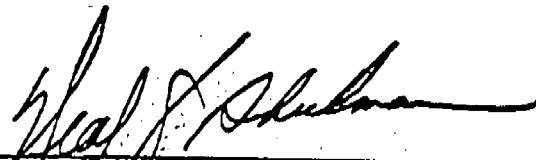
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IT IS ORDERED that the requested variance is granted subject to the following conditions:

1. The railroad crossing across Alcoa Avenue shall be protected in advance of train movements, and a switchman shall precede all train movements into the spot.
2. An "Impaired Side Clearance" sign will be posted in advance of the impairments. The sign shall be illuminated at night. The sign shall include the language "Rail yardmen, beware of close side clearance on both sides of track."
3. If hoses or other debris are on the ground, yardmen are not required to switch until removed.
4. A bulletin shall be issued to trainmen advising of the above conditions.

This resolution is effective today.

I hereby certify that this Resolution was adopted by the Public Utilities Commission at its regular meeting on November 23, 1992. The following Commissioners approved it:


NEAL J. SHULMAN
Executive Director

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