

## PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

SAFETY DIVISION  
Rail Engineering Safety BranchRESOLUTION ST-10  
Date January 8, 1993R E S O L U T I O N

RESOLUTION ST-10. AUTHORITY GRANTING METROPOLITAN TRANSIT DEVELOPMENT BOARD AN EXEMPTION FROM GENERAL ORDER 26-D, SECTIONS 2.1 AND 14 AND GENERAL ORDER 95, RULE 37, TABLE 1, CASE 1, COLUMN C AND RULE 74.4B - OVERHEAD CONTACT WIRE HEIGHT, TO PERMIT INSTALLATION OF AN OVERHEAD CATENARY CONTACT WIRE SYSTEM AT 22 FEET, ZERO INCHES, INSTEAD OF THE REQUIRED 22 FEET, SIX INCHES, ABOVE SAN DIEGO AND IMPERIAL VALLEY RAILROAD (SD&IV) TRACKAGE BETWEEN EL CAJON (APPROXIMATELY M.P. 16.7) AND SANTEE (APPROXIMATELY M.P. 20.5).

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BACKGROUND

By correspondence dated September 9, 1992, the Metropolitan Transit Development Board (MTDB), operator of San Diego Trolley, Inc., and San Diego and Imperial Valley Railroad Company requested an exemption from the requirements of General Order 26-D, Sections 2.1 and 14 and General Order 95, Rule 37, Table 1, Case 1, Column C, and Rule 74.4B to permit installation of an overhead catenary contact wire system at 22 feet, zero inches, instead of the required 22 feet, six inches, above San Diego and Imperial Valley Railroad (SD&IV) trackage between El Cajon (approximately M.P. 16.7) and Santee (approximately M.P. 20.5).

DISCUSSION

General Order 26-D and General Order 95 require that the standard minimum overhead clearance above railroad and street railroad tracks, which are used or proposed to be used for transporting freight cars, shall be twenty-two (22) feet six (6) inches. For the initial portion of the MTDB system between downtown San Diego and San Ysidro, in 1979 the MTDB had requested and was granted exemption to set the overhead catenary contact wire system at 22 feet by D. 90457 "...based on the practical working limits of the pantograph...". Subsequently, for the MTDB system extension between San Diego and El Cajon, the commission granted a similar exemption by D. 83-11-086. The request by this application is for a further extension of D. 83-11-086 from the current terminus at El Cajon to Santee. The exemption is requested to be consistent with the remainder of the system, for the full distance of the extension. However

MTDB does not intend to transport freight cars beyond Bradley Avenue, a location about mid-point in this extension. Therefore, beyond Bradley Avenue, MTDB proposes initially to set the overhead catenary contact wire system at nineteen (19) feet and accordingly sign the track so as not to allow the movement of freight cars into the area of reduced clearance. The staff of the PUC Rail Transit Safety Section do not object to the proposal.

### PROTESTS

All known interested parties have been contacted and have raised no objections.

### FINDINGS

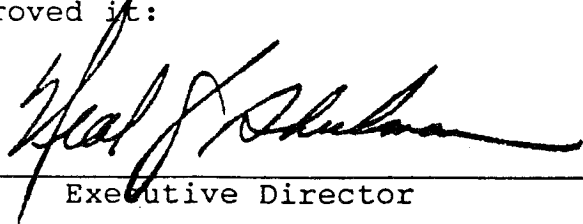
1. The Commission granted a reduced overhead clearance height of 22 feet 0 inches in D.90457, track between San Diego and San Ysidro, and D.83-11-086, track between San Diego and El Cajon.
2. The Staff is not aware of any incidents involving the reduced overhead clearance granted in D.90457 and D.83-11-086.
3. SD&IV freight trains have operated under energized contact wire installed at 22 feet, zero inches without incident for more than ten years.
4. The exemption is only applicable to the situation described between El Cajon (approximately M.P. 16.7) and Santee (approximately M.P. 20.5). Future requests for exemption will be addressed on a case by case basis.

**THEREFORE, IT IS ORDERED** that the requested exemption from the requirements of General Order 26-D, Sections 2.1 and 14 and General Order 95, Rule 37, Table 1, Case 1, Column C, and Rule 74.4B to permit installation of an overhead catenary contact wire system at 22 feet, zero inches, instead of the required 22 feet, six inches, above San Diego and Imperial Valley Railroad (SD&IV) trackage between El Cajon (approximately M.P. 16.7) and Santee (approximately M.P. 20.5) is hereby granted to Metropolitan Transit Development Board subject to the following conditions:

1. An "Operating Limits" sign will be properly installed in the vicinity of Bradley Avenue.
2. Current operating procedures must be expanded to include this new area.

Resolution ST-10  
January 8, 1993

I hereby certify that this Resolution was adopted by the Public Utilities Commission at its regular meeting on January 8, 1993. The following Commissioners approved it:

  
Executive Director

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