

PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

RAIL SAFETY AND CARRIERS DIVISION  
Railroad Safety Branch  
Railroad Operations and Safety Section

RESOLUTION SR-94  
February 19, 1998

R E S O L U T I O N

RESOLUTION SR-94. GRANTING A TEMPORARY VARIANCE AT BENT 2 FROM SIDE CLEARANCE REQUIREMENTS OF GENERAL ORDER 26-D DURING SEISMIC RETROFIT OF VINCENT BRIDGE BETWEEN LOS ANGELES AND TERMINAL ISLAND AFFECTING TRAIN MOVEMENTS OF UNION PACIFIC, BURLINGTON NORTHERN SANTA FE, AND PACIFIC HARBOR LINE.

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By letter dated December 24, 1997, the State of California Department of Transportation requests a temporary clearance variance for affected trainmen at Bent 2 of Vincent Thomas Bridge in the vicinity of railroad Mile Post 506.7. The railroad tracks are owned by the Port of Los Angeles, are presently operated by the Harbor Belt Line Railroad, and the new operator will be Pacific Harbor Line, Inc., starting February 15, 1998. The tracks are commonly known as the East San Pedro Branch, formerly Union Pacific Railroad. The tracks serve the port industries located at the southern tip in the San Pedro District.

General Order 26-D requires generally 9' 6" minimum side clearance for curved track but provides application of tangent track dimensions (8'6") for slightly curved track (Sec. 3.2 and 3.16). The track in question is 11 degrees curvature so it meets the specifications of Sec. 3.16 for application of tangent track clearances. From the track's centerline, at present clearance to the column is 11.75'; during construction, clearance will be 8'6"; after construction the finished product will be 10'9".

A copy of the proposal was furnished to trainmen's unions affecting safety matters. The State Legislative Director for United Transportation Union responded that his organization would not object to this request but continues generally to uphold safety dimensions in excess of minimum standards as stated in the Commission's G.O. 26-D.

The Commission, therefore, finds that space is limited at Mile Post 506.7 at Bent 2 of the Vincent Thomas Bridge for railroad trackage of the Port of Los Angeles so that structures adjacent to the tracks may be at the same clearance as for tangent track during periods of construction.

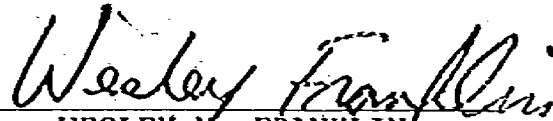
THEREFORE, IT IS ORDERED that:

The requested authority is hereby granted subject to the following conditions:

1. Burlington Northern Santa Fe, Union Pacific, and Pacific Harbor Line will issue appropriate clearance notices to all employees who may be affected by the construction.
2. This authority shall expire upon the completion of this project or two years from this date, whichever comes first.

This resolution is effective today.

I hereby certify that this Resolution was adopted by the Public Utilities Commission at its regular meeting on February 19, 1998. The following Commissioners approved it:



WESLEY M. FRANKLIN  
Executive Director

RICHARD A. BILAS  
President  
P. GREGORY CONLON  
JESSIE J. KNIGHT, JR.  
HENRY M. DUQUE  
JOSIAH L. NEEPER  
Commissioners