

CA-42

PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Safety Division

Resolution ST-3  
Date September 12, 1990

R E S O L U T I O N

GRANTING THE SAN DIEGO TROLLEY INCORPORATED AUTHORITY TO REMOVE A SPLIT-POINT DERAIL LOCATED ON THE WEST SIDE OF THE SAN DIEGO TROLLEY INCORPORATED SOUTH LINE MAIN TRACKS AT TWELFTH AVENUE AND COMMERCIAL STREET IN THE CITY OF SAN DIEGO.

SUMMARY

San Diego Trolley Incorporated (SDTI) requests authority to remove a split-point derail located on the west side of the SDTI South Line main tracks at Twelfth Avenue and Commercial Street in the City of San Diego. SDTI's proposal will not compromise the safe operation of trains over the subject crossing. This resolution grants SDTI's request.

BACKGROUND

San Diego Trolley Incorporated (SDTI), by letter dated July 2, 1990, requests authority to remove a split-point derail located on the west side of the SDTI South Line main tracks at Twelfth Avenue and Commercial Street in the City of San Diego.

The track section on the west side of the SDTI South Line main tracks was used by the San Diego & Imperial Valley Railroad Company (SD&IV), formerly the San Diego & Arizona Eastern Railway Company, to store freight cars and assemble freight trains. This use of the track by the SD&IV created the possibility of an uncontrolled movement of a SD&IV freight car(s), which was stored or used to assemble a freight train, to roll east toward the two SDTI South Line main tracks and further onto the SDTI El Cajon East Line main track. To protect against a potential collision between a SD&IV freight car(s) or train and a SDTI Light Rail Vehicle (LRV), the split-point derail was installed. In addition to installing a derail, SDTI and SD&IV developed special operating procedures for movements across the SDTI South Line main tracks.

DISCUSSION

As part of its continuing development of Light Rail Transit, the San Diego Metropolitan Transit Development Board recently

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completed construction of the one and one quarter (1.25) mile Bayside Corridor extension. The opening of the Bayside Corridor has caused SDTI to re-evaluate the need to retain the split-point derail on its main track. SDTI is of the opinion that this derail is no longer required because the section west of the South Line main tracks will no longer be utilized by SD&IV to store freight cars or assemble freight trains. Additionally, Switch Number 13, which permits movement from the Bayside Corridor to the East Line, will normally be aligned in the reverse position, away from the South Line main tracks.

#### PROTESTS

No protests have been filed.

#### FINDINGS

Staff has reviewed SDTI's request and finds it appropriate and reasonable. Approval to remove the derail will not alter the procedures mandated in D.84-11-066 by the Commission for crossing protection and authorization with respect to SD&IV operations.

#### THEREFORE, IT IS ORDERED that:

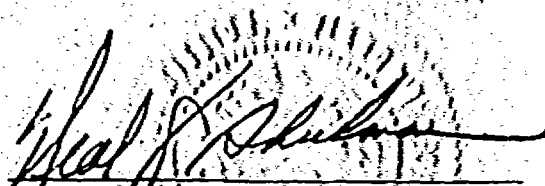
- (1) The San Diego Trolley Incorporated is granted authority to remove the split-point derail located on the west side of the San Diego Trolley Incorporated South Line main tracks at Twelfth Avenue and Commercial Street in the City of San Diego.
- (2) The section on the west side of the South Line main tracks shall not be used to store freight cars or make up freight trains.
- (3) Switch Number 13 which connects the Bayside Corridor to the East and South Line main tracks north of the Imperial and Twelfth terminal station shall be aligned in the reverse position at all times, except when authorized in accordance with manual interlocking procedures for movements across the SDTI's South Line main tracks.
- (4) As required by D.84-11-066, Eastbound and Westbound operation across the SDTI South Line main tracks shall not be made without prior authorization from the SDTI Controller, and additional protection in the form of red fusees shall be used when movements are made across the South Line main tracks by SD&IV.

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- (5) Eastbound and Westbound SDTI operation across its South Line main tracks shall require, in addition to prior authorization from the SDTI Controller, a qualified transportation flagperson - Supervisor or Operator - be positioned at the crossing of the South Line main tracks for the specific purpose of providing obligated protection.

I hereby certify that this resolution was adopted by the Public Utilities Commission at its regular meeting on SEP 12 1990  
The following Commissioners approved it:

G. MITCHELL WILK  
President  
FREDERICK R. DUDA  
STANLEY W. HULETT  
PATRICIA M. ECKERT  
Commissioners

  
NEAL U. SHULMAN  
Executive Director

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