

PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Safety Division  
Rail Transit Safety Branch

RESOLUTION ST-6  
April 10, 1991

R E S O L U T I O N

AUTHORIZING SACRAMENTO REGIONAL TRANSIT DISTRICT A TEMPORARY DEVIATION FROM THE SIDE CLEARANCE REQUIREMENTS OF GENERAL ORDER 26-D, SECTION 9.2 AND THE LIGHT RAIL VEHICLE REQUIREMENTS OF GENERAL ORDER 143, SECTIONS 9.1, 9.2, 9.3, 9.4 AND 9.5 TO OPERATE SAN JOSE RAILROAD CAR #129 FROM APRIL 15 THROUGH MAY 12, 1991 ON ITS LIGHT RAIL LINE AT AND BETWEEN CATHEDRAL SQUARE STATION AND 13TH ST. STATION IN SACRAMENTO.

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SUMMARY

By letters of March 12 and March 21, 1991, Sacramento Regional Transit District (SRT) requests authority for a temporary deviation from the side clearance requirements of General Order 26-D, Section 9.2 and the Light Rail Vehicle requirements of General Order 143, Sections 9.1, 9.2, 9.3, 9.4 and 9.5 to operate San Jose Railroad Car #129 (SJRC#129) on its light rail line in Sacramento. The request is being made in order to operate SJRC#129 at and between Cathedral Square Station and 13th Street Station from April 15 through May 12, 1991 in conjunction with the Railfair celebration scheduled for May 2 through May 12, 1991 in that city.

BACKGROUND

The SJRC#129 is owned by San Jose Trolley Corporation and leased to Santa Clara County Transportation Agency (SCCTA). The historic trolley is currently being operated by SCCTA on its light rail line in the San Jose Transit Mall. That operation is subject to authority granted in Commission Decision 88-10-052. SRT has entered into an agreement with SCCTA to operate SJRC#129 for a limited time over its light rail line in downtown Sacramento.

The vehicle has open and operable side windows adjacent to passenger seating on both sides of the car. General Order 26-D requires a clearance of at least 30 inches from the side of the widest passenger equipment operated unless all windows and other openings are effectively barred.

The vehicle also does not conform to the Light Rail Vehicle requirements of General Order 143, Section 9.1 Construction, 9.2 Brakes, 9.3 Doors, 9.4 Lights-Exterior and 9.5 Lights-Interior.

#### DISCUSSION

The staff of the Rail Transit Safety Branch has reviewed the requests for deviation from the requirements of General Orders 26-D and 143. The staff, accompanied by representatives of SRT has inspected side clearances required by General Order 26-D on portions of the line over which operation is proposed. The inspections disclosed the Elderly & Handicapped (E&H) platforms at each passenger station are as close as 64 inches from centerline of tangent track, from 24 inches to as high as 39 inches above top of rail. Handrails on the E&H platforms are as close as 66 inches from centerline of tangent track from as low as 36 inches to as high as 78 inches above top of rail. The face of the platforms are parallel to the track and are from 96 inches to 120 inches in width.

The E&H platforms are located at St. Rose of Lima Park Station (inbound and outbound), 7th and Capitol Station, 8th and "O" Street Station (inbound and outbound), Archives Plaza Station (inbound and outbound), 8th and Capitol Station and 13th Street Station (inbound and outbound). At 13th Street Yard, portions of the switch stand at switch Y30 on Track 1 are as close as 66 inches from centerline of tangent track at 48 inches above top of rail. No revenue passenger movement is planned adjacent to this structure.

SJRC#129 has been inspected for compliance with the requirements of General Order 143, Decision 88-10-052 and General Order 26-D by members of the staff accompanied by representatives of SCCTA. The inspection disclosed compliance with requirements of General Order 26-D and Decision 88-10-052. The maximum distance measured at right angles from the centerline of the car was 58 inches at 14 inches above top of rail. The open and operable side windows on both sides of the car extend from 68 inches to 107 inches above top of rail. The window sills are a maximum of 50 inches from the centerline of the car.

Because each impaired side clearance is located at a passenger station or in a yard operating speeds may be reduced at those locations to enhance safety without adversely affecting service. Adequate training of operators will require operation of SJRC#129 over the proposed route prior to the start of revenue service. This element of training should begin by April 15, 1991.

#### PROTESTS

No protests or objections have been received.

#### FINDINGS

The staff agrees that the safety of the general public, passengers and employees of SRT will be adequately maintained in

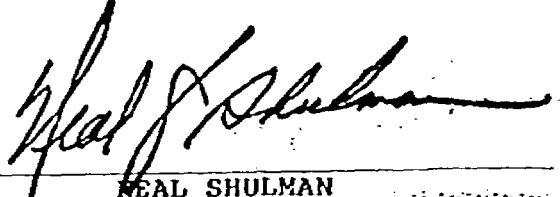
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the areas of reduced side clearances and in the operation of SJRC#129 with the implementation of the following ordered conditions.

THEREFORE, IT IS ORDERED that said authority is hereby granted and it is directed that appropriate notice be given of the granting of said authority subject to the following conditions:

1. Authority granted by this resolution shall expire on May 13, 1991.
2. Authority to deviate from the side clearance requirements of General Order 26-D, Section 9.2 shall apply only to the E&H platforms and switch stand at Switch Y30 on SRT light rail line at and between Cathedral Square Station and 13th Station.
3. Authority to deviate from the Light Rail Vehicle requirements of General Order 143, Sections 9.1, 9.2, 9.3, 9.4 and 9.5 shall apply only to SJRC#129.
4. The minimum safety standards described in Appendix A of Decision 88-10-052 shall be complied with during operation of SJRC#129.
5. All passengers on SJRC#129 shall be verbally instructed by appropriate SRT employees to keep entirely within the vehicle while it is in motion.
6. The speed of SJRC#129 shall be restricted to a maximum of five miles per hour while operating adjacent to the impaired side clearances described in condition 2 of this order.

I hereby certify that this Resolution was adopted by the Public Utilities Commission at its regular meeting on APR 10 1991  
The following Commissioners approved it:

  
NEAL SHULMAN  
Executive Director

PATRICIA M. ECKERT  
President  
G. MITCHELL WILK  
JOHN B. QHANIAN  
DANIEL Wm. FESSLER  
NORMAN D. SHUMWAY  
Commissioners