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**PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA**

**SAFETY DIVISION**  
Rail Transit Safety Section

**RESOLUTION ST-16**  
**Date: Nov. 22, 1994**

**R E S O L U T I O N**

RESOLUTION ST-16. AUTHORITY GRANTING LOS ANGELES COUNTY METROPOLITAN TRANSPORTATION AUTHORITY (LACMTA) AN EXEMPTION ON THE METRO GREEN LINE (MGL) FROM THE PROVISIONS OF GENERAL ORDER 143-A, SECTION 7.06 AND GENERAL ORDER 127 SECTION 3.6 WHICH REQUIRE THE USE OF THE AMERICAN ASSOCIATION OF RAILROADS (AAR) SIGNAL SECTION STANDARDS FOR THE DESIGN AND CONSTRUCTION OF WAYSIDE SIGNALS

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**SUMMARY**

By letter dated August 24, 1994, the LACMTA requests an exemption for the MGL from the provisions of Section 3.6 of General Order (G.O.) 127 and Section 7.06 of G.O. 143-A which require that the Signal Manual published by the AAR be used for the design and construction of interlocking equipment; including wayside signals. Specifically, LACMTA requests to substitute airport runway type signals mounted between the rails in place of wayside signals mounted alongside the track.

**BACKGROUND**

The AAR Signal Manual recommends that wayside signals be mounted alongside the track governed by the signal. Since the MGL plans to use airport runway type signals mounted between the rails of the track on which the route is governed by the signal, the AAR standard is not met. All other applicable AAR recommendations are satisfied by the runway type signal. This alternative standard of using runway type signals was specifically noted on the signal plans and specifications submitted by LACMTA to the Commission as required by Section 7.06 of G.O. 143-A.

**DISCUSSION**

Installation of standard wayside signals is precluded by MGL right-of-way constraints. Since most of the MGL alignment lies

in the median of a freeway, the available right-of-way has to be shared between the MGL transit vehicles and highway traffic. Given the limited space allocated for the MGL, adherence to the AAR standard of installing signals alongside the track cannot be complied with. Trackside mounted signals would also cause confusion to parallel freeway traffic. Therefore, in lieu of standard AAR wayside signals, runway type signals mounted between the rails will be used on the MGL. The method of mounting these signals will provide a minimum of 300 feet sighting distance of the signal aspects. Wayside speed limit signs will be used in combination with the signals when manual train operation is required. In order for train operators to readily identify signal locations in the event of a signal lamp failure, the concrete area (direct fixation track) or ties (ballasted track) directly preceding the signal fixture will be painted. By implementing the above measures, the use of runway type signals instead of trackside mounted signals can be safely employed on the MGL.

### PROTESTS

There are no known protests to this request.

### FINDINGS

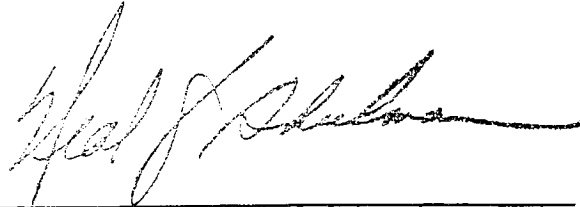
Staff has reviewed LACMTA's request and finds it appropriate and reasonable. Substitution of airport runway type signals mounted between the rails can be safely substituted for the conventional AAR wayside signals mounted alongside the track provided:

1. A minimum sighting distance of 300 feet shall be used for positioning of the signals between the rails.
2. Wayside speed limit signs shall be used in combination with the signals when manual operation is required.
3. The concrete (direct fixation track) or ties (ballasted track) directly preceding the signals shall be painted to identify the signal location in the event of a dark signal aspect caused by a lamp failure.

### **THEREFORE, IT IS ORDERED that:**

The Los Angeles County Metropolitan Transportation Authority (LACMTA) is granted authority on the Metro Green Line (MGL) to deviate from Section 7.06 of General Order No. 143-A and Section 3.6 of General Order 127 by using airport runway type signals mounted between the rails provided the three conditions listed under FINDINGS above are complied with.

I hereby certify that this Resolution was adopted by the Public Utilities Commission at its regular meeting on Nov. 22, 1994. The following Commissioners approved it:



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Executive Director

DANIEL Wm. FESSLER  
President  
PATRICIA M. ECKERT  
NORMAN D. SHUMWAY  
P. GREGORY CONLON  
JESSIE J. KNIGHT, Sr.  
Commissioners