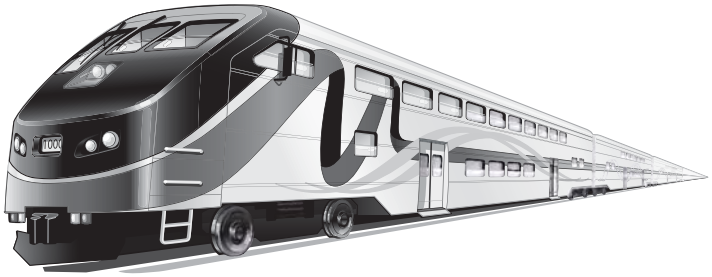
SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY



METROLINK®

TIMETABLE NO. 7

Effective Thursday, April 7, 2010 at 12:01 AM Pacific Time

Metrolink's Safety Vision

Safety is Metrolink's primary concern. We are accountable for the decisions and actions that affect the safety of our passengers and fellow workers. Through the continued use of the operating rules, we can be assured of an optimal level of safety for everyone.

INTRODUCTION

This timetable governs the operation of the Metrolink Commuter Rail Service and must be complied with by all employees whose duties are affected by it, regardless of employing railroad. It supersedes all previous timetables and instructions.

Page No.	Supp. No.	Date	Page No.	Supp. No.	Date

All pages in this section indicate “Timetable No. 7” in *lower left* corner. When any of these pages are revised by supplement the issue date will appear in the lower right corner of the new page and be accompanied by a revised copy of this page.

Rule 4.3 Timetable Characters

Explanation of abbreviations shown on these pages:

Abbreviation	**Meaning**
#MT	Number of Main Tracks
ABS	Automatic Block System
ATS	Automatic Train Stop
BTWN.	Between
CTC	Centralized Traffic Control
IND	Industry
IIATS	Inert Inductor Automatic Train Stop
M	Manual Interlocking
T	Turning Facility (Wye)
TWC	Track Warrant Control
Y	Yard Limits (Rule 6.13)

Metrolink Operations Center (MOC)

River Sub	(909) 593-2962 or (888) 446-9718
Valley, Ventura & Montalvo Subs.	(909) 593-2868 or (888) 446-9717
Pasadena, Rialto, Short Way & San Gabriel Subs	(909) 596-2378 or (888) 446-9719
Orange, Olive & San Diego Subs	(909) 392-8740 or (888) 446-9716
Chief's Desk	(909) 593-0661 or (888) 446-9715
MOC Inbound Fax	(909) 596-5980
MOC Signal Desk	(909) 392-8476 or (888) 446-9720
Operations Support Desk	(909) 392-8571
Grade Crossing Hot Line	(888) 446-9721
Operations Coordinator	(909) 392-8450 or (909) 392-8451
Time Service	(866) 493-5252
Metrolink Sheriffs Dispatch Center (ROC)	(323) 563-5280
Safety Hotline	(877) 507-7321

Medical Review Officer (MRO)

Steve Kracht, MD
7500 W. 110th St. Ste. 500
Overland Park KS. 66225
(888) 382-2281 Tel
(913) 469-4029 Fax

Transportation Offices

Lancaster	(661) 945-7619
Montalvo	(805) 339-9325
Oceanside	(760) 430-0770 ext. 3029
Riverside	(951) 369-3748
San Bernardino	(909) 889-6046
Taylor Yard	(323) 227-7160
Taylor Yard Clerk	(323) 227-7159

Mechanical Offices

Lancaster	(661) 945-5809
Moorpark	(805) 529-2752
Oceanside	(760) 430-0770 ext.3015/6/7
Montalvo	(805) 339-0753
Riverside	(951) 369-1739
San Bernardino	(909) 384-1582
Central Mechanical Facility (CMF)	(323) 224-3465
Equipment Hotline	(800) 429-1555
Inland Empire Layover Facility (IELF)	(909) 384-1582

Gary L. Lettengarver
Director, Operations

Edward Pederson
Assistant Director, Operations

Rod D. Bailey
Superintendent Dispatching

Fred Jackson
Manager, System Safety

ENGINEERING

Richard D. Walker
Director, System Maintenance and Rehabilitation

Mike Ridens
Manager, Track and Structure

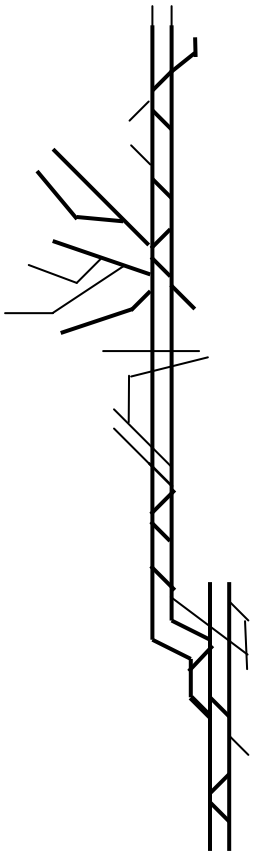
Wayne Mauthe
Manager, Track Rehabilitation

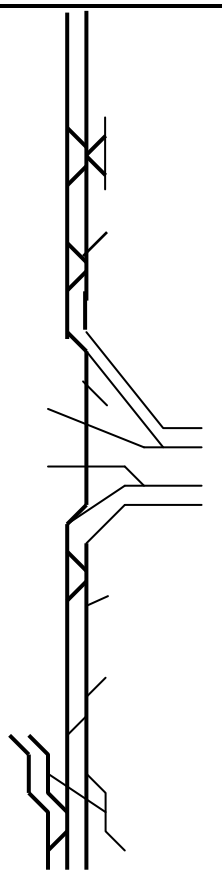
Jaime Romo
Manager Communications and
Signals Maintenance

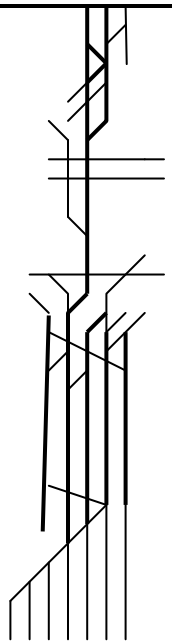
EQUIPMENT

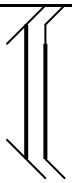
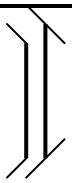
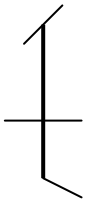
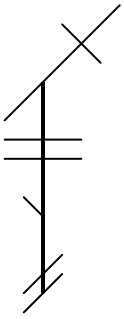
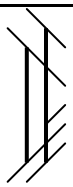
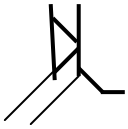
Gary Jarboe
Director, Equipment

Ron Svoboda
Manager, Rolling Stock Maintenance

↓ WESTWARD		**STATIONS** Radio Channel: See Page RV-10	EASTWARD ↑	
Siding Feet	Track Diagram	**RIVER SUBDIVISION**	Meth. of Op	Mile Post
		East Bank Line		
		**END BNSF/BEGIN SCRRA** (BNSF connection) 0.2 **RIVERSIDE STATION** 0.1 **RIVERSIDE 14th STREET** (BNSF connection) 0.3 **SCRRA JCT.** (Jct. UP)	**CTC** (BNSF) **6.28** **CTC** (BNSF) **6.28** **CTC** (UPRR)	57.1 56.9 56.8 56.5
Movement between SCRRA Jct. and Soto St. Jct. is over the UPRR (54.4 miles)				
Radio Channel 4747/8787				
		**SOTO ST. JCT.** (Jct. UP) 0.3 **CP NINTH ST.** (Jct.Alameda Corridor) 1.8 **CP FIRST ST.** 0.8 **CP PASADENA JCT.** (Jct. San Gabriel Sub.) 0.1 **CP EAST DIAMOND** (2 Lead/Coast Conn. Xing) 0.3 **CP MAIN ST.** (Jct. Coast / NE Conn. Tracks) 1.2 **CP DAYTON** (Jct. West Bank Line) 1.1 **CP ORMISTON** 0.2 **CP TAYLOR** (Jct. Valley Sub.)	**2MT** **CTC** **3MT** **CTC** **2MT** **CTC**	2.1 485.2 484.9 483.1 482.3 482.2 481.9 480.7 2.2 3.3 3.5
(5.8)				

↓ WESTWARD		**STATIONS** Radio Channel 4747	EASTWARD ↑	
Siding Feet	Track Diagram	**RIVER SUBDIVISION**	Meth. of Op	Mile Post
West Bank Line				
		**SOTO** (Jct. BNSF)		144.4
		1.8 **CP OLYMPIC**		142.6
		2.4 **CP SAN DIEGO JCT.** (Jct. West Bank Conn. SW)	**2MT CTC**	140.2
		0.2 **CP WEST DIAMOND** (San Gabriel Conn. Xing) (2 Lead Xing)	**CTC**	140.0 0.8
		0.2 **CP CHAVEZ** (Jct. West Bank Conn. NW)		1.0
		0.6 **CP CAPITOL**	**2MT CTC**	1.6
		0.6 **CP DAYTON** (Jct. East Bank Line)	**3MT CTC**	2.2
(5.8)				

↓ WESTWARD		**STATIONS** Radio Channel 4747	EASTWARD ↑	
Siding Feet	Track Diagram	**RIVER SUBDIVISION**	Meth. of Op	Mile Post
		Terminal Lead		
		**CP YUMA JCT.** (Jct. UP) (Jct. NE Conn. Tracks) (Jct Balloon Track) 0.4 **CP EAST DIAMOND** (2 Lead Xing) (Jct. Coast Conn. Track) 0.1 **CP WEST DIAMOND** (West Bank Line Xing) **CP MISSION** **T** (Jct. San Gabriel Conn. Track) (Jct. West Bank Conn.) 0.3 **CP TERMINAL** 0.2 **CP 31, 32, 33 & 34** 0.3 **LOS ANGELES** **Y**	**2MT CTC** **CTC** **5MT** **CTC** **4MT** **CTC** **6.13** **15 MT**	1.3 0.9 0.8 0.5 0.3 0.0
		(1.3)		

↓ WESTWARD		**STATIONS** Radio Channel 4747	EASTWARD ↑	
Siding Feet	Track Diagram	**RIVER SUBDIVISION**	Meth. of Op	Mile Post
West Bank Connecting Track - Southwest				
		**CP SAN DIEGO JCT.** (Jct. West Bank Line) 0.2 **CP MISSION** (Jct. Terminal Lead)	 **2MT** **CTC** 	140.2 0.8
West Bank Connecting Track - Northwest				
		**CP CHAVEZ** (Jct. West Bank Line) 0.2 **CP MISSION** (Jct. Terminal Lead)	 **2MT** **CTC** 	1.0 0.8
San Gabriel Connecting Track				
		**CP PASADENA JCT.** (Jct. East Bank Line) 0.1 **CP WEST DIAMOND** **CP MISSION** (Jct. Terminal Lead)	 **CTC** 	0.9 0.8
Coast Connecting Track				
		**CP MISSION** **CP WEST DIAMOND** (Jct. 2 Lead) 0.1 **CP EAST DIAMOND** (East Bank Line Xing) 0.3 **CP MAIN ST.** (Jct. East Bank Line)	 **CTC** 	0.8 482.2 481.9
Northeast Connecting Tracks				
		**CP YUMA JCT.** (Jct. Terminal Lead) 0.5 **CP MAIN ST.** (Jct. East Bank Line)	 **2MT** **CTC** 	1.3 481.9
Balloon Track				
		**CP YUMA JCT** 0.4 **CP PASADENA JCT** (Jct San Gabriel Sub)	 **CTC** 	1.3 482.3

MAXIMUM AUTHORIZED SPEED FOR TRAINS

East Bank Line						
BETWEEN MP 485.2 and CP TAYLOR						
MP Location	MT 1		MT 2		MT 4	
Between	Passenger	Freight	Passenger	Freight	Passenger	Freight
485.2 and 484.8	30	20	30	20		
484.8 and 483.2	70	30	70	30		
483.2 and 482.3	27	20	27	20		
482.3 and 481.9	15	15	15	15		
481.9 and 480.9	30*****	20	30*****	20		
480.9 and 480.7	30	20	25	20		
2.2 and 3.3	50	40	50	40	50	40
3.3 and 3.5	50	40	50	40		

*****Westward trains must not exceed 27 MPH until lead wheels have passed crossing at grade, Main St., MP 481.7.

West Bank Line						
BETWEEN SOTO AND CP DAYTON						
MP Location	MT 3		MT 4		Main	
Between	Passenger	Freight	Passenger	Freight	Passenger	Freight
144.4 and 142.8	**44#*1**	20	**44#*1**	20		
142.8 and 141.2	79	40	79	40		
141.2 and 140.8	**45#*2**	25	**45#*2**	25		
140.8 and 140.2	**35#*2**	25	**35#*2**	25		
140.2 and 140.0					15	10
0.8 and 1.0					15	10
1.0 and 1.3	30	20	25	20		
1.3 and 2.2	50	20	50	20		

*1- Protected by IIATS Eastward only
*2 - Protected by IIATS Westward only

Note #: Refer to page AS-12 for Equipment and Wind Restrictions.

Terminal Lead										
BETWEEN CP YUMA JCT AND LOS ANGELES										
MP Location	1 Lead		2 Lead		3 Lead		4 Lead		5 Lead	
Between:	Psgr	Frt	Psgr	Frt	Psgr	Frt	Psgr	Frt	Psgr	Frt
1.3 and 0.9			15	10						
0.9 and 0.8			15	10						
0.8 and 0.5	25	10	25	10	25	10	25	10	25	10

OTHER MAXIMUM SPEEDS

East Bank Line			
Location		Passenger	Freight
CP Ninth Street, MP 484.9: Through turnouts		15	15
Through crossovers		30	20
CP First Street, MP 483.1: Through turnout		15	15
Through crossover		27	20
CP Pasadena Jct., MP 482.3: Through crossovers and turnouts		15	10
CP Main St., MP 481.9: Through crossovers and turnouts		15	10
CP Dayton, MP 2.2:			
	Through crossovers between No. 1 MT and No. 2 MT	25	25
	Through crossover between No. 2 MT and Taylor Yard Lead	10	10
	Through turnout from No. 2 MT to No. 2 MT (diverging route)	25	25
	Movement from No. 2 MT to No. 3 MT (straight route)	50	20
CP Ormiston, MP 3.3:			
	Through turnout No. 1 MT to No. 1 MT (diverging route)	45	40
	Movement from No. 1 MT to No. 2 MT (straight route)	50	40
	Through crossover No. 2 MT to No. 2 MT (diverging route)	45	40
	Movement from No. 2 MT to No. 4 MT (straight route)	50	40
	Through turnout between No. 2 MT and UP Roundhouse Lead	15	10
CP Taylor, MP 3.5: Through crossovers		40	40
SCRRA Jct., MP 56.5 (Jct. UPRR): Through turnout		45	20
MP 56.5 and 56.8		30	15
Riverside 14th Street, MP 56.8 (BNSF Connection): Through turnout		15	15
MP 56.8 and End BNSF/Begin SCRRA, MP 57.1		5	5

OTHER MAXIMUM SPEEDS (Continued)

West Bank Line		
Location	Passenger	Freight
CP Olympic, MP 142.6:		
Through crossovers Between No. 3 MT and No. 4 MT	45	40
Through crossovers Between Olympic Lead and No. 4 MT	15	10
CP San Diego Jct., MP 140.2:		
Through crossovers	25	10
CP Chavez, MP 1.0:		
Through crossovers	25	10
Through turnout	15	15
CP Capitol, MP 1.6:		
Through crossover	45	20
Through turnout	10	10
CP Dayton, MP 2.2:		
Through turnout No. 4 MT to Taylor Yard Lead	10	10
Terminal Lead		
CP Mission, MP 0.8:		
Through turnout from 2 Lead to 2 Lead (diverging route to CP West Diamond)	25	10
Through turnout from 4 Lead to 4 Lead (diverging route to CP San Diego Jct.)	25	10
Through turnout from 4 Lead to San Gabriel Connecting Track	25	10
Through all other turnouts, crossovers, and puzzle switches	12	10
CP Terminal, MP 0.5 to Los Angeles, MP 0.0: Straight route	20	10
Diverging route	12	10
Private Car "Garden" Tracks, MP 0.4:	5	5
MP 0.3 to 0.0: Through hand-operated turnouts	10	10
West Bank Connecting Track - Southwest		
CP Mission to CP San Diego Jct: Both tracks	25	10
West Bank Connecting Track - Northwest		
CP Mission to CP Chavez: No. 3 MT	30	10
CP Mission to CP Chavez: No. 4 MT	25	10

OTHER MAXIMUM SPEEDS (Continued)

Location	Passenger	Freight
Coast Connecting Track		
CP East Diamond to CP Main St.	10	10
Northeast Connecting Track		
CP Yuma Jct. to CP Main St.: Both tracks	10	10
San Gabriel Connecting Track		
CP Mission to CP Pasadena Jct.	15	10
Balloon Track		
CP Yuma Jct. to CP Pasadena Jct.	15	10
Other Tracks		
All other tracks, crossovers and turnouts	10	10

Signs have been placed at the following locations as a means of identification only and do not affect the movement of trains or equipment.

- CP Main St. reading MAIN ST.
- CP East Diamond reading EAST DIAMOND
- CP Yuma Jct. reading YUMA JCT.
- CP Pasadena Jct. reading PASADENA JCT.

SPECIAL INSTRUCTIONS

Rule 1.14 Other Railroads

Metrolink Service Tracks	**MP Location**
Taylor Yard (CMF), CP Dayton*	2.1
** Use for other than passenger train storage must be coordinated with Chief Dispatcher.*	
Pasadena Gold Line Facility	1.6
Maintenance Spur	140.1

Tracks may be used for delivery, storage, loading or unloading of SCRRA material or non-revenue cars and for emergency set outs of defective cars.

Tracks used for freight delivery may be used for SCRRA material movements, if arranged so as not to interfere with freight traffic, and for emergency set outs of defective cars.

Freight Train Operations

Remote Control Locomotive (RCL) Operations

East Bank Line

UPRR Remote Control Locomotive (RCL) operations are permitted between CP Dayton and CP Ninth St including CP Yuma Jct from 900am until 400pm and from 700pm until 500am. When operating on a main track between these locations:

- RCL jobs must have a minimum of two crew members qualified on the River Subdivision
- RCL operator controlling movement must make all movements at restricted speed not exceeding 15MPH
- RCL jobs must monitor appropriate radio channel at all times
- RCL jobs must clear or stop all movements when instructed by the train dispatcher

West Bank Line

BNSF Remote Control Locomotive (RCL) operations are permitted between Soto and CP Capitol from 900am until 400pm and from 700pm until 500am.

Terminal Lead

Remote Contol Locomotive (RCL) operations is prohibited between CP Mission and Los Angeles.

Rule 1.20 Location of Close Clearances

West Bank Line between Soto and CP San Diego Jct.

- Loads in excess of 22 ft. 1 in. high must not pass Cesar Chavez St. Bridge, MP 140.7.
- Loads in excess of 21 ft. 9 in. high must not pass 7th St. Bridge, MP 142.0.

Los Angeles:

- On Garden Tracks
- All Station Tracks except Release Tracks 7A, 8A and 10A.
- Between Station Track 3 and MTA Gold Line Track 1
- The west 460 ft. of Station Track 13 are out of service except may be used with authority from a Metrolink MW Supervisor. When operating within the west 460 ft. of Station Track 13, crews must walk their equipment, due to close clearance.

No Ride Zone:

- MP 0.0 to MP 0.8
- Within the limits of the Central Maintenance Facility

Rule 2.16 Assigned Radio Frequencies

Radio channel 4747 will be used on River Sub. ***except*** 8787 will be used on:

- East Bank Line between east limits CP Ninth St. and east limits CP Dayton.
- Terminal Lead between east limits CP West Diamond and east limits CP Yuma Jct.
- San Gabriel Connecting Track between east limits CP West Diamond and CP Pasadena Jct.
- Coast Connecting Track between east limits CP West Diamond and CP Main St.
- Northeast Connecting Tracks.

Note: Between SCRRA Jct. and End BNSF/Begin SCRRA contact BNSF Cajon Sub. or UPRR WS-30, whichever applies.

Rule 5.8.1 Ringing Engine Bell

Los Angeles: Engine bell is to be sounded whenever train or equipment is moved on all tracks between MP 0.0 and MP 0.8.

Rule 5.8.2 Sounding Whistle

Los Angeles: Engine whistle must not be sounded between MP 0.0 and 0.8 except when approaching men or equipment on or near track or in an emergency.

Rule 6.4.2 Movements within Control Points or Manual Interlockings

Los Angeles: Upon arrival, if movement stops while trailing end is between outer opposing absolute signals of CP 31, CP 32, CP 33 or CP 34, the movement may change direction without permission from River Subdivision dispatcher.

CP Olympic: When switching on Olympic Lead and control point is in switching mode, if movement stops while trailing end is between outer opposing absolute signals, the movement may change direction without permission from River Subdivision dispatcher.

Rule 6.8 Stopping Locations

Los Angeles: When practicable, engineers will arrange to spot trains so that baggage cars are not adjacent to the walls of the passenger ramps.

Rule 6.13 Yard Limits

Los Angeles: Yard Limits is in effect on all main tracks between MP 0.3 and 0.0. Trains may depart station tracks on signal indication without further authority on their scheduled departure time but if unable to depart on time, train crews must advise River Subdivision Dispatcher.

Rule 6.26 Track Assignments

East Bank Line:

- Two main tracks between CP Ninth St. and CP Dayton are designated from north to south as No. 1 Track and No. 2 Track.
- Three main tracks between CP Dayton and CP Ormiston are designated from north to south as No. 1 Track, No. 2 Track and No. 4 Track.
- Two main tracks between CP Ormiston and CP Taylor are designated from north to south as No. 1 Track and No. 2 Track.

West Bank Line:

- Two main tracks between CP Chavez and CP Dayton and between Soto and CP San Diego Jct. are designated from north to south as No. 3 Track and No. 4 Track.
- Main track between CP San Diego Jct. and CP Chavez.

Track located south of No. 4 Track within the limits CP Olympic is identified as Olympic Lead.

Track located south of No. 4 Track within the limits of CP San Diego Jct. is identified as Roundhouse Lead.

Coast Connecting Track:
Main track between CP East Diamond and CP Main St.

Northeast Connecting Tracks:
Two main tracks between CP Yuma Jct. and CP Main St. are designated from north to south as No. 1 Track and No.2 Track (closest to Los Angeles River).

Balloon Track:
Main track between CP Yuma Jct. and CP Pasadena Jct.

Terminal Lead:
- Main track between CP Yuma Jct. and CP Mission is designated as No. 2 Lead.
- Five main tracks between CP Mission and CP Terminal are designated from north to south as No. 1 Lead, No. 2 Lead, No. 3 Lead, No. 4 Lead and No. 5 Lead.
- Four main tracks between MP 0.5 and MP 0.3 are designated from north to south as No. 2 Lead, No. 3 Lead, No. 4 Lead and No. 5 Lead.
- Fifteen main tracks between MP 0.3 and MP 0.0 are designated from north to south as Station Tracks 3 thru 14 and Release Tracks 7A, 8A and 10A.

West Bank Connecting Track – Southwest:
Two main tracks between CP Mission and CP San Diego Jct. are designated as No. 4 Lead and No. 5 Lead.

West Bank Connecting Track – Northwest:
Two main tracks between CP Mission and CP Chavez are designated from north to south as No. 3 Track (closest to Los Angeles) and No. 4 Track.

San Gabriel Connecting Track:
Main track between CP Mission, MP 0.8 and CP Pasadena Jct., MP 482.3/MP 0.9.

Rule 6.28 Movement on Other Than Main Track

Rule 6.28 is in effect:

Riverside:
- Between UP SCRRA Jct. and RIVERSIDE 14TH STREET
- Between RIVERSIDE 14th STREET and END BNSF/BEGIN SCRRA.

Terminal Lead:
- Private Car "Garden Tracks", MP 0.4

Rule 6.29.1 Inspection of Trains – Trackside Detectors

Westward Passenger Trains: Inspection required by BNSF detector at MP 144.4 will be performed upon arrival at Los Angeles.

Rule 6.32.2 Automatic Warning Devices

Cridge St., MP 56.6: When operating between Riverside, 14th Street, MP 56.8 and SCRRA Jct, MP 56.5, approach Cridge St., MP 56.6 not exceeding 20 MPH until devices have been operating long enough to provide warning and crossing gates are fully lowered.

Rule 8.2 Position of Switches

Terminal Lead: Los Angeles Station Tracks
Normal position of hand-operated turnouts on Station Tracks to Release Tracks is lined for Station Tracks.

Rule 8.20 Derail Location and Position

Riverside: Except when protecting mechanical personnel working under Blue Signal Protection (GCOR 5.13), fixed derail must be lined and locked in a non-derailing position.

Rule 9.1 Signal Aspects and Indications

West Bank Line:
Absolute signals at Soto (Jct. BNSF) are controlled by BNSF Train Dispatcher. Signal aspects and indications as shown in BNSF System Special Instructions apply.

East Bank Line:
Absolute signals at Soto St. Jct (Jct. UP) are controlled by UPRR Train Dispatcher. Signal aspects and indications as shown in UPRR System Special Instructions apply.

Rule 10.0 CTC Limits

CTC is in effect:

- At **END BNSF/BEGIN SCRRA** and at **RIVERSIDE 14th STREET**
  - And is controlled by BNSF Train Dispatcher.
- At **SCRRA JCT**.
  - And is controlled by UPRR Train Dispatcher.

East Bank Line: On main tracks between CP Ninth St. and CP Taylor.

West Bank Line: On main tracks between Soto and CP Dayton.

Terminal Lead: On main tracks between MP 0.3 and CP Yuma Jct.

West Bank Connecting Tracks – Southwest and Northwest: All tracks.

San Gabriel Connecting Track, Northeast Connecting Tracks, Coast Connecting Track and Balloon Track: All tracks.

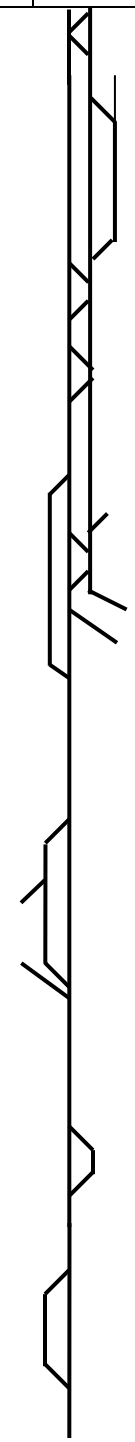
Rule 10.3 Track and Time

CP Ninth St. and Soto St. Jct.: Track and Time will be granted by UPRR dispatcher.

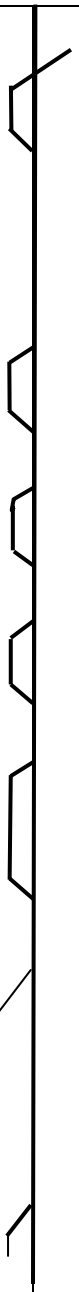
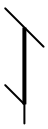
Rule 15.1 Track Bulletins

UP and BNSF trains and engines operating on Metrolink territory must obtain a Metrolink track warrant.

Metrolink crews may use a track warrant received for their scheduled train for deadhead movement between Los Angeles and CP Taylor. If deadhead equipment being handled is different from that addressed on track warrant, change of address on track warrant is not required.

↓ WESTWARD		STATIONS Radio Channel 2929	EASTWARD ↑	
Siding Feet	Track Diagram	**VALLEY SUBDIVISION**	Meth. of Op	Mile Post
		**CP TAYLOR** (Jct. River Sub.) 1.3 **CP FLETCHER** (See Note 1) 1.0 **GLENDALE** 0.6 **CP CURRIER** 3.4 **CP ALLEN** 1.0 **BURBANK** 0.3 **CP OLIVE** (See Note 2) 0.3 **CP BURBANK JCT** **T** (Jct. Ventura Sub.) 1.4 **CP BRIGHTON** 2.6 **SUN VALLEY** 0.1 **CP MCGINLEY** 0.55 **CP TUXFORD** *(See Note 3)* 0.95 **CP SHELDON** 4.9 **SYLMAR/SAN FERNANDO** 1.7 **CP ROXFORD** 1.7 **CP BALBOA** 2.7 **CP PORTAL** 2.0 **NEWHALL** 0.2 **CP HOOD** 2.2	**2MT** **CTC** **CTC**	3.5 4.8 5.8 6.4 9.8 10.8 11.1 11.4 12.8 15.4 15.5 16.05 17.0 21.9 23.6 25.3 28.0 30.0 30.2
8000				
6100				
7500				
11100				
		(Continued on next page.)		

Note 1: *CP Fletcher in service on No. 2 Track only.*
Note 2: *CP Olive in service on No. 1 Track only.*
Note 3: *CP Tuxford in service on siding only.*

↓ WESTWARD		STATIONS Radio Channel 2929	EASTWARD ↑	
Siding Feet	Track Diagram	**VALLEY SUBDIVISION** (Continued)	Meth. of Op	Mile Post
		**CP HOOD**		30.2
		2.2		
		CP SAUGUS		32.4
4930		1.0		
		CP CANYON		33.4
		0.8		
		SANTA CLARITA		34.2
		3.7		
		VIA PRINCESSA		37.9
		0.7		
		CP HONBY		38.6
7392		1.4		
		CP HUMPHREYS		40.0
		3.1		
		CP LANG	**CTC**	43.1
5070		1.15		
		CP SOLEDAD		44.25
		8.1		
		CP RAVENNA		52.35
6760		1.55		
		CP KOCIAN		53.9
		6.9		
		CP QUARTZ		60.8
		0.8		
6080		**VINCENT/ACTON**		61.6
		0.5		
		CP CREST		62.1
		5.4		
		CP HAROLD		67.5
		(Jct. UP Connecting Track)		
		1.7		
		PALMDALE		69.2
		5.8		
		CP BONITA		75.0
		1.3		
		CP SIERRA		76.3
		0.3		
		LANCASTER		76.6
		(End of Track)		
(65.3)				
UP Connecting Track				
		**UP HAROLD**		67.5
		0.2	**CTC**	
		PALMDALE JCT.		414.4
		(Jct. UP Bakersfield Line)		
(0.2)				

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN CP TAYLOR and LANCASTER						
MP Location Between	Main		MT 1		MT 2	
	Passenger	Freight	Passenger	Freight	Passenger	Freight
3.5 and 5.0			***60#***	40	***60#***	40
5.0 and 11.3			79	55	79	55
11.3 and 21.7	79	50				
21.7 and 23.8	60	50				
23.8 and 24.2	***45#***	40				
24.2 and 24.8	60	40				
24.8 and 25.6	***45#***	40				
25.6 and 26.6	***35#***	30				
26.6 and 28.0	30	25				
28.0 and 29.6	***45#*2***	40				
29.6 and 31.1	70	40				
31.1 and 31.6	***50#****	40				
31.6 and 32.8	70	40				
32.8 and 34.3	***39#*1***	35				
34.3 and 34.7	***30#*2***	25				
34.7 and 37.4	***70#***	45				
37.4 and 38.0	***55#*2***	45				
38.0 and 39.5	79	45				
39.5 and 40.7	***75#***	45				
40.7 and 43.0	***55#*1***	45				
43.0 and 44.3	***39#***	30				
44.3 and 45.7	***34#***	30				
45.7 and 47.1	***44#***	30				
47.1 and 48.3	***35***#	30				
48.3 and 50.5	***29#***	25				
50.5 and 50.9	***35#***	30				
50.9 and 51.9	***45#***	30				
51.9 and 52.3	***40#***	30				
52.3 and 52.5	***35#***	30				
52.5 and 52.7	***28#***	25				
EWD Only						
52.7 and 54.3	***39#***	25				
54.3 and 55.4	***50#***	35				
WWD Only						
52.7 and 54.0	***39#***	25				
54.0 and 55.4	***50#***	35				

(Continued on next page.)

Note #: Refer to page AS-12 for Equipment and Wind Restrictions.

MAXIMUM AUTHORIZED SPEED FOR TRAINS (Continued)

BETWEEN CP TAYLOR and LANCASTER						
MP Location Between	Main		MT 1		MT 2	
	Passenger	Freight	Passenger	Freight	Passenger	Freight
55.4 and 55.9	***47#***	35				
55.9 and 57.4	**59*#***	45				
57.4 and 60.0	***54#*2***	45				
60.0 and 61.2	***75#***	45				
61.2 and 64.7	***49#****	35				
64.7 and 66.3	***79#***	50				
66.3 and 67.4	***55#****	50				
67.4 and 76.2	79	60				
76.2 and 76.6	40***1**	10				

*** Protected by IIATS**
***1 – Protected by IIATS Westward only**
***2 – Protected by IIATS Eastward only**

Note #: Refer to page AS-12 for Equipment and Wind Restrictions.

OTHER MAXIMUM SPEEDS

Location		Passenger	Freight
CP Currier, MP 6.4: Through crossovers		45	40
Controlled Siding CP Currier – CP Fletcher:			
	CP Currier, MP 6.4: Through turnout	25	25
	MP 6.4 and MP 4.8	25	25
	CP Fletcher, MP 4.8: Through crossover btwn UP Glendale Slide Track and No. 2 MT	25	25
CP Allen, MP 9.8: Through crossovers		60	40
Controlled Siding CP Olive – CP Brighton:			
	CP Olive, MP 11.1: Through turnout	25	25
	MP 11.1 and MP 12.8	40	25
	CP Brighton, MP 12.8: Through turnout	25	25
CP Burbank Jct., MP 11.4:			
	Through crossovers	45	40
	Through turnout No. 1 MT to No. 1 MT on Ventura Subdivision (diverging route)	40	35
Controlled Siding CP McGinley – CP Sheldon:			
	CP McGinley, MP 15.5: Through turnout	45	35
	MP 15.5 and MP 16.05	60	45
	CP Tuxford MP 16.05 Through turnout btwn controlled Sdg and Vulcan Lead	15	15
	MP 16.05 and MP 17.0	60	45
	CP Sheldon, MP 17.0: Through turnout btwn MT and Sdg	60	40
	Through turnout btwn MT and Vulcan Lead	30	25

OTHER MAXIMUM SPEEDS (Continued)			
Location		Passenger	Freight
Controlled Siding CP Roxford – CP Balboa:			
	CP Roxford, MP 23.6: Through turnout	45	30
	MP 23.6 and 23.9	45	30
	MP 23.9 and 25.3	30	20
	CP Balboa, MP 25.3: Through turnout	30	20
Controlled Siding CP Portal – CP Hood:			
	CP Portal, MP 28.0: Through turnout	30	25
	MP 28.0 and MP 30.2	40	35
	CP Hood, MP 30.2: Through turnout	40	35
Controlled Siding CP Saugus – CP Canyon:			
	CP Saugus, MP 32.4: Through turnout	30	20
	MP 32.4 and MP 33.4	30	20
	CP Canyon, MP 33.4: Through turnout	30	20
Controlled Siding CP Honby – CP Humphreys:			
	CP Honby, MP 38.6: Through turnout	25	25
	MP 38.6 and MP 40.0	25	25
	CP Humphreys, MP 40.0: Through turnout	25	25
Controlled Siding CP Lang – CP Soledad:			
	CP Lang, MP 43.1: Through turnout	20	20
	MP 43.1 and MP 44.25	20	20
	CP Soledad, MP 44.25: Through turnout	20	20
Controlled Siding CP Ravenna – CP Kocian:			
	CP Ravenna, MP 52.35: Through turnout	20	20
	MP 52.35 and 53.9	20	20
	CP Kocian, MP 53.9: Through turnout	20	20
Controlled Siding CP Quartz – CP Crest:			
	CP Quartz, MP 60.8: Through turnout	30	30
	MP 60.8 and MP 62.1	30	30
	CP Crest, MP 62.1: Through turnout	30	30
CP Harold, MP 67.5 and Palmdale Jct., MP 414.4: Through turnout and on UP connecting track		45	40
Lancaster, MP 76.6: Mechanical Service Trk		5	5
All other tracks, crossovers, and turnouts		10	10

Other Maximum Speeds – Freight Train Operations

Freight trains must not exceed speeds shown in table on next page on descending portion of grades between the following locations:

- MP 65.0 and 44.3
- MP 30.3 and 25.7

Tons per Operative Brake (TPOB)	Tons per Axle of Operative Dynamic Brake			
	250 or Less	250+ to 300	300+ to 425	425+ to 500
Below 80	Freight train Speed	30	25	20
80 to 100	25	25	20	20
100.1 to 130	25	20	20	20
130.1 to 140	20	20	20	20

When computing maximum speed on descending grades shown above, only the road lead engine(s) may be used in determining tons per axle of operative dynamic brake.

EXCEPTION: When tons per axle of operative dynamic brake exceeds grade restriction table, and would require use of retainers, operative axles of helper may be added to road engine for computing tons per axle of operative dynamic brake. If the tons per axle of operative dynamic brake do not exceed 500 tons using this method, use of retainers is not required, but train must not exceed 20 MPH.

A train that:

- Exceeds the maximum tons per axle of operative dynamic brake
- Experiences dynamic brake failure, **or**
- Cannot be controlled at the maximum allowable speed with full use of dynamic brakes and an 18 Lb. brake pipe reduction:

MUST BE STOPPED and sufficient hand brakes applied to prevent movement. The train must not proceed until:

- Additional dynamic braking is obtained
- Tonnage is reduced

Or

- Retainers on all cars are placed in operative position.

CP Harold and Vincent: Freight trains operating on descending grade between MP 65.0 and Vincent, MP 61.6, if speed reaches 5 MPH over authorized speed, stop the train, using an emergency brake application, if necessary. In all cases, use at least a full service brake application and apply a sufficient number of hand brakes to prevent movement. Do not move the train until authorized by a UPRR Road Foreman of Engines or UPRR Manager of Operating Practices.

SPECIAL INSTRUCTIONS

Rule 1.14 Other Railroads

Hours of Peak Commuter Passenger Service: Weekdays from 5:00AM until 9:00AM and from 4:00PM until 9:00PM. Through freight trains moving in the predominate direction of Metrolink commuter service must have sufficient motive power to maintain designated freight train speeds over the subdivision to assure no delay to scheduled Metrolink trains. Only scheduled through freight trains moving in the predominate direction are allowed in the hours of the Peak Commuter Periods.

Prior to entering or during movement on Valley Sub, UPRR crews must immediately notify the train dispatcher of any anticipated delay that would prevent their train from maintaining designated timetable freight train speed.

Metrolink Service Tracks:	**MP Location:**
Tunnel Spur	26.4
Maintenance Spur (off Sdg.)	28.9
Old ML Layover Yard	32.3
Gillibrand Industries (off Sdg.)	44.0
Maintenance Spur (off Sdg.)	53.5
Maintenance Spur (off Sdg. & Main Track)	61.7

Tracks may be used for delivery, storage, loading or unloading of SCRRA material or non-revenue cars and for emergency set outs of defective cars.

Tracks used for freight delivery may be used for SCRRA material movements, if arranged so as not to interfere with freight traffic, and for emergency set outs of defective cars.

Rule 1.20 Location of Close Clearances

MP Location	**Description**
26.7 to 28.0	Tunnel No. 25 (6790 Feet)
45.0 to 45.1	Tunnel No. 19 (328 Feet)
45.4 to 45.5	Tunnel No. 18 (266 Feet)
46.6	Highway Overpass

Rule 2.10 Emergency Calls

Trains experiencing emergency application of brakes between CP Harold and Lancaster must also transmit warning on radio channel 1414 to advise trains on adjacent UP trackage.

Rule 2.16 Assigned Radio Frequencies

Radio channel 2929 will be used on Valley Sub.

Rule 5.13 Blue Signal Protection of Workman

At Lancaster the track to the North of the Main Track is designated as a mechanical service track and is identified by a mechanical limits sign.

Rule 6.26 Track Assignments

Two main tracks between CP Taylor and CP Burbank Jct. are designated from north to south as No.1 Track and No. 2 Track.

Rule 6.28 Movement on Other than Main Track

The mechanical service track at Lancaster is designated as Rule 6.28 track.

Rule 6.29.1 Trackside Detectors

MP Location	Type	Track(s)
7.8	HB & DE w/axle count	Both*
15.1	DE w/o axle count	Main
20.1	HW & DE w/axle count	Main***
24.6	DE w/o axle count	Both**
31.0	HB & DE w/axle count	Main
41.5	DE w/o axle count	Main
50.2	HB & DE w/axle count	Main
59.5	DE w/o axle count	Main
65.9	HB, HW & DE w/axle count	Main

* At MP 7.8, when an eastward movement actuates either detector, speed must be reduced not exceeding 15 MPH and stop must be made as soon as rear of train has passed CP Currier, MP 6.4.

** Trackside detector at MP 24.6 operates on main track and controlled siding. When making radio report, detector will identify main track as “No. 1 Track” and controlled siding as “No. 2 Track”.

***The high/wide load detector at MP 20.1 protect Tunnel 25 at MP 26.7 on Valley Sub. After inspection, freight car identified by readout must be set out of westward trains prior to reaching these tunnels unless otherwise instructed by train dispatcher.

Axle count is only given when a defect is detected.

When approaching HW detectors do not key the radio within 200 feet in either direction unless in an emergency.

Rule 6.29.2 Train Inspections By Crew Members

Walking inspection of stopped train is not required between CP Roxford and CP Balboa, unless stopped by emergency brake application or train has had severe slack action incidental to stopping. (See Rule 6.23.)

Rule 6.30 Receiving or Discharging Passengers

Glendale and Burbank: When a passenger train is receiving or discharging traffic on either main track, a train, engine, or piece of equipment **must not pass** it on the adjacent track until train in station advises that station work has been completed and that it is safe to proceed.

Rule 8.20 Derail Location and Position

Lancaster: Except when protecting mechanical personnel working under Blue Signal Protection (GCOR 5.13), fixed derails must be lined and locked in a non-derailing position.

Rule 9.11.1 Block Signals with "P" Plates

WWD Signal No.	Protection Afforded	EWD Signal No.
CP Hood	High Water Detector, MP 30.94	CP Saugus
CP Soledad	High Water Detector, MP 44.94	462
461	Slide detector fences, MP 47.3	482
551	High Water Detector, MP 56.22	572

Rule 10.0 CTC Limits

CTC is in effect:

- On main tracks and controlled sidings between east limits CP Taylor and end of track, Lancaster.
- On UP Connecting Track between CP Harold and Palmdale Jct.

CTC at Palmdale Jct is controlled by UPRR Train Dispatcher.

Rule 15.1 Track Bulletins

Metrolink crews may use the track warrant received for scheduled trains for deadhead movement between CP Taylor and CP Brighton. If deadhead being handled is different from that addressed on track warrant, change of address is not required.

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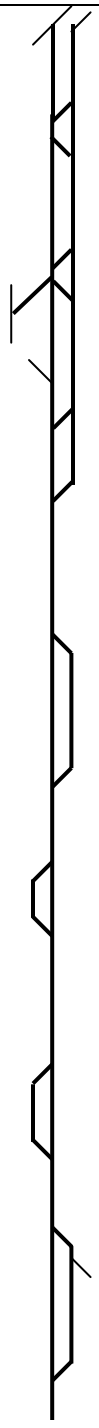
↓ WESTWARD		STATIONS Radio Channel 2929	EASTWARD ↑	
Siding Feet	Track Diagram	**VENTURA SUBDIVISION**	Meth. of Op	Mile Post
		**CP BURBANK JCT.** *(*Jct. Valley Sub.*)* 1.8		462.6
		CP LOCKHEED 0.2		460.8
		BURBANK-BOB HOPE AIRPORT 4.5		460.6
		CP WOODMAN 1.1	**2MT**	456.1
		VAN NUYS 1.3	**CTC**	455.0
		CP ELLIKER 0.6		453.7
		CP RAYMER 3.8	———	453.1
		NORTHRIDGE 2.5		449.3
		CP BERNSON 1.3		446.8
11300		**CHATSWORTH** 1.1		445.5
		CP TOPANGA 3.6		444.4
		CP DAVIS 1.6	**CTC**	440.8
7625		**CP SANTA SUSANA** 1.3		439.2
		SIMI VALLEY 5.0		437.9
8400		**CP STRATHEARN** 1.8		432.9
		CP MADERA 3.5		431.1
		CP COLONIA 0.5		427.6
4606		**MOORPARK** 0.7		427.1
		CP LAS POSAS (Jct. UP Santa Barbara Sub, MP 423.1)		426.4
(36.2)				

MAXIMUM AUTHORIZED SPEED FOR TRAINS

Between CP Las Posas and CP Burbank Jct.

MP Location Between	Main		MT 1		MT 2	
	Passenger	Freight	Passenger	Freight	Passenger	Freight
426.4 and 429.4	70	60				
429.4 and 429.8	***53#*₁**	48				
429.8 and 431.7	***73#***	60				
431.7 and 432.1	***70#***	60				
432.1 and 434.3	***73#***	60				
434.3 and 437.7	79	60				
437.7 and 438.0	***60#***	40				
438.0 and 440.0	***70#***	40				
440.0 and 440.9	***60#***	40				
440.9 and 441.2	***50#***	40				
441.2 and 442.6	50	40				
442.6 and 444.5	40**₁**	40				
444.5 and 453.1	***70#***	40				
453.1 and 456.0			70	40	79	40
456.0 and 456.1			70	40	70	40
456.1 and 462.4			79	40	70	40
462.4 and 462.6			***35#*₂**	30	***40#****	35

*** Protected by IIATS**
***1 – Protected by IIATS Westward only**
***2 – Protected by IIATS Eastward only**

Note #: Refer to page AS-12 for Equipment and Wind Restrictions.

OTHER MAXIMUM SPEEDS

Location		Passenger	Freight
Controlled Siding CP Las Posas – CP Colonia:			
	CP Las Posas, MP 426.4: Through turnout	45	40
	MP 426.4 and MP 427.6	45	40
	CP Colonia, MP 427.6: Through turnout	45	40
Controlled Siding CP Madera – CP Strathearn:			
	CP Madera, MP 431.1: Through turnout	45	40
	MP 431.1 and MP 432.9	60	40
	CP Strathearn, MP 432.9: Through turnout	45	40
Controlled Siding CP Santa Susana – CP Davis:			
	CP Santa Susana, MP 439.2: Through turnout	45	40
	MP 439.2 and MP 440.8	45	40
	CP Davis, MP 440.8: Through turnout	45	40
Controlled Siding CP Topanga – CP Bernson:			
	CP Topanga, MP 444.4: Through turnout	45	30
	MP 444.4 and MP 446.8	45	40
	CP Bernson, MP 446.8: Through turnout	45	40
CP Raymer, MP 453.1: Through turnout		45	40
CP Elliker, MP 453.7: Through crossover		25	25
CP Woodman, MP 456.1: Through crossovers between No. 1 MT and No. 2 MT		45	40
Through crossover between Gemco Lead and No. 1 MT		10	10
CP Lockheed, MP 460.8: Through crossovers		45	40
All other tracks, crossovers and turnouts		10	10

SPECIAL INSTRUCTIONS

Rule 1.14 Other Railroads

Hours of Peak Commuter Passenger Service: Weekdays from 5:00AM until 9:00AM and from 4:00PM until 9:00PM. Through freight trains moving in the predominate direction of Metrolink commuter service must have sufficient motive power to maintain designated freight train speeds over the subdivision to assure no delay to scheduled Metrolink trains. Only scheduled through freight trains moving in the predominate direction are allowed in the hours of the Peak Commuter Periods.

Prior to entering or during movement on Ventura Sub, UPRR crews must immediately notify the train dispatcher of any anticipated delay that would prevent their train from maintaining designated timetable freight train speed.

Metrolink Service Tracks:	**MP Location:**
Moorpark Layover Yard*	427.0

**Use for other than passenger train storage must be coordinated with Chief Dispatcher.*

Setout Spur.	439.6
Setout Spur.	440.4

Tracks may be used for delivery, storage, loading or unloading of SCRRA material or non-revenue cars and for emergency set outs of defective cars.

Tracks used for freight delivery may be used for SCRRA material movements, if arranged so as not to interfere with freight traffic, and for emergency set outs of defective cars.

Rule 1.20 Location of Close Clearances

MP Location	**Description**
441.2 to 442.6	Tunnel No. 26 (7369 Ft.)
442.9 to 443.1	Tunnel No. 27 (924 Ft.)
443.9 to 444.0	Tunnel No. 28 (537 Ft.)

NOTE: Employees are prohibited from riding on side of equipment in Tunnel No. 26.

Rule 1.43 Stopped In Tunnels

Lights have been installed in Tunnel No. 26. These lights may be operated by the Ventura Subdivision dispatcher or operated manually in the field.

To operate manually, use light switches installed at each portal and three (3) other locations approximately 1800 ft. apart on the north side within the tunnel, secured with Metrolink switch locks.

These lights may be on for railroad purposes (i.e. inspect train stopped in the tunnel, inspect track, when necessary to assist passengers evacuate a train, etc.).

If encountering lights on in the tunnel, crew must notify the train dispatcher.

Rule 2.16 Assigned Radio Frequencies

Radio channel 2929 will be used on Ventura Sub.

Rule 6.26 Track Assignments

Two main tracks between CP Raymer and CP Burbank Jct. are designated from north to south as No.1 Track and No. 2 Track.

Track located north of No. 1 Track within the limits of CP Woodman, MP 456.1 is identified as Gemco Lead.

Rule 6.29.1 Trackside Detectors

MP Location	Type	Track(s)
434.3	DE w/o axle count	Main
437.4	HB & DE w/axle count	Main
444.5	DE w/o axle count	Main
451.3	HB, HW & DE w/axle count	Main

Note: The high/wide load detectors at MP 451.3 protects Tunnel 26, MP 442.6 on Ventura Sub. After inspection, freight car identified by readout must be set out of westward trains prior to reaching this tunnel unless otherwise instructed by the train dispatcher.

Axle count is only given when a defect is detected.

When approaching HW detectors do not key the radio within 200 feet in either direction unless in an emergency.

Rule 6.30 Receiving or Discharging Passengers

Burbank-Bob Hope Airport, Chatsworth and Moorpark: When a passenger train is receiving or discharging passengers on either track, another train or piece of equipment must stand clear of the platform until train in the station advises that station work has been completed and that it is safe to proceed.

Rule 6.32.6 Blocking Public Crossings

When stopped between CP Santa Susana, MP 439.2, and CP Davis, MP 440.8, trains must not block Katherine Rd., MP 439.7.

Rule 8.20 Derail Location and Position

Moorpark: Except when protecting equipment in layover facility, the two (2) split derails must be lined and locked in the non-derailing position.

Rule 9.11.1 Block Signals with "P" Plates

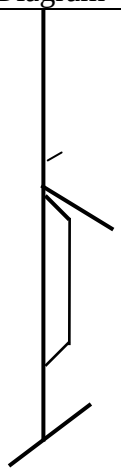
WWD Signal No.	Protection Afforded	EWD Signal No.
4295	High Water Detector, Bridge, MP 429.26	CP Colonia

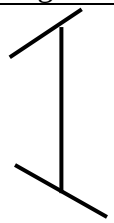
Rule 10.0 CTC Limits

CTC is in effect on main tracks and controlled sidings between west limits CP Las Posas and CP Burbank Jct.

Rule 15.1 Track Bulletins

Metrolink crews may use the track warrant received for scheduled trains for deadhead movement between CP Burbank Jct. and CP Woodman. If deadhead being handled is different from that addressed on track warrant, change of address is not required.

↓ WESTWARD		STATIONS Radio Channel 2929	EASTWARD ↑	
Siding Feet	Track Diagram	**MONTALVO SUBDIVISION** **WEST LINE**	Meth. of Op	Mile Post
		**BRISTOL** (Jct. F&W) 0.85 **End/Begin Yard Limits** 0.35 **CP WYE** (Jct. East Line) 0.2 **MONTALVO** 0.4 **CP 0399** **N. MONTALVO** (Jct. UPRR)	**TWC** **6.13** **CTC** **CTC** **UPRR**	404.7 403.85 403.5 403.3 402.9 399.6 UPRR
(1.8)				

↓ WESTWARD		STATIONS Radio Channel 2929	EASTWARD ↑	
Siding Feet	Track Diagram	**MONTALVO SUBDIVISION** **EAST LINE**	Meth. Of Op	Mile Post
		**CP WYE** (Jct. West Line) 0.4 **CP 0400** **S. MONTALVO** (Jct. UPRR)	**CTC** **CTC** **UPRR**	403.5 403.1 400.4 UPRR
(0.4)				

MAXIMUM AUTHORIZED SPEEDS FOR TRAINS

WEST LINE			**EAST LINE**		
MP Location Between	Main Psgr	Frt	MP Location Between	Main Psgr	Frt
402.9 and 404.7	15	10	403.1 and 403.5	15	10

OTHER MAXIMUM AUTHORIZED SPEEDS

Location	**Passenger**	**Freight**
CP WYE, MP 403.5: Through turnouts	15	10
All other tracks, crossovers and turnouts	10	10

SPECIAL INSTRUCTIONS

Rule 1.14 Other Railroads

UPRR and F & W trains and engines may use the Montalvo Subdivision with authority from Ventura Subdivision dispatcher.

Rule 2.16 Assigned Radio Frequencies

Radio channel 2929 will be used on the Montalvo Subdivision.

Rule 6.13 Yard Limits

Yard limits in effect on West Line between east limits CP Wye, MP 403.5 and MP 403.85.

Rule 8.2 Position of Switches

Normal position for dual control switch at CP Wye is lined for West Line.

Rule 10.0 CTC Limits

CTC on Montalvo Subdivision is controlled by Ventura Subdivision dispatcher and is in effect on:

East Line between CP 0400 and CP Wye, MP 403.5.
West Line between CP 0399 and east limits CP Wye, MP 403.5.

CTC at CP 0399 on West Line and CP 0400 on East Line is controlled by the UPRR Train Dispatcher.

Rule 14.0 TWC Limits

TWC is in effect on West Line between MP 403.85 and Bristol, MP 404.7.

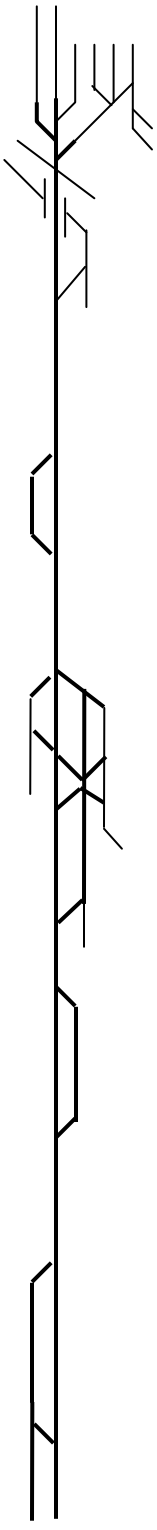
Rule 14.1 Authority to Enter TWC Limits

Crews must obtain a track warrant conveying authority from the Ventura Subdivision dispatcher before operating on West Line between MP 403.85 and Bristol, MP 404.7.

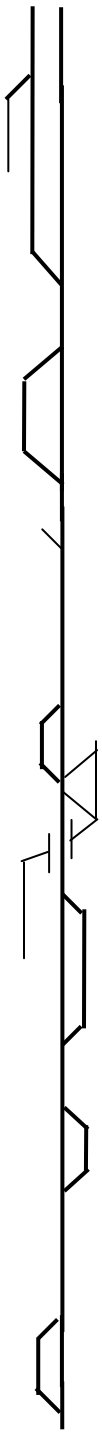
Note: Metrolink trains are not required to obtain track warrant authority to operate within Yard Limits between CP Wye, MP 403.5 and MP 403.85.

Rule 14.10 Track Warrant in Effect

Crews operating within TWC limits on West Line, Montalvo Subdivision, must report clear of track warrant authority when rear of train passes CP Wye, MP 403.5 or Bristol, MP 404.7.

↓ WESTWARD		STATIONS Radio Channel 8787	EASTWARD ↑	
Siding Feet	Track Diagram	**SAN GABRIEL SUBDIVISION**	Meth. of Op	Mile Post
		INLAND EMPIRE LAYOVER FACILITY (IELF)		
Yard		**BERDOO** **Y** (Passenger Station)	**6.13**	56.5
		0.3		
(puzzle switch)		**CP VERNON** (Jct. Short Way Sub and BNSF)		56.2
		0.9		
		CP RANCHO (Jct. BNSF)		55.3
		2.4		
		RIALTO		52.9
		0.5		
		CP LILAC	**CTC**	52.4
8100		1.7		
		CP LOCUST		50.7
		1.7		
		FONTANA		49.0
		1.5		
		CP BEECH		47.5
		1.9		
		CP KAISER	**2MT**	45.6
		0.3		
		SPEEDWAY	**CTC**	45.3
		0.8		
		CP NOLAN		44.5
		2.2		
		CP ROCHESTER		42.3
		0.3		
11000		**RANCHO CUCAMONGA** **T**	**CTC**	42.0
		1.8		
		CP ARCHIBALD		40.2
		3.3		
		UPLAND		36.9
		2.3		
		CP CENTRAL		34.6
		0.4		
		MONTCLAIR	**2MT**	34.2
		0.2		
		CP VISTA	**CTC**	34.0
		1.0		
		CLAREMONT		33.0

(Continued on next page.)

↓ WESTWARD		STATIONS Radio Channel 8787	EASTWARD ↑	
Siding Feet	Track Diagram	SAN GABRIEL SUB (Continued)	Meth. of Op	Mile Post
		**CLAREMONT**		33.0
		0.7		
		CP CAMBRIDGE		32.3
		(Jct. Pasadena Sub.)	**2MT**	
		(See Note 1)		
		1.3	**CTC**	
		POMONA		31.0
		0.7		
		CP WHITE		30.3
		6.9	**CTC**	
		CP BARRANCA		23.4
		0.4	**2MT**	
		COVINA		23.0
		2.6	**CTC**	
		CP IRWIN		20.4
		0.5		
		ORANGE AVE JCT.		19.9
		(Jct. UPRR Azusa Ind. Trk.)		
		1.1		
		BALDWIN PARK		18.8
		2.2		
		CP AMAR		16.6
5023		1.3		
		CP BASSETT	**CTC**	15.3
		(Connection UP Alhambra Sub)		
		2.3		
		CP WATSON		13.0
		(Connection UP Alhambra Sub)		
		0.4		
1500		**EL MONTE**		12.6
		0.1		
		CP HONDO		12.5
		6.2		
		CP JORDAN		6.3
947		0.3		
		CP FREMONT		6.0
		1.4		
		CAL STATE LA		4.6
		2.2		
		CP MARENGO		2.4
6925		1.5		
		CP PASADENA JCT.		0.9
		(Jct. River Sub.)		
		(54.9)		

Note 1: *CP Cambridge in service on No. 1 Track only.*

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN CP VERNON AND CP PASADENA JCT.

MP Location Between:	Main		MT 1		MT 2	
	Passenger	Freight	Passenger	Freight	Passenger	Freight
Station tracks: 56.5 and 56.3***	5	5				
56.3 and 56.2**	15	10				
56.2 and 55.3**	***45#***	15				
55.3 and 54.9	***45#*₂**	30				
54.9 and 47.5	79	55				
47.5 and 44.5			79	55	79	55
44.5 and 34.6	79	55				
34.6 and 32.3			79	55	79	55
32.3 and 31.1			***79#***	30	***79#***	30
31.1 and 30.3			***40#*₁**	30	***40#*₁**	30
30.3 and 29.9	40***₂**	30				
29.9 and 25.8	***79#***	30				
25.8 and 23.4	***60#***	30				
23.4 and 20.4			60	30	60	30
20.4 and 19.2	***60#***	30				
19.2 and 15.8	70	30				
15.8 and 15.4	***40#****	30				
15.4 and 12.6	60	30				
12.6 and 12.2	25***₁**	25				
12.2 and 11.6	***40#*₂**	30				
11.6 and 11.4	***60***#	30				
11.4 and 6.4	***79#***	30				
6.4 and 6.0	***55#*₁**	30				
6.0 and 5.1	70	30				
5.1 and 4.7	***50#*₁**	30				
4.7 and 4.4	40***₂**	30				
4.4 and 2.6	***60#***	30				
2.6 and 2.4	50	30				
2.4 and 1.4	***45#***	30				
1.4 and 1.0	***25#*₁**	25				
1.0 and 0.9	15	10				

*** Protected by IIATS**
***1 – Protected by IIATS Westward only**
***2 – Protected by IIATS Eastward only**

** All equipment operated between MP 56.3 and MP 55.3 must have operative air brakes, train line connected and cut into all cars.

*** For westbound movements at CP Vernon on San Bernardino station tracks P-1 through P-6, speed may be increased to 15 MPH when head end of train passes west end pedestrian crossing at MP 56.26.

NOTE #: Refer to page AS-12 for Equipment and Wind Restrictions.

OTHER MAXIMUM SPEEDS

Location	Passenger	Freight
CP Vernon, MP 56.2: Through turnouts and double slip (puzzle) switch	15	10
CP Rancho, MP 55.3: Through turnout to BNSF	20	20
Controlled Siding CP Lilac – CP Locust:		
CP Lilac, MP 52.4: Through turnout	45	45
MP 52.4 and MP 50.7	79	45
CP Locust, MP 50.7: Through turnout	45	45
CP Beech, MP 47.5:		
Through turnout btwn MT and North Kaiser	15	10
Through turnout btwn MT and No. 2 MT	45	40
Through turnouts btwn MT and South Kaiser	15	10
CP Kaiser, MP 45.6: Through crossovers	15	10
CP Nolan, MP 44.5: Through crossover	45	40
Controlled Siding CP Rochester – CP Archibald:		
CP Rochester, MP 42.3: Through turnout	45	45
MP 42.3 and MP 40.2	79	45
CP Archibald MP 40.2: Through turnout	45	45
CP Central, MP 34.6: Through turnout	40	30
CP Vista, MP 34.0: Through crossover	15	10
CP Cambridge, MP 32.3: Through turnout btwn No. 1 MT and Pasadena Sub.	30	25
CP White, MP 30.3: Through turnout btwn MT and No. 1 MT	40	30
CP Barranca, MP 23.4: Over equilateral turnout	60	30
CP Irwin, MP 20.4: Over equilateral turnout	60	30
Controlled Siding CP Amar – CP Bassett:		
CP Amar, MP 16.6: Through turnout	30	30
MP 16.6 and MP 15.3	30	30
CP Bassett, MP 15.3: Through turnout	30	30
CP Bassett, MP 15.3: Through crossovers between MT and UPRR	30	30
El Monte, MP 12.6: Amtrak (intercity) trains approaching and passing station platform	20	--
Controlled Siding CP Watson – CP Hondo:		
CP Watson, MP 13.0: Through turnout	40	30
MP 13.0 and MP 12.5	20	20
CP Hondo, MP 12.5: Through turnout	20	20

OTHER MAXIMUM SPEEDS (Continued)

Location		Passenger	Freight
Controlled Siding CP Jordan – CP Fremont:			
	CP Jordan, MP 6.3: Through turnout	15	10
	MP 6.3 and MP 6.0	15	10
	CP Fremont, MP 6.0: Through turnout	15	10
Controlled Siding CP Marengo – CP Pasadena Jct:			
	CP Marengo, MP 2.4: Through turnout	45	30
	MP 2.4 and MP 1.4	45	30
	MP 1.4 and MP 1.0	25	20
	MP 1.0 and MP 0.9	15	10
	CP Pasadena Jct., MP 0.9: Through turnouts and crossovers	15	10
All other tracks, crossovers and turnouts		10	10

SPECIAL INSTRUCTIONS

Rule 1.14 Other Railroads

Six axle locomotives must not operate on other than main track or controlled siding between CP Bassett and Pomona.

Other than ES-415 (SW1500) switcher, when 4 axle units are used on other than main track or controlled siding, cars 55 ft. or greater in length must have a buffer car less than 55 ft. coupled to the switching end of the locomotive.

The Redlands Industrial Spur is accessed from BNSF (Loop Crossover) through Berdoo yard limits. BNSF crews must obtain authority from San Gabriel Sub. Dspr. before operating through these limits.

BNSF trains, engines or equipment must not be left on Metrolink tracks within Berdoo yard limits.

Metrolink Service Tracks:	**MP Location:**
Old State St. Yard (off Sdg.) . . .	2.3

Tracks may be used for delivery, storage, loading or unloading of SCRRA material or non-revenue cars and for emergency set outs of defective cars.

Tracks used for freight delivery may be used for SCRRA material movements, if arranged so as not to interfere with freight traffic and for emergency set outs of defective cars.

Rule 1.20 Alert to Train Movement

No Ride Zone:

- MP 56.2 to MP 56.6

Rule 2.16 Assigned Radio Frequencies

Radio channel 8787 will be used on San Gabriel Sub.

Rule 5.8.2 Sounding Whistle

El Monte: When Amtrak (intercity) trains are operated between Los Angeles and CP Watson, whistle must be sounded frequently when approaching and passing station platform.

Rule 5.9.5 Displaying Ditch Lights

Trains must operate between CP Hondo and CP Pasadena Jct. with ditch lights extinguished.

Rule 6.12 FRA Excepted Track

UPRR Azusa Industrial Track: Entire track is designated FRA excepted track.

Rule 6.13 Yard Limits

Berdoo: Yard limits in effect between CP Vernon and:

- End Yard Limits (Mechanical Limits sign) on P-1
- Begin Redlands Industrial Spur sign on P-2
- End of Track on P-3 through P-6

Rule 6.26 Track Assignments

Two main tracks are designated from north to south as No. 1 Track and No. 2 Track between:

- CP Beech and CP Nolan
- CP Central and CP White
- CP Barranca and CP Irwin

Track located:

- South of main track within the limits CP Rancho is identified as A & R Lead.
- North of No. 1 Track within the limits of CP Kaiser is identified as North Lead.
- South of No. 2 Track within the limits of CP Kaiser is identified as South Lead.

Berdoo

- Six main tracks between CP Vernon and End of Yard Limits and are designated from north to south as P-1, P-2, P-3, P-4, P-5 and P-6.

The two tracks located west of P-6 identified north to south as S-7 and S-8 are located in the storage yard and the track extending between P-6 and S-7 and S-8 within the limits of CP Vernon is identified as Storage Lead.

Rule 6.28 Movement on Other than Main Track

UPRR Azusa Industrial Track extends eastward from Orange Ave. Jct., MP 19.9, to Azusa, MP 507.0. Speed must not exceed 10 MPH.

Berdoo: Rule 6.28 is in effect on S-7 and S-8.

Rule 6.29.1 Trackside Detectors

MP Location	Type	Track(s)
32.9	DE w/o axle count	Both
48.8	HB, DE w/axle count	Main
54.9	HB, DE w/axle count	Main

Rule 6.30 Receiving and Discharging Passengers

El Monte, Pomona and Claremont: When a passenger train is standing on either track, any train, engine or piece of equipment operating on the adjacent track must stand clear of station platform until train at the station advises that station work has been completed and it is safe to proceed.

Rule 6.32.7 Power Off Indicators

Intermediate signals are equipped with power off indicators at MP 11.1, MP 8.1 and MP 4.1.

Rule 8.11 Switches in Siding

Bassett Siding: Before lining a hand operated switch or derail for movement from the siding onto an auxiliary track, the crew member positioned at the switch must see that the movement has passed the last controlled signal in direction of approach.

Hand operated switches and derails must not be operated to enter the siding from an auxiliary track without authority from the San Gabriel Subdivision Dispatcher. After entering the siding from an auxiliary track, hand operated switches and derails must be restored to their normal position as instructed in Rule 8.11 and Rule 8.20.

Rule 9.1 Signal Aspects and Indications

CP Irwin: Turnout at CP Irwin is equilateral type. When eastward signal 192 displays "Approach Diverging" or eastward controlled signal at CP Irwin displays "Diverging Clear", "Diverging Advanced Approach" or "Diverging Approach", it will indicate that route is lined for movement from main track to No. 1 Track.

Rule 9.11.1 Block Signals with "P" Plates

WWD Signal No.	Protection Afforded	EWD Signal No.
CP Beech	High Water Detector, MP 47.1	CP Kaiser
CP Kaiser	High Water Detector, Bridge MP 45.0	CP Nolan
CP Nolan	High Water Detector, Bridge MP 44.2	432

Rule 9.13.1 Hand Operation of Dual Control Switches

CP Vernon: The dual control double slip (puzzle) switch is equipped with four (4) dual control switch machines. Employees instructed to operate the dual control double slip switch by hand must place all four switch machines in hand throw position and inspect to insure all switch points and movable point frogs are in the proper position for the intended movement.

Rule 10.0 CTC Limits

CTC is in effect on main tracks and controlled sidings between CP Vernon (Jct. Short Way Sub and BNSF) and CP Pasadena Jct.

Rule 15.1 Track Bulletins

Unless otherwise instructed by train dispatcher, UP crews operating between MP 11.0 and MP 31.2 must obtain Metrolink track warrant before departure from City of Industry.

Exception: UP crews operating exclusively between CP Hondo and CP Amar are not required to obtain a Metrolink track warrant, but must contact the train dispatcher to ascertain if there are any restrictions affecting their movement.

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↓ WESTWARD		STATIONS Radio Channel 8787	EASTWARD ↑	
Siding Feet	Track Diagram	**PASADENA SUBDIVISION**	Meth. of Op	Mile Post
		CP CAMBRIDGE	**CTC**	105.4
		(Jct. San Gabriel Sub.)		
		1.3		
3079		**NORTH POMONA**		106.7
		1.2		
		LAVERNE		107.9
		2.3		
		SAN DIMAS		110.2
		4.2		
2820		**GLENDORA**	**ABS**	114.4
		2.5		
		AZUSA	**TWC**	116.9
		1.3		
6165		**IRWINDALE**		118.2
		2.0		
		BUTLER		120.2
		0.8		
		DUARTE		121.0
		1.4		
		MONROVIA		122.4
		1.8		
		ARCADIA		124.2
		(18.8)		

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN CP CAMBRIDGE AND ARCADIA		
MP Location Between:	Main Passenger	 Freight
105.4 and 124.2	40	40

Other Maximum Speeds – Freight Train Operations

Westward freight trains without dynamic brakes in use must not exceed 30 MPH from MP 109.2 to 121.0.

Eastward freight trains without dynamic brakes in use must not exceed 30 MPH from MP 124.2 to 122.8.

OTHER MAXIMUM SPEEDS

Location		Passenger	Freight
Through sidings and turnouts:			
	North Pomona, MP 106.7	10	10
	Glendora, MP 114.4	10	10
	Irwindale, MP 118.2	10	10
All other tracks, crossovers and turnouts		10	10

See San Gabriel Subdivision for speeds at CP Cambridge.

SPECIAL INSTRUCTIONS

Rule 1.14 Other Railroads

Metrolink Service Tracks: **MP Location:**

House Track (Pomona) 106.5

Tracks may be used for delivery, storage, loading or unloading of SCRRA material or non-revenue cars and for emergency set outs of defective cars.

Tracks used for freight delivery may be used for SCRRA material movements, if arranged so as not to interfere with freight traffic, and for emergency set outs of defective cars.

Rule 2.16 Assigned Radio Frequencies

Radio channel 8787 will be used on Pasadena Sub.

Rule 5.8.4 Whistle Quiet Zone

In compliance with city ordinances, whistle signal (7) will not be sounded at highway crossings protected by crossing gates at the following locations, except to avoid injury to persons or damage to property:

City	Between MP
Duarte *	120.4 and 121.5

* Engine bell must be sounded at the above location.

Rule 9.0 Automatic Block System

ABS is in effect between CP Cambridge and Arcadia.

Rule 10.0 CTC Limits

CTC is in effect at CP Cambridge.

Rule 14.0 TWC Limits

TWC is in effect between CP Cambridge and Arcadia.

↓ WESTWARD		STATIONS Radio Channel 8787	EASTWARD ↑	
Siding Feet	Track Diagram	**RIALTO SUBDIVISION**	Meth. of Op	Mile Post
		BENCH (Jct.UPRR) 2.1 **RIALTO** 0.3 **END OF TRACK**	**CTC UPRR** **6.28**	**537.8 UPRR** 535.7 535.4
		(2.4)		

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN MP 535.4 AND MP 537.8		
MP Location Between:	Main Passenger	 Freight
All other tracks, crossovers and turnouts	--	10

SPECIAL INSTRUCTIONS

Rule 1.14 Other Railroads

Access to the Rialto Subdivision is through UPRR Bench. UPRR crews must obtain permission and Track Bulletins in effect from the San Gabriel Subdivision dispatcher before operating on the Rialto Sub.

Rule 2.16 Assigned Radio Frequencies:

Radio Channel 8787 will be used on Rialto Subdivision.

Rule 6.12 FRA Excepted Track

Rialto Subdivision is designated as FRA Excepted Track.

Rule 6.28 Movement on Other Than Main Track

Rialto Subdivision is designated as Rule 6.28 track.

Rule 10.0 CTC Limits

CTC at Bench is controlled by UPRR Train Dispatcher.

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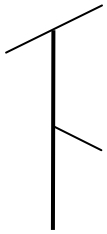
↓ WESTWARD		STATIONS Radio Channel 8787	EASTWARD ↑	
Siding Feet	Track Diagram	**SHORT WAY SUBDIVISION**	Meth. of Op	Mile Post
		**CP VERNON** (Jct.San Gabriel Sub) (Jct. BNSF) (1.1) **CP MILL** Eastern Maintenance Facility (EMF) **RANA** (Jct BNSF)	**CTC**	0.0 1.1 2.2

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN CP VERNON AND RANA (Jct. BNSF)		
MP Location Between:	Main Passenger	 Freight
0.0 and 0.3	15	10
0.3 and 0.7	20	10
0.7 and 2.2	30	30

OTHER MAXIMUM SPEEDS

Location	**Passenger**	**Freight**
CP Mill, MP 1.1: Through turnout	30	30

SPECIAL INSTRUCTIONS

Rule 1.14 Other Railroads

BNSF and Amtrak trains and engines may use the Short Way Subdivision with the authority of the San Gabriel Subdivision dispatcher.

Rule 2.16 Assigned Radio Frequencies:

Radio Channel 8787 will be used on the Short Way Subdivision.

Rule 10.0 CTC Limits

CTC is in effect on main track between CP Vernon (Jct. San Gabriel Sub) and Rana (Jct. BNSF).
CTC at Rana is controlled by BNSF Train Dispatcher.

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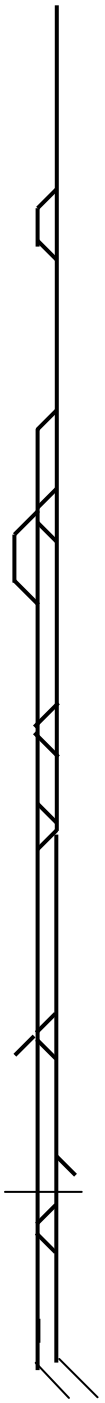
↓ WESTWARD		STATIONS Radio Channel 3030	EASTWARD ↑	
Siding Feet	Track Diagram	**ORANGE SUBDIVISION**	Meth. of Op	Mile Post
		**COUNTY LINE** (Jct. SDNR San Diego Sub.)		207.4
		2.6		
		SAN CLEMENTE PIER		204.8
		1.1		
		SAN CLEMENTE NORTH BEACH		203.7
		3.8		
		CP SERRA	**CTC ATS**	199.9
9425		1.9		
		CP CAPISTRANO		198.0
		0.8		
		SAN JUAN CAPISTRANO		197.2
		1.0		
		CP OSO		196.2
		2.3		
		CP AVERY		193.9
		0.2		
		LAGUNA NIGUEL		193.7
		7.0		
		CP BAKE		186.7
		1.4	**2MT CTC ATS**	
6525				
		CP EL TORO **(See Note 1)**		185.3
		0.3		
		IRVINE		185.0
		0.5		
		CP TINKHAM		184.5
		5.0		
		TUSTIN		179.5
		0.6		
		CP ALISO		178.9
		3.7		176.1*
		SANTA ANA		175.2
		0.5		
		CP LINCOLN		174.7
		2.1		
		ORANGE		172.6
		0.2	**2MT CTC**	
		CP MAPLE **T**		172.4
		(Jct. Olive Sub.)		
		1.8		
		STADIUM		170.6
		0.8		
		CP COLLEGE – (UP Xing)		169.8
		2.5		
		CP LA PALMA		167.3
		1.9		
		FULLERTON JCT.		165.4
		(Jct. BNSF)		
		(42.0)		

Note 1: *CP El Toro in service on No. 1 Track only*
**ATS in effect between MP 176.1 and County Line.*

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN COUNTY LINE AND FULLERTON						
MP Location Between:	Main		MT 1		MT 2	
	Passenger	Freight	Passenger	Freight	Passenger	Freight
207.4 and 206.3	70	55				
206.3 and 203.7	40*	40				
203.7 and 200.3	90	55				
200.3 and 199.9	***45#*₁***	40				
199.9 and 198.6	60	55				
198.6 and 197.9	***40#*₁***	35				
197.9 and 197.0	60*₂	55				
197.0 and 196.0	90	55				
196.0 and 195.7	90	55				
195.7 and 193.9	90	55				
193.9 and 176.1			90	55	90	55
176.1 and 174.7			***50#****	40	***50#****	40
174.7 and 173.8			79	55	79	55
173.8 and 173.2			40*	40	40*	40
173.2 and 172.4			60	35	60	35
172.4 and 172.0			35*₂	35	35*	35
172.0 and 170.4			79	50	79	50
170.4 and 169.2			70	50	70	50
169.2 and 165.9			79	50	79	50
165.9 and 165.4			***55#*₁***	40	***55#*₁***	40

*** Protected by IIATS**
***1- Protected by IIATS Westward only.**
***2- Protected by IIATS Eastward only.**

Note #: Refer to page AS-12 for Equipment and Wind Restrictions.

Other Maximum Speeds – Freight Train Operations

Freight trains with dynamic brakes not in use and exceeding 70 tons per operative brake and tonnage is greater than 2,000 tons, must not exceed the following speed:

Westward:	MP 188.0 to 181.0	30 MPH
Eastward:	MP 189.2 to 197.0	30 MPH

OTHER MAXIMUM SPEEDS

Location	Passenger	Freight
Controlled Siding CP Serra – CP Capistrano:		
CP Serra, MP 199.9: Through turnout	40	40
MP 199.9 and MP 198.6	40	40
MP 198.6 and MP 198.0	35	35
CP Capistrano, MP 198.0: Through turnout	35	35
CP Avery, MP 193.9: Through turnout	60	45
CP Bake, MP 186.7: Through crossovers	45	40
Controlled Siding CP Bake – CP El Toro:		
CP Bake, MP 186.7: Through turnout	30	25
MP 186.7 and MP 185.3	30	25
CP El Toro, MP 185.3: Through turnout	30	25
CP Tinkham, MP 184.5: Through crossovers	50	40
CP Aliso, MP 178.9: Through crossovers	40	40
CP Maple, MP 172.4:		
Through crossovers	35	35
Through turnout No. 1 Track to No. 1 Track	35	35
CP La Palma, MP 167.3: Through crossovers	45	40
Fullerton Jct., MP 165.4: Through turnout to BNSF	40	40
All other tracks, crossovers and turnouts	10	10

SPECIAL INSTRUCTIONS

Rule 1.14 Other Railroads

Metrolink Service Tracks:	**MP Location:**
Storage Track (off Sdg.)	185.8
Storage Track (Old Sdg.)	197.4

Tracks may be used for delivery, storage, loading or unloading of SCRRA material or non-revenue cars and for emergency set outs of defective cars.

Tracks used for freight delivery may be used for SCRRA material movements, if arranged so as not to interfere with freight traffic, and for emergency set outs of defective
cars.

Rule 2.16 Assigned Radio Frequencies

Radio channel 3030 will be used on the Orange Subdivision.

Rule 5.8.4 Whistle Quiet Zone

Rule 5.8.2 (7) is not in effect at MP 190.0.

Rule 6.26 Track Assignments

Two main tracks are designated from north to south as No. 1 Track and No. 2 Track between CP Avery and Fullerton Jct.

Rule 6.29.1 Trackside Detectors

MP Location	Type	Track(s)
177.44	HB, DE w/axle count	Both
194.5	HB, DE w/axle count	Main

Rule 6.30 Receiving and Discharging Passengers

Santa Ana: When a passenger train is standing on No. 2 Track at Santa Ana passenger station, a passenger train with scheduled station stop at Santa Ana that is operating on No. 1 Track must stand clear of station platform until train on No. 2 Track advises that station work has been completed and that it is safe to proceed.

Rule 6.32.2 Automatic Warning Devices

Westward trains after making station stop at Santa Ana may activate crossing at Santa Ana Blvd., MP 175.1 by entering #, 1, 2 on DTMF radio pad.

Rule 6.32.6 Blocking Public Crossings

Freight trains when stopped between CP Capistrano and CP Serra must never block highway crossing at grade, Avenida Aeropuerto, MP 198.8.

Rule 9.1 Signal Aspects and Indications

CP La Palma: When westward absolute signal displays flashing yellow aspect, trains must proceed prepared to advance on diverging route at Fullerton Jct.

Fullerton Jct.: Absolute signals at Fullerton Jct. are controlled by BNSF Train Dispatcher. Signal aspects and indications as shown in BNSF System Special Instructions apply.

Rule 9.11.1 Block Signals with "P" Plates

WWD Signal No.	Protection Afforded	EWD Signal No.
CP Tinkham	High Water Detector, MP 184.0	1832 No. 1 Track 1834 No. 2 Track
CP Capistrano	High Water Detector, MP 197.9	CP Oso
CP Songs	High Water Detector, MP 207.6	2062

Rule 10.0 CTC Limits

CTC is in effect on main tracks and controlled sidings between County Line and Fullerton Jct.

CTC at Fullerton Jct. is controlled by BNSF Train Dispatcher.

Rule 12.0 ATS Limits

ATS is in effect on main tracks between County Line and MP 176.1.

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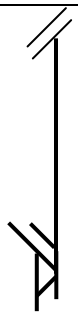
↓ WESTWARD		STATIONS Radio Channel 3030	EASTWARD ↑	
Siding Feet	Track Diagram	**OLIVE SUBDIVISION**	Meth. of Op	Mile Post
		**ATWOOD** (Jct. BNSF) 1.2 **ANAHEIM CANYON** 2.2 **CP MEATS** 2.1 **CP MAPLE** **T** (Jct. Orange Sub)	**CTC**	0.0 1.2 3.4 5.5
(5.5)				

MAXIMUM AUTHORIZED SPEED FOR TRAINS

BETWEEN ATWOOD AND CP MAPLE		
MP Location Between:	Main Passenger	 Freight
0.0 and 0.5	40	25
0.5 and 1.8	40*2	40
1.8 and 4.6	***70#***	40
4.6 and 5.5	***60#***	40
***2 – Protected by IIATS Eastward only**		

Note #: Refer to page AS-12 for Equipment and Wind Restrictions.

OTHER MAXIMUM SPEEDS

Location	**Passenger**	**Freight**
ATWOOD, MP 0.0: Through turnout between BNSF and Olive Subdivision:	25	25
All other tracks, crossovers and turnouts	10	10

SPECIAL INSTRUCTIONS

Rule 2.16 Assigned Radio Frequencies

Radio channel 3030 will be used on Olive Sub.

Rule 6.29.1 Trackside Detectors

MP Location	Type	Track(s)
0.7	HB, DE w/axle count	Main

Rule 9.1 Signal Aspects and Indications

Atwood: Absolute signals at Atwood are controlled by BNSF Train Dispatcher. Signal aspects and indications as shown in BNSF System Special Instructions apply.

Rule 10.0 CTC Limits

CTC is in effect on main track between Atwood and CP Maple (Jct. Orange Sub.). BNSF Train Dispatcher controls CTC at Atwood.

SAN DIEGO SUBDIVISION

TIMETABLE
SPECIAL INSTRUCTIONS
NO. 7

Effective April 7, 2010 at 12:01 AM Pacific Time

R. R. Purgavie
General Manager

K. M. Merlo
Operations & Safety Manager

B. L. Rekola
Chief of Rail Operations

L. D. Fernandes
Commuter Rail Services

K. A. Kranda
Engineering & MOW

W. M. Penn
System Safety & Compliance

Safety is a way of life.
Live it.

Traffic Control Services Provided by the METROLINK OPERATIONS CENTER

INTRODUCTION

This document governs the employees of all carriers & contractors operating on the SDNR San Diego Subdivision. All personnel must comply with the rules and instructions prescribed herein regardless of employer. This document supersedes all previously-issued Timetable/Special Instructions.

Contact Information

EMERGENCIES:

San Diego Subdivision Train Dispatcher:

Radio Channel 30-30 press 9-1-1 on keypad

DS Phone: 888/446-9716 or 9715

Or notify NCTD STATION O – 760/966-6700

Any of the following personnel may be contacted through STATION O in an emergency:

SDNR/COASTER GENERAL MANAGER Robert R. Purgavie	760/430-0770 ext. 3029
MANAGER – OPERATIONS & SAFETY Kevin M. Merlo	760/430-0770 ext. 3013
MANAGER – MAINTENANCE of WAY Michael Chavez	760/966-6515
MANAGER – COASTER MECHANICAL Dewey LaMora	760/430-0770 ext. 3015
MANAGER – COMMUNICATIONS & SIGNAL Chad Baker	760/966-6512

AMTRAK SAN DIEGO – ROAD FOREMAN of ENGINES R. A. Hyatt	619/239-4521
AMTRAK SAN DIEGO – TRAINMASTER J. N. Fountain	619/239-9041
PACIFIC SUN RAILROAD – GENERAL MANAGER C. J. Cold	760/859-7470

CHIEF of RAIL OPERATIONS Brett L. Rekola	760/967-2852
MANAGER – COMMUTER RAIL SERVICES Lane D. Fernandes	760/967-2850
MANAGER – ENGINEERING & MOW Keith A. Kranda	760/967-2868
MANAGER – SYSTEM SAFETY & COMPLIANCE Wayne M. Penn	760/966-6604

INDEX

Timetable Abbreviations, Characters & Symbols

ABBREVIATION	MEANING
ATS	Automatic Train Stop (Within designated ATS territory only)
CTC	Centralized Traffic Control
EWD	Eastward
II-ATS	Inert Inductor ATS (Outside of designated ATS territory)
#MT	Number of Main Tracks
S	Passenger station
T	Turning facility (Wye)
WWD	Westward

SYMBOL	MEANING or INDICATION
267.5 (Underlined mile post)	Location of passenger station
262.7 (Boxed mile post)	Location of speed zone change at other than a Control Point or Station.
↓	II-ATS location - points in governing direction.

PAGES REVISED BY SUPPLEMENT

Page No.	Supp. No.	Date	Page No.	Supp. No.	Date

All pages in this section indicate "Timetable No. 7" and an effective date. Any pages revised by issuance of supplemental pages will show the Timetable number, the supplement number and its issue date. Please remove and destroy all pages revised by supplement, replace them with the new pages provided and make note of it in the above chart.

San Diego Subdivision

MP 250.6 to MP 267.7

Radio Channel 30 - 30

WESTWARD *Read Down*			Track Diagram	STATIONS *Speed Zones Shown in Italics*		Mile Post	Approx. Distance	EASTWARD *Read Up* Rule 6.3 Method of Operation
Maximum Authorized Speeds: (Passenger – Freight)								
MT or MT-1	Turnout(s)	MT-2 or Siding						
20 - 10				BNSF JCT.		267.7	0.1	MT Rule 6.14
				BROADWAY AVE.		267.6		
All Tracks: 15 - 10	10	*All Tracks:* 15 - 10		SAN DIEGO…….....S *Santa Fe Depot*		267.5	0.5	4 MT Rule 6.14
20 - 10	*Crossovers:* 20 - 10	20 - 10		CP ASH		267.2	0.1	
50 - 30		50 - 30		*265.8 - West Limits CP ASH*		265.8	1.4	
65 - 40		65 - 40		WASHINGTON St. .....T		265.5	1.7	2 MT CTC
				--	*265.8 - 264.1*	264.3		
40				OLD TOWN……..... S		264.2		
	40			CP FRIAR		264.1		
75 - 55				--	*264.1 - 263.2*	--	1.4	CTC
	60 - 40			CP TECOLOTE		263.2		2 MT CTC
		75 - 55		--		262.7		
70 - 55		70 - 55		*262.7 - 262.4*		262.4	0.3	
75 - 55		75 - 55		*262.4 - 260.5*			2.1	
	60 - 40			CP MORENA		260.5		
				260.5 - 260.3		260.3		
65 - 55				*260.3 - 259.9*		259.9	0.4	CTC
79 - 55				II-ATS 259.6 *259.9 – 259.1*		259.1	0.8	
65 - 55				*259.1 - 258.5*		258.5	0.6	
35 - 30				--	*258.5 - 257.9*		0.6	
	40			CP ELVIRA		257.9		2 MT CTC
70 - 55		40		*257.9 - 257.8*		257.8	0.1	
		70 - 55		II-ATS 257.6 *257.8 - 256.6*		256.6	1.2	
79 - 55		79 - 55		*256.6 - 255.4*		255.4	1.2	
65 - 55	*Crossovers:* 10	65 - 55		II-ATS 253.5 *255.4 - 253.5*		253.5	1.9	
		50		*253.5 - 252.9*				
50	30-25 Wye: 10			CP MIRAMAR…….....T		252.9	0.7	
				252.9 - 252.8		252.8		CTC
25 - 20				*252.8 - 251.0*		251.0	1.8	
45 - 20				*251.0 - 250.6*		250.6	0.4	

San Diego Subdivision

MP 228.4 to MP 250.6

Radio Channel 30 - 30

WESTWARD *Read Down*						EASTWARD *Read Up*		
Maximum Authorized Speeds: (Passenger – Freight)			Track Diagram	STATIONS *Speed Zones Shown in Italics*		Mile Post	Approx. Distance	Rule 6.3 Method of Operation
MT or MT-1	Turnout	MT-2 or Siding						
50 - 20				*250.6 - 250.0*		**250.6**	0.6	**CTC**
				--		250.0		
	40			**CP PINES**		**249.8**		**CTC - ATS**
90 - 55		40		**SORRENTO VALLEY…..…….. S**	*250.0 - 245.8*	**249.0**	4.0	*Controlled Siding Length: 4632 ft.*
	40			**CP TORREY**		**248.8**		
WWD ATS				--		245.8		**CTC - ATS**
55 - 50				*245.8 - 245.6*		245.6	0.2	
90 - 55				*245.6 - 244.6*			1.0	
80 - 55				*244.6 - 244.4*		244.6	0.2	
50 - 45				*244.4 - 244.1*		244.4	0.3	
						244.1		
65 - 55	20			**CP DEL MAR**	*244.1 - 243.5*	**243.9**	0.6	**CTC - ATS**
		20		*Freight trains prohibited on siding.*		243.5		*Controlled Siding Length: 2675 ft.*
90 – 55	20			**CP CROSBY**	*243.5 -*	**243.3**	1.3	
EWD ATS				--	*242.2*	--		**CTC - ATS**
	60 - 40			**CP VALLEY**		**242.2**		**2 MT - CTC**
70 - 50		60 - 40		**SOLANA BEACH…..…….S**	*242.2 - 241.1*	**241.8**	1.1	**ATS** ***MT - 1 Only***
	60 - 40			**CP CRAVEN**		**241.1**		
90 - 55				--	*241.1 -*	--	2.3	**CTC - ATS**
	60 - 40	90 - 55		**CP CARDIFF**	*238.8*	**239.7**		**2 MT - CTC**
70 - 55				--				**ATS** ***MT - 2 Only***
		80 - 55		--		238.8		
	60 - 40			**CP SWAMI**	*238.8 -*	**238.0**	1.4	
80 - 55				**ENCINITAS.....……S**	*237.4*	**237.7**		**CTC - ATS**
						237.4		
90 - 55				--		--		
	60 - 40			**CP PONTO**		**234.5**		**2 MT - CTC**
79 - 55		90 - 55		**POINSETTIA……..... S**	*237.4 -*	**233.3**	9.0	**ATS** ***MT - 2 Only***
	40			**CP FARR**	*228.4*	**231.4**		
				--		--		
90 - 55				**CARLSBAD VILLAGE…..…….. S**		**229.2**		**CTC - ATS**
				--		**228.4**		

San Diego Subdivision

MP 207.4 to MP 228.4

Radio Channel 30 - 30

WESTWARD *Read Down*				STATIONS *Speed Zones Shown in Italics*		EASTWARD *Read Up*		
Maximum Authorized Speeds: Passenger - Freight			Track Diagram			Mile Post	Approx. Distance	Rule 6.3 Method of Operation
MT or MT-1	Through Turnouts	MT-2 or Siding						
90 - 55	60 - 40			**CP LONGBOARD**		228.4	2.5	2 MT CTC - ATS
	Connecting Track & Wye: 10	90 - 40		East Leg Escondido Wye – Rule 6.28		227.5		
				Escondido Connecting Track – Rule 6.28		--		
	Crossover: 20 - 15	60 - 40		**CP ESCONDIDO JCT.** *Escondido Subdivision Connection*		226.8		
				OCEANSIDE……..…….. S		226.4		
	40			**CP SHELL**		225.9		
55 - 45				*225.9 - 225.5*		225.5	0.4	CTC - ATS
90 - 55					*225.5 - 224.7*			
	40	90 - 55		**CP EAST BROOK** *Fallbrook Jct. Yard MP 225.0*		225.3	0.8	2 MT – CTC ATS *MT - 2 Only*
40						224.7		
		75 - 55		**FALLBROOK JCT.** *USMC Camp Pendleton*		224.1	0.9	
						223.8		
	40	90 - 55		**CP WEST BROOK**		223.6	0.6	
90 - 55				*223.8 - 223.2*		223.2		CTC - ATS
90 - 30			][	*223.2 - 222.9*		222.9	0.3	
90 - 55				*222.9 - 222.8*			0.1	
	75 - 55			**CP PULLER**		222.8	0.1	
90 - 55	20	90 - 55		**CP MESA** MT-2 only		222.6	13.8	2 MT CTC - ATS
				COASTER Mechanical Facility Radio Channel: 83 - 83		222.5		
	20			**CP STUART** MT-2 only		221.9		
WWD ATS				**Stuart Mesa Yard Lead**		221.6		
	40			**CP PULGAS**	*222.8 -- 209.0*	218.1		
90 - 55				**--**		--		CTC – ATS
	60 - 40	90 - 55		**CP SAN ONOFRE**		212.3		2 MT CTC – ATS
90 – 55				**SDNR Detector MP 210.3 Both Main Tracks HB-DE-Speed-Axle Count**		--		
	60 - 40			**CP SONGS**		209.2		
90 - 55				**San Onofre House Track**		209.0		CTC - ATS
70 - 55				*209.0 - 208.7*		208.7	0.3	
60 - 40				*208.7 - 207.4*			1.3	
				COUNTY LINE … *SCRRA Conn.*		207.4		

SPECIAL INSTRUCTIONS

SDSI #1: GOVERNING RULES in EFFECT

The following documents are in effect and govern operations on the SDNR San Diego Subdivision:

- The GENERAL CODE of OPERATING RULES, Sixth Edition.
- SDNR San Diego Subdivision Timetable-Special Instructions #7.
- Metrolink/SDNR Timetable #7 Joint ("All Subdivisions") Special Instructions.
- Metrolink/SDNR Timetable #7 Additions & Revisions to the General Code of Operating Rules.

Rules and Special Instructions contained in this document supersede any rule or other Special Instruction with which they conflict.

SDSI #2 FREIGHT RAILROAD OPERATIONS:

BNSF trains may use San Diego Subdivision tracks between COUNTY LINE, MP 207.4 and BNSF JCT, MP 267.7. PACIFIC SUN RAILROAD trains may use San Diego Subdivision tracks between COUNTY LINE, MP 207.4 and MP 258.0.

A. Freight Train Restrictions

- Freight trains are prohibited between CP SAN ONOFRE, MP 212.3, and CP ASH, MP 267.2, between the hours of 5:30 a.m. and 8:30 a.m. and between 3:00 p.m. and 7:00 p.m.
- Freight trains not in compliance with current BNSF instructions governing train make up on the BNSF Cajon and Mojave Subdivisions (Heavy Mountain Grade Territory) are prohibited between CP PINES, MP 249.8 and CP MORENA, MP 260.5. If train is found to be out of compliance with these instructions, notify the Train Dispatcher immediately.
- Trains or engines must not enter FALLBROOK JCT. military facilities located at MP 224.1 and MP 225.0 for other than military movements unless instructed by the proper authority.
- Freight trains are prohibited on the controlled siding between CP CROSBY, MP 243.3, and CP DEL MAR, MP 243.9.
- OPERATIVE DYNAMIC BRAKES: Eastward freight trains without operative dynamic brakes must not exceed 25 MPH between MP 253.0 and MP 262.0. Westward freight trains without operative dynamic brakes must not exceed 15 MPH between MP 253.0 and MP 249.8.

B. Bridge & Equipment Weight Requirements

Maximum gross weight per car must not exceed 143 tons.

C. Remote Control Locomotive (RCL) Operation Restrictions

RCL operations are prohibited on all main tracks except as indicated below:

- Between 11:00 p.m. and 5:30 a.m. RCL movements may be made on the main track between CP MORENA, MP 260.5, and BNSF JCT., MP 267.7;
- Minimum two crew members must be qualified on the territory;
- Movements must not exceed 10 MPH;
- The point of movement must be protected at all times by the controlling operator;
- Radio channel 30-30 must be monitored at all times;

Movements must promptly clear or stop when instructed by the Train Dispatcher.

SDSI #3: SDNR MOVEMENTS on BNSF & SAN DIEGO TROLLEY TERRITORY:

Trains and engines operating on BNSF trackage east of BNSF JCT, MP 267.7 are governed by current BNSF Timetable & Special Instructions, General Orders, Track Bulletins and other instructions. Trains and engines operating on San Diego Trolley trackage are governed by current MTS - TROLLEY Standard Operating Procedures, Bulletins and other instructions.

SDSI #4: MULTIPLE MAIN TRACK DESIGNATIONS:

Facing eastward, multiple main tracks are designated from left to right beginning with Main Track #1.

SDSI #5: TRAINS ENTERING SDNR TERRITORY:

Trains entering the SDNR San Diego Subdivision must be in possession of Track Warrant conveying current Track Bulletins issued by the San Diego Subdivision Train Dispatcher.

Westward trains must not pass BNSF JCT. MP 267.7 until a crew member has contacted San Diego Subdivision Train Dispatcher to ascertain if any unforeseen restrictions are in effect.

SDSI #6: ASSIGNED RADIO CHANNELS:

- Use radio channel 30-30 between COUNTY LINE, MP 207.4, and BNSF JCT, MP 267.7.
- Radio channel 83-83 is in use at COASTER Mechanical Facility, MP 222.5.

SDSI #7: CLOSE CLEARANCES:

A. Do not get on or off equipment on the No. 1 Main Track at the following locations due to close clearance of electric lock switch stands:

- MP 223.7: West switch Fallbrook Jct. Wye;
- MP 224.2: East switch Fallbrook Jct. Wye;
- MP 224.7: West switch Fallbrook Yard;
- MP 225.1: East switch Fallbrook Yard;

B. Employees must not ride on the side of moving equipment on the controlled siding between CP DEL MAR, MP 243.9, and CP CROSBY, MP 243.3.

C. Washington St. Wye (MP 265.5) tail track: Employees must not ride on the side of moving equipment passing through, or at any location inside of, the Marine Corps gate on account of unknown close clearances. If necessary for the protection of the movement, an employee must precede the equipment into the facility to visually verify the track is clear.

SDSI #8: TRAINS STOPPED BETWEEN CP CROSBY & CP DEL MAR:

When practicable, trains stopped on the main track or the controlled siding between CP CROSBY, MP 243.3, and CP DEL MAR, MP 243.9, must stop with engines west of the overpass at MP 243.6.

SDSI #9: WESTWARD TRAINS STOPPING at CP FRIAR:

Westward trains holding for a STOP signal indication at CP FRIAR, MP 264.1 must stop at least 400 feet east of the Taylor Street crossing unless the train will handle passengers at Old Town, MP 264.2.

SDSI #10: "P" PLATE BLOCK SIGNALS:

Block signals bearing triangular plates displaying the letter "P" are interconnected with protective devices as indicated below. When a "P" plate signal displays a red aspect, do not proceed over the protected structure(s) until a ground inspection verifies that conditions are safe for train passage.

WWD Signal	Protection Afforded	EWD Signals
CP TORREY	**High Water Detector - Bridge 248.7** **High Water Detector - Bridge 246.9**	**CP DEL MAR & 2462**
CP SONGS	**High Water Detector - Bridge 207.6**	**2062**

SDSI #11: WITHIN RESTRICTED LIMITS BETWEEN CP ASH & BNSF JCT:

A. All hand-operated switches are VARIABLE switches. Trailing movements may be made through these switches regardless of position.

B. Hand-operated switches may be left locked as last lined. Do not leave unattended switches unlocked.

C. Approach all facing point switches prepared to stop until a crew member verifies the switch is lined for the intended movement.

D. NO RIDE ZONE in effect: Employees must not ride on the side of moving equipment.

SDSI #12: TRACKSIDE DETECTORS & INSPECTIONS:

The following is added and is supplemental to METROLINK/SDNR Joint Special Instruction 6.29.1 TRACKSIDE DETECTORS

SDNR Trackside Detectors & Locations:

Mile Post:	Type:	Track(s)	Indication:	Required Action
210.3	HB, DE w/axle count	Both	Broadcasts NO DEFECTS, STOP TRAIN or DETECTOR MALFUNCTION message for each passing train.	• Stop train immediately • Notify Train Dispatcher • Be governed by Metrolink/SDNR Joint Special Instruction # 6.29.1 TRACKSIDE DETECTORS.
250.6	Derailment	Main	Broadcasts STOP TRAIN message only if derailed wheel is detected.	• Stop train immediately • Notify Train Dispatcher • Do not move train until train is inspected from the ground & verifies that it is safe to do so.
251.7	Derailment	Main		
252.2	Derailment	Main		
252.8	Derailment	Main		

GENERAL CODE of OPERATING RULES

Revisions & Additions

GCOR Rule 1.47 Duties of Trainmen & Enginemen

The following is added:

B. Engineer Responsibilities:

3. When operating over the SDNR San Diego Subdivision, Engineers must:
   - Be qualified on the current SDNR operating rules and timetable special instructions;
   - Comply with their employer's air brake and train handling rules;
   - Have operated over the San Diego Subdivision within the previous six (6) months in order to maintain current territory qualification. Engineers who have not worked over the territory within the previous six months must make familiarization trip(s) with a territory-qualified Engineer or a Designated Supervisor of Locomotive Engineers (DSLE) in accordance with their employer's instructions prior to operating a train or engine over the territory. Engineers are responsible for arranging the necessary arrangements with their DSLE or other supervisor.

GCOR Rule 5.8.1 Ringing Engine Bell

The following is added:

When conditions and safety permit, the engine bell may be sounded in place of the whistle to warn of immediate movement following a passenger station stop. However, engine whistle must be sounded when required by other operating rules or instructions.

Do not ring bell unnecessarily or for purposes other than those prescribed by the rules.

GCOR Rule 5.8.2 Sounding Whistle

The following is added:

Engine whistle must be used only to comply with operating rules and regulations governing its use, as a warning when necessary, or in case of emergency.

Unnecessary use of the engine whistle is prohibited.

GCOR Rule 6.30 Receiving or Discharging Passengers

The following new first paragraph is added:

Train crews must be in possession of current passenger train schedules and be familiar with the times and locations of scheduled passenger train station stops.

GCOR Rule 6.30 Receiving or Discharging Passengers (continued):

The following is added to paragraph B:

B. Responsibilities of Approaching Movements:

Passenger Stations Between MP 226.0 & MP 250.0: When a passenger train is stopped at or in the immediate proximity of a station where it receives or discharges passengers, another train must not enter the station or pass on an adjacent track unless:

- An inter-track fence separates adjacent track(s) through the station;

  Or
- Assured by radio that safeguards are provided by personnel on the ground.

  Or
- It can be seen from the approaching train that no persons are near or closely approaching in-station pedestrian crossings.

At SAN DIEGO (Santa Fe Depot), MP 267.5: When another passenger train is actively receiving or discharging passengers, do not foul an in-station pedestrian crossing that is in immediate use by passengers unless safeguards are provided by personnel on the ground.

GCOR Rule 6.31 Maximum Authorized Speed

The following sub-rule is added:

6.31.2 Equipment & Wind Restrictions

Passenger train speeds indicated in the San Diego Subdivision Timetable apply only to trains made up entirely of any combination of the following equipment types:

- Bombardier bi-level commuter cars;
- AMTRAK: Surfliner, Superliner, Viewliner, Amfleet, California Car and Heritage equipment;
- Private and railroad business cars with AMTRAK certification for operation at four-inch unbalanced speeds;

Passenger trains with other equipment types must reduce 5 MPH below the posted passenger train speeds on curves and through diverging main track turnouts.

Maximum Speeds – Locomotives

The following is added:

Engine Numbers:	Builder Model	Maximum Speed (MPH)		
		Light Engine	Multiple	w/Cars
ATSF 3751	3751-Class	40	40*	65

** When trailing other locomotive unit(s) in a light engine consist, movement may proceed at the maximum authorized speed indicated for the leading unit(s) unless otherwise restricted, not to exceed 65 MPH.*

GCOR Rule 6.32.2 Automatic Warning Devices

The following is added to paragraph A:

A. Automatic Warning Devices Malfunctioning

Movements on the Washington Street Wye, MP 265.5: When notified that automatic warning devices are malfunctioning, a crew member on ground must provide the required warning at both Pacific Highway and the adjacent Frontage Road crossings.

The following new paragraph C is added:

C. Manual Activation of Automatic Warning Devices

Taylor Street, MP 264.2: Westward trains stopping at Old Town may activate the crossing warning devices at Taylor Street by entering 264 on the radio DTMF pad.

Broadway Street, MP 267.6: Eastward trains stopping at the San Diego Santa Fe Depot on No.1 track, No.2 track or No.3 track may activate the crossing warning devices at Broadway Street by entering 267 on the radio DTMF pad.

GCOR Rule 12.2 ATS Device Cut Out, Not Equipped, or Not Working

The following is added:

When a DIVERGING CLEAR is indicated at CP PULLER, MP 222.8, westward trains or engines equipped with Automatic Train Stop will not receive an ATS actuation. This is normal and does not indicate an ATS failure.

SAN DIEGO NORTHERN
RAILWAY

STUART MESA
FREIGHT YARD
&
MAINTENANCE FACILITY

RULES & INSTRUCTIONS

SAFETY IS EVERYONE'S RESPONSIBILITY

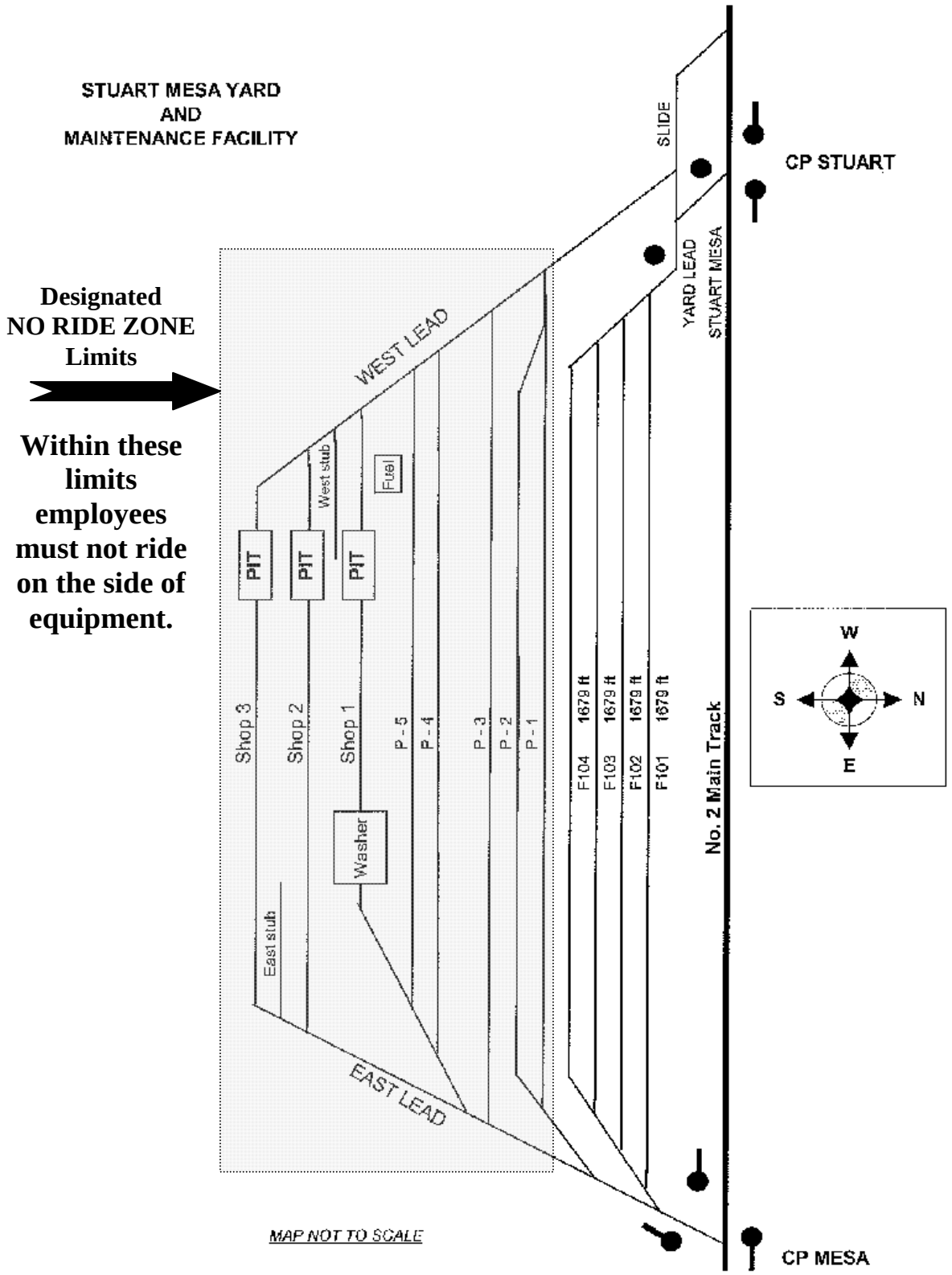
The following pages contain information necessary for the safe movement of trains and engines and protection for all employees and contractors working in and around the Stuart Mesa Maintenance Facility and Stuart Mesa Yard.

The information contained within governs the following:

- Yard Diagram
- Safety
- Specified Limits
- Radio Frequencies
- Maximum Authorized Speeds
- Switches
- Train Washer
- Blue Flag / Signal Protection (MOE)
- Fouling / On-Track Protection (MOW)
- Blue Signal Removal
- Blue Signal Definitions

Contractors and visitors to the Stuart Mesa Maintenance Facility are obligated to check in at the main office and follow all safety regulations, policy and procedures specified for workers.

Any unsafe act observed by an employee, contractor, or visitor must be immediately reported to a maintenance facility or transportation supervisor.


STUART MESA YARD
AND
MAINTENANCE FACILITY
Designated
NO RIDE ZONE
Limits
Within these limits employees must not ride on the side of equipment.
SLIDE
CP STUART
YARD LEAD
STUART MESA
WEST LEAD
West stub
Fuel
PIT
PIT
PIT
Shop 3
Shop 2
Shop 1
Washer
East stub
P - 5
P - 4
P - 3
P - 2
P - 1
F104 1679 ft
F103 1679 ft
F102 1679 ft
F101 1679 ft
No. 2 Main Track
W
S
N
E
EAST LEAD
MAP NOT TO SCALE
CP MESA

Safety:

All employees, contractors and visitors (except train and engine service employees going on/off duty) must wear proper safety gear (PPE), as prescribed by the Stuart Mesa Maintenance Facility PPE Policy, while in or about the shop and inspection areas.

Designated Limits: Maintenance Facility

The Stuart Mesa Maintenance Facility is designated by signs and contains a total of eight through tracks, two stub tracks, East and West Leads, and the SM Yard Lead (see map). Stub tracks are located at either end of the facility as follows:

- West End between Shop-1 and Shop-2
- East End between Shop-2 and Shop-3

The Stuart Mesa Maintenance Facility may be accessed via the SM Yard Lead governed by an electric lock switch located at MP 221.6.

Eastward movement of a train or engine from the SM Yard Lead to the Stuart Mesa Yard is governed by a left-handed dwarf signal located at CP Stuart, controlled by the San Diego Subdivision Train Dispatcher.

Equipment must not be left unattended on the SM Yard Lead without permission of the Mechanical Supervisor.

Designated Limits: Freight Yard

The Stuart Mesa Yard contains four through tracks (see map).

Westward movement of a train or engine from the Stuart Mesa Yard is governed by a left- handed dwarf signal at CP Stuart, controlled by the San Diego Sub. Train Dispatcher.

All train and engine movements are governed by Rule 6.28 of the General Code of Operating Rules.

Radio Frequencies:

Coaster and Metrolink trains entering the Maintenance Facility will contact a mechanical supervisor or designated employee on the channel 83-83 for equipment spotting instructions.

Maintenance of equipment employees operate on channel 83-83.

Maximum Authorized Speeds:

Maximum authorized speed for movements within Stuart Mesa Maintenance Facility are:

- 5 MPH on all track unless otherwise specified.
- 2 MPH on tracks inside shop building.

Maximum authorized speed for movement within the Stuart Mesa Freight Yard is 10 MPH.

Derails are located at the entrance and exit of each track.

Switches:

All switches within the Stuart Mesa Maintenance Facility and the Stuart Mesa Yard are variable switches. When trailing movements are made through any variable switch within the maintenance facility or yard, the entire train and/or engine must traverse the switch before a reverse movement can be made.

On-track equipment must always hand-line switches.

Train Washer:

The Train Washer is located at the entrance to S-1. Perpendicular double-mast lights are located at the entrance to and in the middle of the washer on the left-hand side as viewed in a westward direction. A third light is located on the Sand Tower, which is visible when exiting the train washer. These lighted aspects indicate the following:

- When the first and second masts display a RED aspect, this indicates that the washer is armed and will activate when the sensor is tripped.

- When the first light displays a GREEN aspect and the second light displays a YELLOW aspect, this indicates that the washer is unarmed and will not activate when movement beyond the sensor is made.

- The light mounted on the Sand Tower dictates speed when the train is being washed. The indications are as follows:

Green Aspect	=	Speed is acceptable
Yellow Aspect	=	Speed is increasing
Red Aspect	=	Speed is unacceptable

1 MPH is an acceptable speed for effective train washing. When electrical power to car washer is off, no lights will be visible.

When the car washer is armed, **any movement** detected by the sensor will automatically start the train washer. Additionally, the train wash area contains close clearance. Employees must not ride any outside portion of the train when going through the car wash.

Blue Flag / Signal Placement:

The Mechanical Facility supervisor or a designated employee will:

1. Place derail in the derailing (closed) position, lock with an effective locking device and flag derail against incoming traffic.

2. Place blue rail flag and light between gauges of the track.

3. Place windowsill blue flag with mounted magnetic blue light on the engineer's side of the controlling locomotive or cab car.

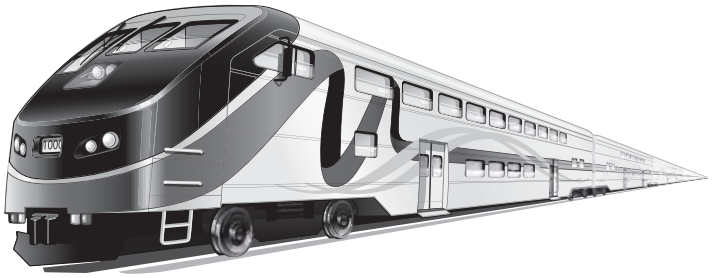
4. Proceed to opposite end of track and repeat steps 1 to 3.

Blue Flag / Signal Removal:

Mechanical Facility Supervisor or a designated employee will:

1. Notify employees, vendors and visitors that the equipment will be moved. Ensure that all employees, contractors and vendors are in the clear.
2. Check Central Location (windowsill blue flags) and assure that no picture I.D. tags remain on the flag.
3. Remove windowsill-mounted blue flag.
4. Lock open derail and remove blue signal rail flag.
5. Inspect entire train to ensure all employees are in the clear.
6. Repeat Steps 2 and 3 at the opposite end of the equipment.
7. Notify operating crew that equipment is released.

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY



METROLINK®

TIMETABLE NO. 7

JOINT SPECIAL INSTRUCTIONS

Effective Thursday, April 7, 2010 at 12:01 AM Pacific Time

SAN DIEGO NORTHERN RAILWAY

COASTER

Page No.	Supp. No.	Date	Page No.	Supp. No.	Date

All pages in this section indicate “Timetable No. 7” in *lower left* corner. When any of these pages are revised by supplement the new pages will show the issue date in the lower right corner and be accompanied by a revised copy of this page.

JOINT SPECIAL INSTRUCTIONS

Passenger Train Operations

- Metrolink passenger trains schedules are shown in the Metrolink public timetable.
- San Diego Northern Railway passenger train schedules are shown in the Coaster public timetable.
- Amtrak Intercity passenger train schedules are shown in the Amtrak public timetable.

Employees whose duties are affected by the movement of these trains must provide themselves with current copies of the schedules.

Train and engine employees in Metrolink service will also be governed by the Southern California Regional Rail Authority's **Supplemental Instructions** and must have current copy available for reference while on duty.

Rule 1.3.1 Rules, Regulations, and Instructions

The following is added:

Train and engine employees in Metrolink and Coaster service are required to have physical examinations. Physical examinations are required as follows:

Engine service: . . . . . Annually
Train service:
Through age 55 . . . . . Every 3 years
Age 56 through 59 . . . . . Every 2 years
Age 60 and older . . . . . Annually

Employees required to have a physical examination are personally responsible to obtain a form ("Authorization For Exam or Treatment") from their immediate supervisor and arrange for an appointment by contacting any company approved medical facility.

Regular periodic physical examinations: Completed no later than the last day of the employee's birthday month or as directed.

Special periodic physical examinations: As often as deemed necessary in the judgment of the medical department or Operating Officer or as directed, when returning from furlough, illness, accident or injury.

Rule 1.4 Carrying Out Rules and Reporting Violations

The following is added:

Any rule violation, condition, practice, act of negligence or misconduct that may threaten the operation of trains or safety of passengers or employees must immediately be reported to the Metrolink Operations Center (MOC).

Rule 1.5 Drugs and Alcohol

Entire rule is revised as follows:

Employees are prohibited from engaging in the following activities while on duty or on company property:

- Using alcoholic beverages, having them in their possession, or being under their influence,
- Using or being under the influence of any drug, medication, or other controlled substance – including prescribed medication – that will in any way affect their alertness, coordination, reaction, response or safety. If in doubt about possible adverse effects of medication, employees must consult a Company medical officer before going on duty.

The illegal use, possession or sale of a drug, narcotic or other controlled substance is prohibited while on or off duty.

An employee may be required to take a breath test and/or provide urine sample if the company reasonably suspects violation of this rule. Refusal to comply with this requirement will be considered a violation of this rule and the employee will be promptly removed from service.

Employees tested by breath or urine sample will be in violation of Rule 1.5 if:

- The initial breath test ***and*** confirmation test are positive
- The urine screen test is positive ***and*** confirmation test is positive for the presence of narcotics, sedatives, stimulants, hallucinogens, intoxicants, or a derivative or combination of any of these or any controlled substance or mood altering substance.

Further, employees may be required to provide a blood sample in the case of certain accidents and incidents subject to Federal post-accident testing requirements. An employee who refuses to cooperate in providing a blood or urine sample following an accident (as specified in 49 CFR Part 219 Subpart C), shall be removed from service, shall be subject to dismissal, and may not under any circumstances be employed in a position covered by the Hours of Service Act for a period of at least nine (9) months. (The Federal requirement of disqualification for nine (9) months does not limit any discretion on the part of the Railroad to impose additional sanctions for the same or related conduct.) A blood test that is positive for the presence of narcotics or sedatives or a combination of any of these or any controlled substance or any mood altering substance will constitute a violation of Rule 1.5.

This rule constitutes notice to employees as required by 49 CFR Section 219. Employees may obtain copies of their company's Drug and Alcohol policy from their employing railroad.

Rule 1.10 Games, Reading, or Electronic Devices

Entire rule is revised as follows:

Unless permitted by the railroad, employees on duty must not:

- Play games
- Read magazines, newspapers, or other literature not related to their duties
- Use electronic devices not related to their duties

In train control compartment:

- All portable electronic devices must be turned off, ear pieces removed and stored out of reach on a moving train.
- A cellular phone may be turned on and used to communicate railroad business on stopped trains or on a moving train in the case of an emergency.

Exception: A railroad issued portable two-way radio may be used.

In body of train, crew members must:

- Turn off all portable electronic devices, except for railroad issued cellular phones and portable two-way radios, remove ear pieces and store devices out of reach.
- Railroad issued phones and portable two-way radios must be kept on at all times and will only be used to communicate railroad business.

Exception: A personal cellular phone may be used to conduct railroad business.

Crew members on railroad right-of-way:

Use of electronic devices is prohibited by crew members while any crew member is:

- On the ground lining switches or inspecting trains
- Riding on the outside of equipment
- Handling cars ahead of engine

or

- When performing other duties that require undivided attention to safety or rules compliance

The use of railroad issued electronic devices is permitted to conduct railroad business if the person using the device remains clear of tracks and does so in a manner that will not allow an unsafe condition to arise.

Cellular phones may be used for voice communication only:

- After crew members have agreed that no movements will be made
- When train is stopped and no crew member is engaged in railroad safety related duties
- When employees are not fouling track within four feet of nearest rail, excluding platforms

Digital and other types of timepieces, hearing aides and railroad issued portable two-way radios are not considered electronic devices.

Crew members whose duties require will read railroad business related text messages sent via company issued devices.

Rule 1.14 Other Railroads – Freight Operations

The following is added:

Except as otherwise provided in this timetable, freight carriers operating on Metrolink or San Diego Northern Railway will be governed by the instructions in their respective timetables, rules, or special instructions concerning the following:

- Speed Restrictions – Locomotives, cars or trains
- Train Make-up Restrictions
- Hazardous Material Instructions
- Remote Control Locomotive (RCL) Operations
- Air Brake and Train Handling Rules
- Rule 1.10 Games, reading, or electronic devices

Prior to occupying Metrolink or San Diego Northern Railway main track, freight trains must provide the train dispatcher with the following information:

- Loads, empties, tonnage and length of train
- Location of any intermediate work and expected duration
- Hazardous material in consist
- High or wide loads/equipment and dimensions
- If in RCL Operation

Auxiliary Tracks: Metrolink and San Diego Northern Railway timetables govern operations on main tracks, sidings, and certain passenger related facilities.

When freight trains are required to operate on auxiliary tracks, crews must be governed by information obtained from their respective railroad regarding track conditions.

Load Limits on Metrolink Territory: Unless authorized by Superintendent-Dispatching, maximum load limit is 157.5 tons.

Exceptions:

- Load Limit on Azusa Industrial Track is 131.5 tons.
- Gross loads of 197.5 tons may be handled on 6-axle cars, when load limit of car is not exceeded.
- Gross loads of 263 tons may be handled on 8-axle cars with a maximum of three such cars coupled together, when load limit of cars is not exceeded.

Rule 1.20 Alert to Train Movement

The following is added:

No Ride Zones: Crew members are prohibited from riding on the side of equipment while operating within these zones due to close clearances.

Locations of No Ride Zones will be listed in the special instructions of subdivisions where applicable.

Rule 1.29 Avoiding Delays

The following is added:

> A passenger train must not be delayed on a main track for repairs by mechanical employees unless the mechanical employee in charge has communicated the needed repairs to the chief dispatcher or the train dispatcher and it is determined that the repair is necessary.

Rule 1.47 Duties of Crew Members

A. Conductor Responsibilities

The following is added as the last paragraph of Item 3:

If after the initial reminder the train stops for any reason prior to arriving at the point of restriction, or within the limits of the restriction, the conductor must again remind the engineer of the restriction. If the engineer fails to comply with the restriction, the conductor must stop the train.

C. All Crew Members' Responsibilities

The following is added:

4. Crew member on leading end of movement must communicate the train identification, name or aspect and location of all signals via radio. Crew member occupying the body of a passenger train, cab of a trailing locomotive, helper unit or caboose must acknowledge transmission of all except green (Clear). If a crew member fails to communicate the signal (name or aspect) the train must be stopped, using an emergency application of the brakes if necessary.

Prior to resuming movement after stopping for any reason, the conductor and engineer must communicate and be in agreement on the previous signal (name or aspect) or operating rule(s) that govern the train's next immediate movement.

Rule 1.48 Time

The following is added:

To compare time, employees must call the following toll free number: (866) 493-5252.

Rule 2.10 Emergency Call

In addition, if equipped, press 9-1-1 on the radio keypad to contact the dispatcher. When the emergency call-in has been activated, a tone will be received.

Note: Ensure that radio is on the appropriate four-digit channel.

Rule 2.14 Transmission of Mandatory Directives

The following is added:

- Speed restrictions via radio will be issued using the following formats:

  "Do not exceed 30 MPH between MP 4.0 and MP 5.0 on No. 2 track."

Rule 4.4 Scheduled Leaving Times

New rule is added:

A passenger train must not leave a station where it is to receive passengers in advance of its scheduled leaving time unless directed by train dispatcher or by special instructions.

Rule 5.5 Permanent Speed Signs

Reduce speed signs are placed approximately 2500 feet in advance of the location where reduced speed applies.

Rule 5.8.1 Ringing Engine Bell

The following is added:

- While passing through passenger stations.

Rule 5.11 Engine Identifying Number

The following is added:

Passenger trains may be addressed by schedule number on track warrant and track bulletins which do not convey authority for movement. Engine identification number must be used for all other purposes.

Rule 6.6 Picking up Crew member

Rule is deleted.

Rule 6.8 Stopping Clear for Meeting or Passing

A passenger train may stop at a passenger station where the platform is located closer than 400 feet from the signal or clearance point.

To accommodate the use of the wheelchair – loading ramp on station platforms, engineers of commuter trains must spot the cab car's passenger doors farthest from the control compartment end.

Rule 6.21.3 Heat Condition Speed Restrictions

New rule is added:

When notified of heat condition by train dispatcher, trains will operate according to the following speed restrictions:

HEAT LEVEL	SPEED APPLICATION	PSGR	FRT
1	Do not exceed	60 MPH	50 MPH
	Speed on Curves	5 MPH Reduction*	No Reduction
2	Do not exceed	50 MPH	40 MPH
	Speed on Curves	10 MPH Reduction*	5 MPH Reduction*
	Speed through Turnout	5 MPH Reduction	5 MPH Reduction

Light engines will operate according to instructions for freight trains.

*Speed reduction taken from highest speed authorized. Where speed on curves does not exceed 20 MPH, no reduction is required.

When notified of heat condition, the following train handling techniques must be used to minimize in-train forces, when possible:

- Use throttle modulation or low dynamic brake amperage to control speed
- Avoid adjusting slack

Heat condition speed restrictions will expire at 10:00 PM. on the day issued unless otherwise instructed.

Rule 6.23 Emergency Stop or Severe Slack Action

Inspection of Cars and Units:

EXCEPTION: An inspection is not required when either a desired or undesired emergency application of the brakes is initiated at a speed above 30 MPH provided train exceeds 5,000 tons, no unusual slack action is felt incidental to stopping, brake pipe continuity is not broken, and train does not require excessive power to start. *This does not apply to KEY trains.*
When the train's brake pipe pressure has been restored:

- After air brakes have had sufficient time to release following an emergency application, make a 20 PSI service application; and,

- After brake pipe exhaust ceases, place automatic brake valve cutout valve in the out position. If brake pipe pressure rapidly reduces to zero, entire train must be inspected. If air pressure is present in brake pipe, train may proceed.

Rule 6.29.1 Trackside Detectors

Symbol	Type of Detector
HB	E-1 Hot Box – Talker
DE w/axle count . .	E-2 Dragging Equipment – Talker
HW	E-4 High / Wide Load – Talker
DE w/o axle count . .	F-1 Dragging Equipment – Talker

The following instructions apply to detectors listed under Rule 6.29.1 on each subdivision:

a. Train speed of at least 10 MPH must be maintained while train is moving over HB detector when practicable.

b. Do not stop over HB detector when practicable.

c. Avoid braking, if practicable, while approaching or passing HB detector. Excessive braking may cause a false indication.

d. When a trackside detector is activated, train must be stopped and required inspection made. If defect is located and it cannot be corrected, car must be set out at first available track provided it is safe to be moved. **Exception:** When a train consisting entirely of Metrolink (including UTA, NJT, Sound Transit and ACE equipment) or SDNR Coaster bi-level passenger cars activates a type E-1 HB Detector and the reported axle location is on a passenger car, train may continue to the next passenger station where inspection of reported axle must be made. **If the reported axle is located on an engine, train must be stopped and inspection made.**

e. When a train is passing a HB detector at a speed below 10 MPH and detector subsequently indicate hot journal, all bearings on both sides of entire train must be inspected.

f. When inspecting for hot bearings, each roller bearing that requires inspection must be checked by use of proper tempilstik, if available.

- Stroking outside surface of the top of journal box on cars equipped with solid bearings.
- Stroking the outside surface of the adapter on cars equipped with rotating cap-type roller bearings.

On Amfleet equipment or other cars equipped with inboard bearings, stroke the roller bearing seal ring (located on the inside of wheel next to the adapter on the axle).

Before attempting to apply tempilstik to roller bearing seal ring on cars equipped with inboard bearings, crew must:

- Shut down HEP
- Have a clear understanding with the engineer that the train is not to be moved while inspection is being performed.

If tempilstik melts, car must be set out.

If a tempilstik is not available and no obvious sign of overheating is present on axle indicated, cautiously place bare hand near truck side frame, working hand toward roller bearing end cap, keeping in mind that any part of this equipment may be extremely hot.

If bare hand cannot be held near side frame or roller bearing for a few seconds, car must be set out. Contact the train dispatcher for further instructions, if car must be set out.

g. When a KEY Train experiences a false HB detector actuation, train must be moved not exceeding 30 MPH to the next operative HB detector.

h. Train dispatcher and connecting crew, if any, must be notified of a car that experiences a false HB detector actuation.

i. When a car experiences two consecutive false HB detector actuations, car must be set out. Passenger and business cars need not be set out, if inspection indicates no hot journal.

Type E & F: Radio Readout (Talker) Detectors

When movement over an E-4 HW detector begins, the system should transmit an entering message.

Example: "(Railroad ID) detector MP 121.3, detector working."

Type E detectors report the axle count location of a defect from the front of the train.

Type F detectors do not provide axle count.

Examples: **Type E:** "(Railroad ID) detector mile post 121.3. Stop your train! Stop your train! First hot box axle 210 on left side."

Type F: "(Railroad ID) detector mile post 121.3. Stop your train! Stop your train! Dragging Equipment."

When train has cleared the detector, the defect message will be transmitted two additional times.

When train crew has received defect message, the train must be stopped and inspected for the indicated defect(s).

If defect is not located at the reported axle location, crew must inspect 20 axles ahead and behind the axle indicated on both sides. If axle location is not provided, crew must inspect both sides of entire train for the indicated defect.

If defect messages are received during passage of train over the detector site and the end of train message combines defect reports with the phrase "*Detector Malfunctions*":

***Example*:** "(Railroad ID) detector mile post 121.3. Stop your train! Stop your train! First hot box, axle 210 on left side, detector malfunction."

Train must be stopped and entire train inspected on both sides for the types(s) of defect(s) normally detected by that detector

When train has passed the detector with no defects found, the system will transmit a no defect message:

***Example*:** "(Railroad ID) detector milepost 121.3. No defects, no defect."

When detector is not functioning properly, it will transmit "*(Railroad ID) detector milepost 121.3, detector malfunction"*.

Exception: When a train consisting entirely of Bombardier bi-level passenger cars actuates a type E-1 HB detector and axle location reported is on a passenger car, stop train and do a visual inspection of indicated axle for overheated wheel only. If any engines are within 20 axles ahead of or behind the indicated defect location, inspect both sides of engines.

Decision Tables

The following tables outline specific conditions of trackside detectors that require a specific action. Each of these circumstances is independent of one another.

HB, DE w/axle count and DE w/o axle count Detectors

Condition	Action Required
Advised that detector is out of service. No verbal transmission received. Detector malfunction transmission received without a defect message.	Notify train dispatcher. No other action required **except** if train passes two consecutive inoperable detectors and has not received visual inspection on both sides, then train must be stopped and inspection made.
A "no power" message is received.	Notify train dispatcher.
Verbal defect message received.	Stop and inspect train for indicated defect. **See Page AS-10, Item d"*.
Verbal transmission received but not understood or is incomplete. Detector malfunction message received with a defect message.	Notify train dispatcher, stop and inspect entire train for the type of defect normally detected by that detector.

HW Detectors

Condition	Action Required
Advised that detector is out of service. No verbal transmission received.	Notify train dispatcher. Freight train must be stopped short of protected structure and train inspected for high/wide load. Inspection is required only in direction of approach of structure.
Detector malfunction transmission received without a defect message. Entering detector message not received.	Notify train dispatcher. Freight train must be stopped short of protected structure and train inspected for high/wide load unless verbal "no defect" message is received. Inspection is required only in direction of approach to structure.
"No Power" message received.	Notify train dispatcher.
Verbal defect message received. Verbal transmission received but not understood or is incomplete. Detector malfunction message received with a defect message.	Notify train dispatcher. Stop and inspect entire train for high/wide load.

DERAILMENT DETECTORS

The following instructions apply to derailment detectors listed in Rule 6.29.1 on the San Diego Subdivision.

If a derailment is detected, the activated detector will transmit the following: "SDNR Derailment Detector, MP _____, stop your train."

Any train, engine or on-track equipment that activated one of these detectors must stop immediately and notify the train dispatcher.

Rule 6.31 Maximum Authorized Speed

Equipment and Wind Restrictions

Note #: Passenger speeds shown in ***bold italics*** apply only to trains made up of locomotives and cars of Metrolink (including UTA, NJT, Sound Transit and ACE), Amtrak, and San Diego Northern Railway (Coaster) passenger cars. All other passenger equipment must operate on curves at a speed of 5 MPH less than the passenger speeds shown in bold italics at these locations only, unless otherwise authorized by the train dispatcher.

When the train dispatcher advises trains of high steady-state wind velocities, trains operating with Metrolink (including UTA, NJT, Sound Transit and ACE), or San Diego Northern Railway (Coaster) cars manufactured by Bombardier will operate on curves at a speed of 5 MPH less than the passenger speeds shown in ***bold italics*** only at these locations.

Maximum Speeds – Cars

Unless otherwise restricted, trains consisting entirely of Metrolink, UTA, NJT, Sound Transit, ACE, San Diego Northern Railway and/or Amtrak passenger cars must not exceed 90 MPH.

Maximum Speeds – Locomotives

While operating on Metrolink or SDNR territory, Amtrak, Metrolink, and San Diego Northern Railway locomotives must not exceed the speeds listed below, unless otherwise restricted.

Engine Numbers	Builder Model	Maximum Speed (MPH) Lite	Multiple	w/cars
AMTK 1-120	P42BH*	50	50	90
AMTK 192-199	GP40TC	50	50	90
AMTK 450-470	F59PHI*	50	50	90
AMTK 500-549	P32BH	50	50	90
AMTK 550-567	SSB1200	30	45	50
AMTK 575-599	CF-7	30	50	65
AMTK 700-709	P32AC-DM*	50	50	90
AMTK 730-745	SW1	30	45	50
AMTK 760-775	GP9	30	50	65
AMTK 776-784	GP7	30	50	65
AMTK 790-799	SW1000	30	45	50
AMTK 800-849	P40BH*	50	50	90
SCAX 800	F40PH*	50	50	79
SCAX 851-873	F59PH*	50	50	79
SCAX 874-887	F59PHI*	50	50	79
SCAX 888-902	MP36PH-3C*	50	50	79
SDNX 2101-2105	F40PHM-2C*	50	50	90
SDNX 3001-3002	F59PHI*	50	50	90

Note*: Carbody-type locomotives being operated with long hood leading must not exceed 45 MPH.

Special Maximum Speeds

Do not exceed the following speeds when handling:

Equipment	MPH
Sperry cars	45
Jordan spreader – moving forward	35
Jordan spreader – moving backward	10
Welded rail cars	40
Speno ballast cleaning or sweeper equipment	30
Loaded tie cars AMTK 15500-15594	45
Wreck train with boom trailing	40
Wreck train with boom forward	20
Work trains	40

Rule 6.31.2 Key Trains

New rule is added:

Definition: A "Key Train" is any train with:

- One tank car load of Poison or Toxic Inhalation Hazard (PIH or TIH) (Hazardous Zone A, B, C or D) or anhydrous ammonia, or;
- 20 car loads or intermodal portable tank loads of a combination of PIH or TIH (Hazardous Zone A, B, C or D), anhydrous ammonia, flammable gas, Class 1.1 or 1.2 explosives, and environmentally sensitive chemicals, or;
- One or more car loads of Spent Nuclear Fuel (SNF), High Level Radioactive Waste (HLRW).

Unless otherwise restricted, KEY trains must not exceed 50 MPH.

If a defect in a "Key Train" bearing is reported by a wayside detector, but a visual inspection fails to confirm evidence of a defect, the train will not exceed 30 MPH until it has passed over the next wayside detector or delivered to a terminal for a mechanical inspection. If the same car again sets off the next detector or is found to be defective, it must be set out from the train.

A KEY train must hold the main track at a meeting or passing point where maximum speed on a siding is 10 MPH, unless meeting or passing another KEY train.

When a KEY train is stopped by an emergency application of the brakes, inspection must be made and it must be known that the equipment and track are in a safe condition and that all wheels are properly positioned on the rail before proceeding.

Rule 6.31.3 Inert Inductor Automatic Train Stop (IIATS)

New rule is added:

Inert Inductor Automatic Train Stop (IIATS) may be used in certain locations to provide advance warning to passenger trains of permanent speed restrictions. IIATS locations are identified in the timetable and may be within or outside of designated Automatic Train Stop (ATS) territory.

IIATS Advance Warning Inoperative: The advance warning provided by IIATS locations is considered inoperative when one of following occurs:

- A train passes two successive IIATS locations where an ATS alarm fails to sound or ATS light fails to illuminate in the controlling locomotive or cab control car equipped with an ATS device.

- Acknowledgement at two successive IIATS locations does not prevent a penalty application.

- The controlling engine or cab control car of a train is not equipped with an operative, cut-in or properly functioning ATS device.

When IIATS advance warning is inoperative outside of designated ATS territory, train crew must immediately notify the Train Dispatcher and may proceed only as follows:

- Engineer must verbally identify by radio the mile post of each IIATS location and its associated permanent speed restriction at or approaching the location of the permanent speed restriction sign. The Conductor must acknowledge the transmission by radio.
- If the Conductor fails to respond to the Engineer, train must not exceed 40 MPH until the Conductor acknowledges the radio transmission or the train leaves the IIATS equipped subdivision.
- If the Engineer fails to identify an IIATS location as required above, the Conductor must immediately remind the Engineer of the approaching restriction. If the Engineer fails to properly respond, the Conductor must stop the train.

Rule 6.32.2 Automatic Warning Devices

The following is added:

Where “STOP” signs are located approximately twenty-five (25) feet on each side of crossings, movements must stop at “STOP” sign to allow warning devices to activate for the required length of time.

A. Automatic Warning Devices Malfunctioning

Use the following table to properly complete movement over the crossing:

Movement When Automatic Warning Devices are Malfunctioning:	
IF . . .	**THEN . . .**
No one is at the crossing to provide warning.	Stop before occupying the crossing. After a crew member is on the ground to warn highway traffic, proceed over the crossing on hand signals from that crew member.
The crew is notified that the crossing has one equipped flagger who is ***unable*** to provide warning in all directions of approaching traffic. **Or:** **The crew is notified that a uniformed police officer(s) is providing warning at the crossing.**	Proceed over the crossing at 15 MPH without stopping until the head end of the train completely occupies the crossing. Then proceed at normal speed.
The crew is notified that the crossing has one or more equipped flaggers who are able to provide warning in all directions of approaching traffic.	Proceed over the crossing at normal speed without stopping.
NOTE: An equipped flagger is a person other than a crew member who is equipped with an orange vest, orange shirt, or orange jacket. At night the vest, shirt, or jacket must be fluorescent. The flagger must have a red flag or stop paddle by day and a light at night.	

When advised by the train dispatcher that the malfunctioning automatic warning devices have been repaired, these restrictions no longer apply.

B. Whistle for Crossing

When notified that automatic warning devices are malfunctioning, sound whistle signal 5.8.2(7) regardless of any prohibition.

Rule 6.32.7 Power Off Indicators

New rule is added

At highway crossings at grade equipped with power-off indicators, the indicator light will be dark (off) when AC power is present and will flash when AC power is not present. When the indicator light is flashing, immediately notify the train dispatcher.

Other locations equipped with power-off indicator will be listed by milepost in the special instructions of subdivisions where applicable

Rule 7.6 Securing Cars or Engines

The following is added:

Where possible, single cars set out for other than loading or unloading purposes at points where yard engines are not employed, must be left coupled to other cars already set out or on tracks protected with derails, rail skids, facing point switches or ascending grade toward main track.

Rule 7.9 Switching Passenger or Occupied Outfit Cars

The following is added:

On single-level equipment, end gates must be in position to protect all open vestibules on occupied equipment. On bi-level equipment, end doors must be closed, locked and disarmed on the end of a cut of occupied cars except when the end door is occupied by an employee controlling the movement.

Two stretches are required when coupling passenger equipment to ensure that coupling has been properly made and the pin has dropped.

Should it become necessary to switch locomotives or cars in a consist, while passengers are boarding or detraining, train crew must ensure that passengers are clear of vestibule doorways and steps before coupling are made.

Exercise utmost caution to avoid rough handling.

Rule 8.8 Switches Equipped with Locks, Hooks, or Latches

The following is added:

Switch Point Locks are installed on certain main track switches at base of rail and are locked with a switch lock. A sign on switch stand reading "ATTEND TO SAFETY LOCK" identifies switches equipped with these devices.

To disengage the device, step on foot lever and depress below base of rail. To engage the device, the switch must be thrown over and back. Hands must not be used to disengage or engage the switch point lock.

The following paragraph is added:

Do not attempt to operate switch when it is found to be:

- Spiked
- Clamped
- Locked with Maintenance of Way lock
- Equipped with "Switch Out of Service" tag.

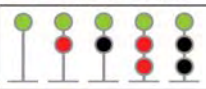
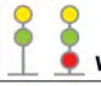
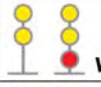
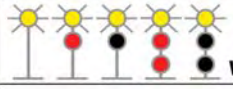
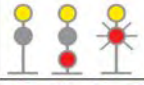
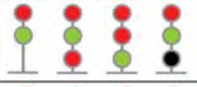
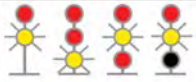
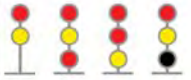
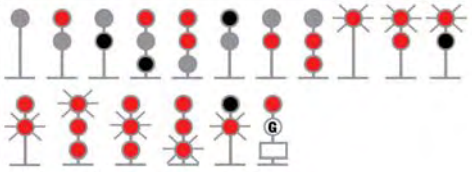
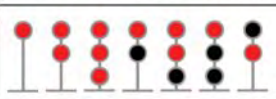
Spike, tag or securing device must not be removed except by Maintenance of Way employee.

Rule 9.1 Signal Aspects and Indications

The following is added:

The signal aspects, names and indications illustrated in Rules 9.1.1 through 9.1.15 govern the movement of trains and engines. The following symbols are used:

SIGNAL ASPECTS AND INDICATIONS

Rule	Aspects	Name	Indication
9.1.1	 With "D" Plate.	DISTANT SIGNAL CLEAR	Proceed. If train is delayed before reaching next signal or switch point indicator, it must then proceed prepared to stop short of next signal or switch point indicator.
9.1.2	 With "D" Plate.	DISTANT SIGNAL APPROACH	Proceed prepared to stop short of next signal or switch point indicator.
9.1.3	 With or without number plate.	CLEAR	Proceed.
9.1.4	 With or without number plate.	APPROACH SIXTY	Proceed prepared to pass the next signal not exceeding 60 MPH.
9.1.5	 With or without number plate.	APPROACH FIFTY	Proceed prepared to pass the next signal not exceeding 50 MPH.
9.1.6	 With or without number plate.	APPROACH DIVERGING	Proceed prepared to advance on diverging route at next signal not exceeding prescribed speed through turnout(s).
9.1.7	 With or without number plate.	ADVANCE APPROACH	Proceed prepared to stop at second signal. Also be prepared to pass next signal not exceeding 30 MPH.
9.1.8	 With or without number plate.	APPROACH RESTRICTING	Proceed prepared to pass the next signal at restricted speed.
9.1.9	 With or without number plate.	APPROACH	Proceed prepared to stop at next signal. Trains exceeding 30 MPH immediately reduce to that speed.
9.1.10	 Without number plate.	DIVERGING CLEAR	Proceed on diverging route not exceeding prescribed speed through turnout(s).
9.1.11	 Without number plate.	DIVERGING ADVANCE APPROACH	Proceed on diverging route not exceeding prescribed speed through turnout(s) and be prepared to stop at second signal. Also be prepared to pass next signal not exceeding 30 MPH.
9.1.12	 Without number plate.	DIVERGING APPROACH	Proceed on diverging route not exceeding prescribed speed through turnout(s) and be prepared to stop at next signal. Trains exceeding 30 MPH immediately reduce to that speed.
9.1.13	 With or without number plate.	RESTRICTING	Proceed at restricted speed.
9.1.14	 With number plate.	STOP AND PROCEED	Stop, then proceed at restricted speed.
9.1.15	 Without number plate.	STOP	Stop before train or engine passes the signal.

Rule 9.9 Delayed Within a Block

Item B is revised:

B. **CTC or Manual Interlocking Limits:** Proceed not exceeding 30 MPH, prepared to stop at the next signal until the next signal is visible and that signal displays a proceed indication.

Rule 9.11.1 Block Signals with "P" Plate

New rule is added:

A block signal with triangular plate bearing letter "P" is also actuated by a special protective device(s). Number or location of such signals will be shown in timetable with description of the special protection afforded.

When signal displays a red aspect, an inspection from the ground must be made of train; track or structure for which protection is provided to be sure it is safe for the passage of trains.

EXCEPTION: An inspection from the ground is not required when it can be determined from the engine that the track or structure for which the protection is provided is safe for the passage of the train.

Rule 9.12 Stop Indications

The following is added.

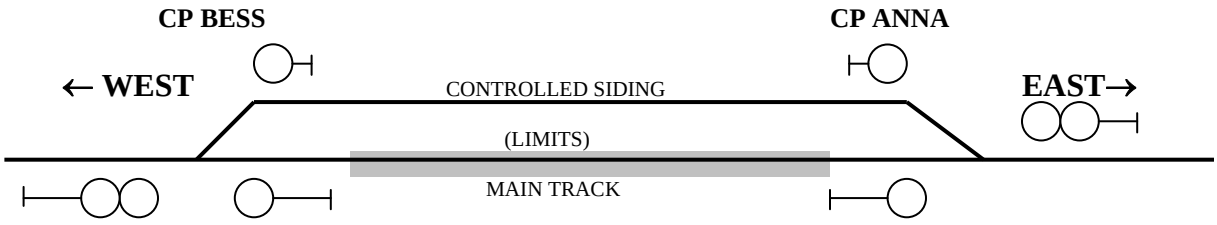
In the application of Rules 9.12.1 (CTC Territory), 9.12.2 (Manual Interlockings) and 9.12.4 (ABS Territory), control operator will not grant authority or permission to pass a Stop indication until train has stopped at the signal.

Rule 10.3 Track and Time

Paragraph 2 and Diagram A are revised and Diagram B is added:

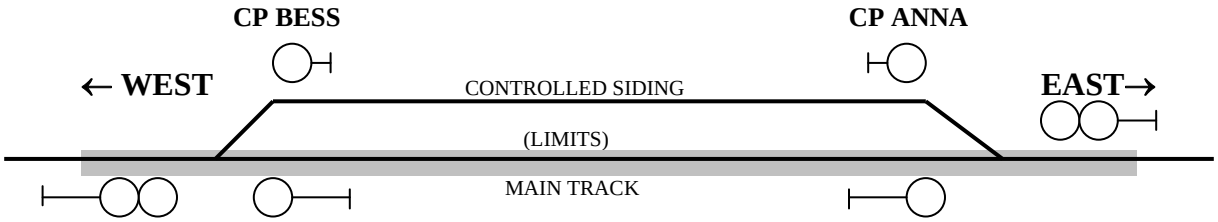
When the limits of track and time are designated by a control point, authority extends only to the signal governing movement into the control point limits (As illustrated by Diagram A).

Diagram A: Indicates track and time between CP Anna and CP Bess **does not** include control point limits of CP Anna or CP Bess.



If the control point is included in the limits granted, the control operator must specify that the track and time includes the control point limits (As illustrated by Diagram B).

Diagram B: Indicates track and time between West Limits CP Bess and East Limits CP Anna **does** include control point limits at CP Anna and CP Bess.



Rule 10.3.3 Joint Track and Time

The following is added:

Trains must not enter or make any movements within the limits of track and time which is jointly occupied with an employee until a crew member of the train contacts the employee in charge and obtains a clear understanding of the conditions and movements to be made. Trains must move at restricted speed within joint track and time limits.

Rule 10.3.4 Track and Time Acknowledgement

Rule is revised:

Employee requesting track and time will state name, occupation, location and train or other identification. All information and instructions must be entered on track and time form and repeated to the Control Operator who will check and, if correct, will give "OK", and the time. The "OK" time will be entered on the track and time form and repeated to the Control Operator.

The track and time must not be considered in effect until OK time has been received and repeated. Control operator must maintain written record of authority granted including time track was released or cleared, extensions of time, or authorities made joint with other trains or employees.

Rule 15.1 Track Bulletins

The following is added:

Amtrak crews operating Amtrak No. 1 or Amtrak No. 3 must contact the Metrolink train dispatcher before entering Metrolink dispatched territory to verify if additional track bulletins are required.

Freight crews operating with Metrolink track warrants addressed to 'UP Engines' or 'BNSF Engines' must contact the Metrolink train dispatcher before entering Metrolink dispatched territory to verify train information and if additional track bulletins are required.

Rule 15.2 Protection by Track Bulletin Form B

The following portion is revised to read:

A. Instructions

Foreman (name and / or gang number) using Track Bulletin No. ____ (Train ID) may pass the red flag (or red light) at MP ____ (without stopping) and proceed at (one of the following), (specifying track when necessary):

- "Maximum Authorized Speed"
- " Restricted Speed"
- A speed specified by the employee in charge

Two additional speeds may be given to restrict a train's movement through a portion of the limits, by adding the following:

- Do not exceed ____ MPH between/at MP ____ and MP ____ (or other location).

To require a train to stop at a designated location within the limits, add the following:

- Stop at MP ____ (or other location) until additional instructions are received.

When men or equipment foul adjacent track(s), add the following:

- Men or equipment fouling (specify track).

Rule 15.4 Protection When Track Removed from Service
The following is added:

When the employee in charge of the out of service track authorizes a train to enter the limits, there must be a clear understanding of all movements to be made.

Rule 15.9.1 Checking Correctness

New rule is added:

Immediately upon receipt, track warrant and track bulletins must be checked for correctness by all crew members. It must be known that they are properly addressed and that track bulletin numbers on track warrant correspond with the track bulletins received.

Mechanically transmitted track warrants and track bulletins must be checked for legibility and missing or broken characters.

Each page of a mechanically transmitted track warrant or track bulletin must be completely contained on one sheet of paper. Any page of a track warrant or track bulletin not completely contained on one sheet of paper will be considered improper.

Mechanically transmitted track bulletins must indicate, in space provided, the total number of lines used. In addition, track bulletin Forms A and B will also indicate number of restrictions shown. Employees receiving copies must ensure that the lines used correspond with the number indicated and the number of restrictions indicated corresponds with the number shown.

Any track warrant or track bulletin having an error or omission must be regarded as improper. Contact appropriate train dispatcher immediately to obtain a correct copy.

Rule 15.10 Retaining Track Bulletins
The following is added:

Crews arriving at outlying terminals on Metrolink or Coaster trains must retain track warrant and track bulletins until they receive proper track warrant and track bulletins for their next tour of duty.

The purpose of this instruction is to provide a back up capability in the event communication difficulties are experienced at outlying points.

Rule 15.13 Voiding Track Bulletins
The following is added:

When reference is made to numbered lines within this rule, it will refer to restriction numbers.

GLOSSARY

The following glossary entries are added:

Clearance Point:
The location closest to a switch where it is safe for equipment, and a person riding the side of equipment unless prohibited, to pass equipment on an adjacent track. Clearance Point(s) are indicated by a white line painted on rail or by words to that effect.

Control Point Limits:
The tracks between outer opposing absolute signals of a control point.

The following glossary term is revised as follows:

Automatic Train Stop (ATS):

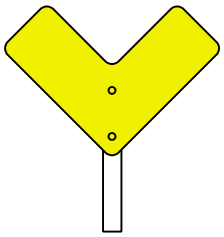
A system activated by wayside inductors connected with a block signal system positioned to apply the brakes automatically until the train stops.

Add new glossary term:

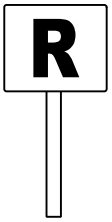
Inert Inductor Automatic Train Stop (IIATS):

Wayside inductors not connected with a block signal system, positioned to provide advance warning to trains of certain permanent speed restrictions and designed to apply the brakes automatically until train stops.

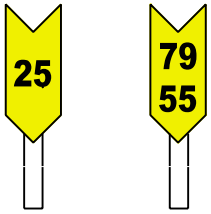
ROADWAY SIGNS



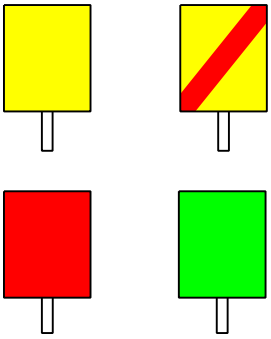
YARD LIMITS SIGN
RULE 6.13

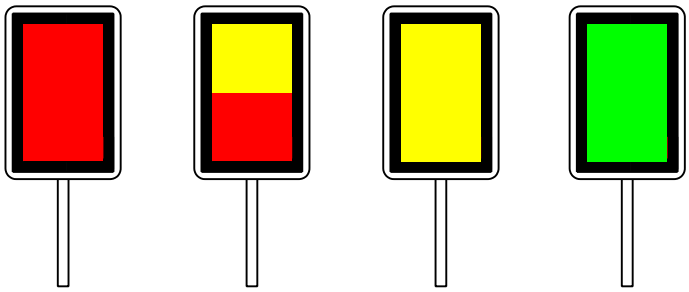


RESTRICTED LIMITS
RULE 6.14



SPEED SIGNS

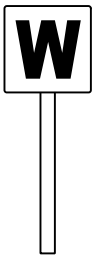




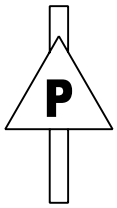
TRACK FLAGS

NUMERAL WHEN
ATTACHED DENOTES
NUMBER OF CROSSINGS

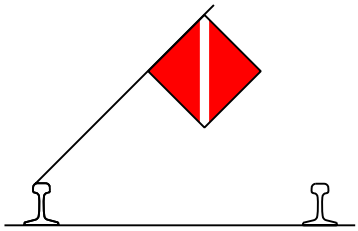
SIGNS NOT MORE
THAN ONE-FOURTH
MILE APART

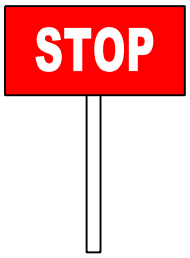


WHISTLE SIGN



BLOCK SIGNAL
WITH "P" PLATE

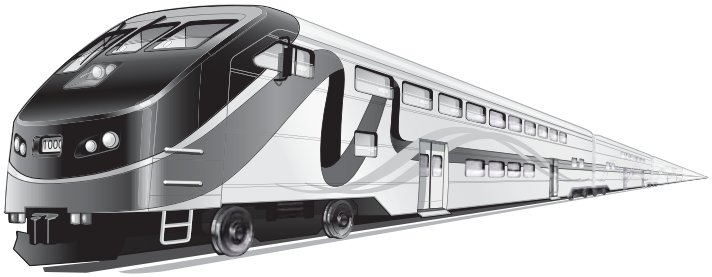




STOP SIGNS

OPERATIONS
TESTING ONLY

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY



METROLINK®

TIMETABLE NO. 7

ADDITIONS AND REVISIONS
To
THE GENERAL CODE OF OPERATING RULES

Effective Thursday, April 7, 2010 at 12:01 AM Pacific Time

SAN DIEGO NORTHERN RAILWAY

COASTER

Page No.	Supp. No.	Date

Page No.	Supp. No.	Date

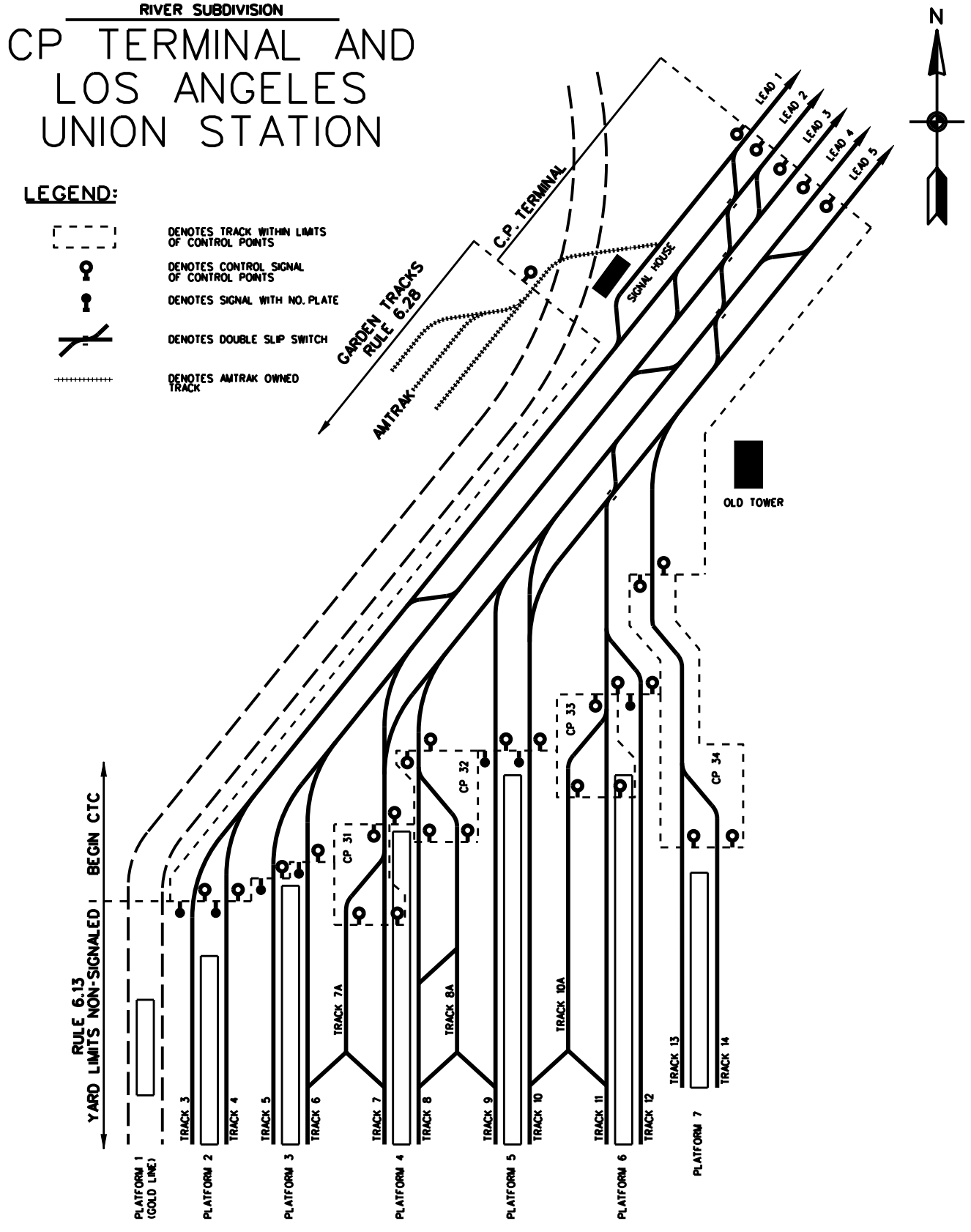
All pages in this section indicate "Timetable No. 7" in *lower left* corner. When any of these pages are revised by supplement, the new pages will show the issue date in the lower right corner and be accompanied by a revised copy of this page.

Rule 1.3.1 Rules, Regulations and Instructions

All employees are governed by the **General Code of Operating Rules**, **Sixth Edition** (Effective April 7, 2010).

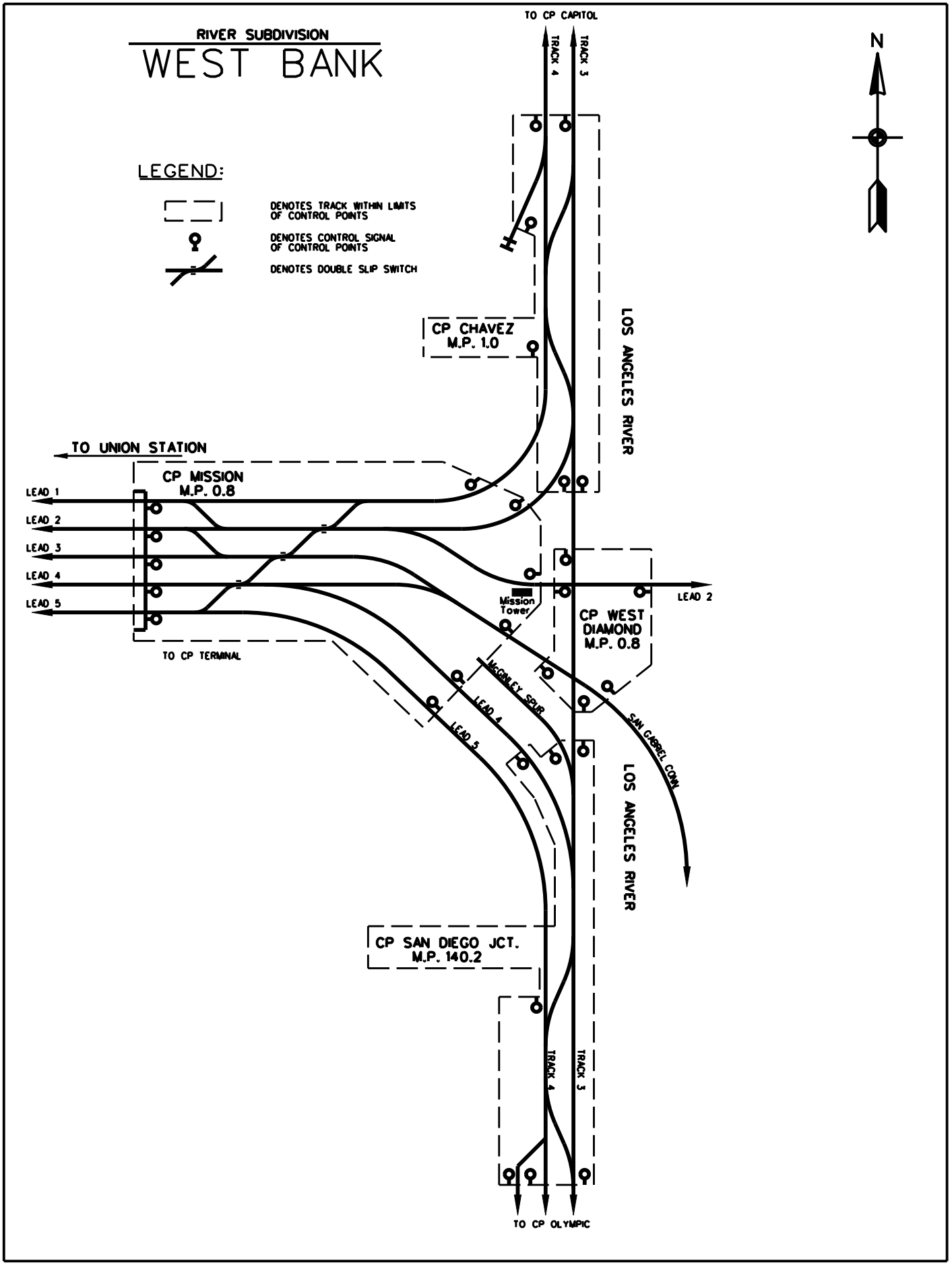
RIVER SUBDIVISION

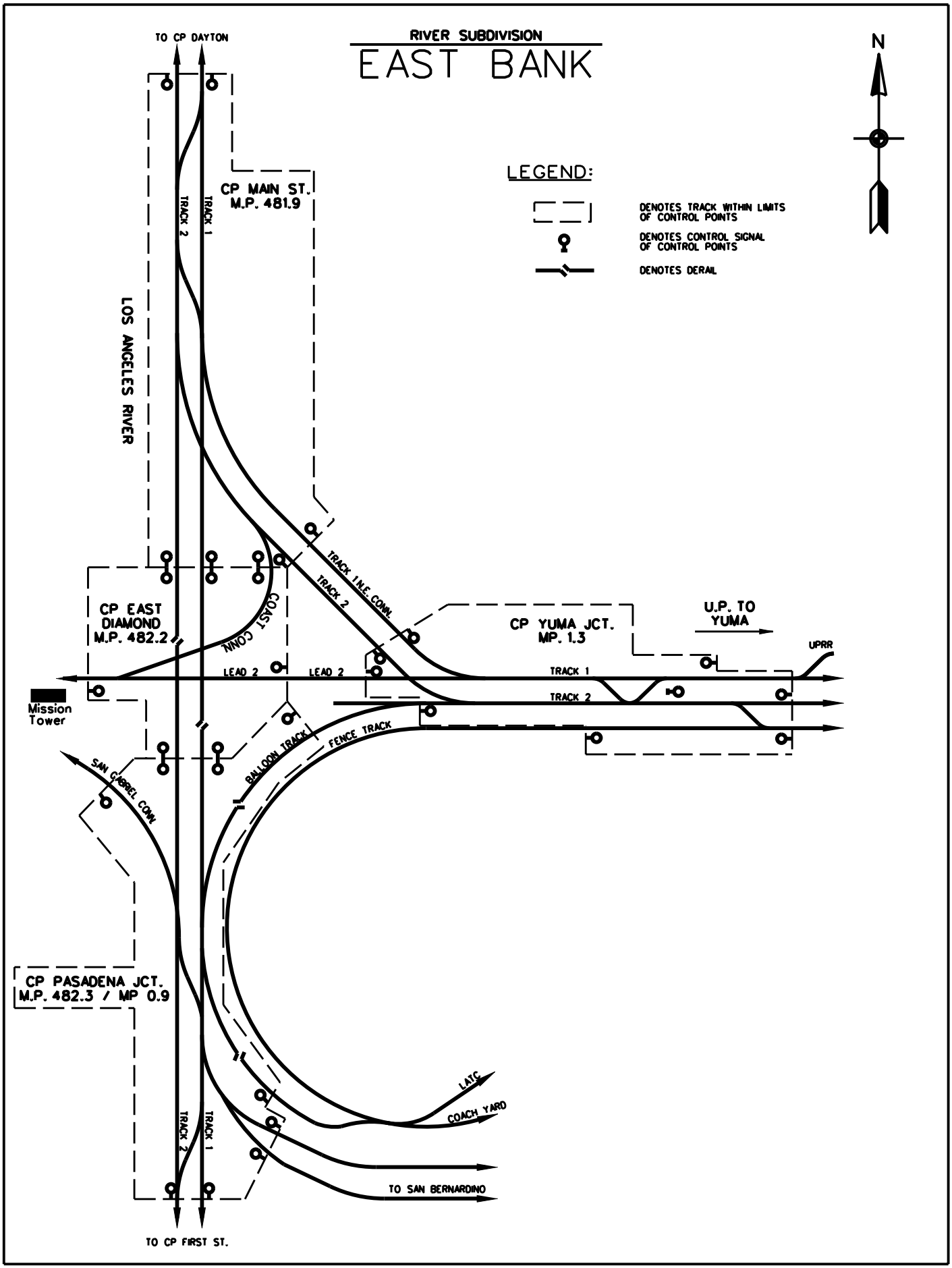
CP TERMINAL AND LOS ANGELES UNION STATION



RIVER SUBDIVISION

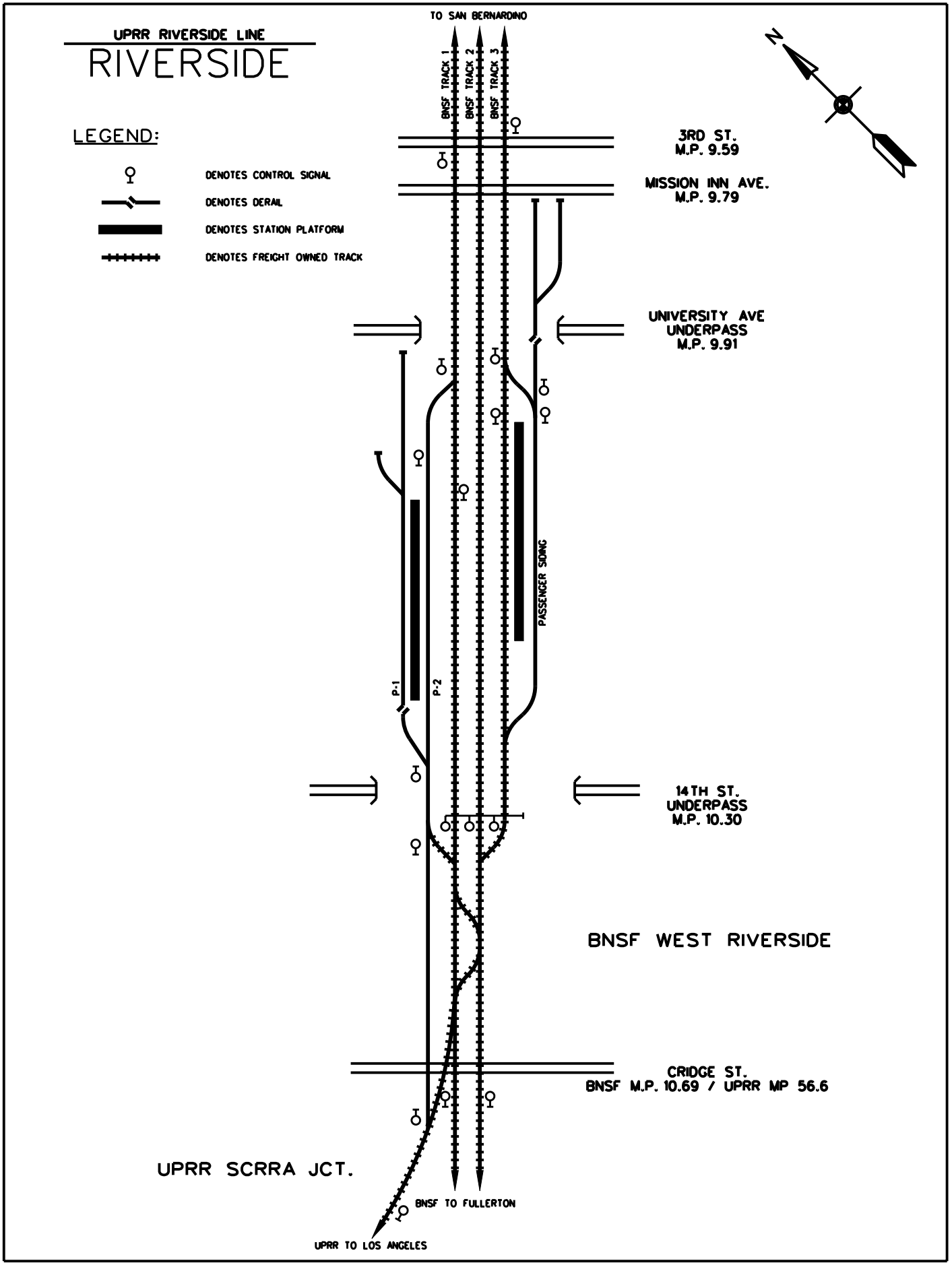
WEST BANK

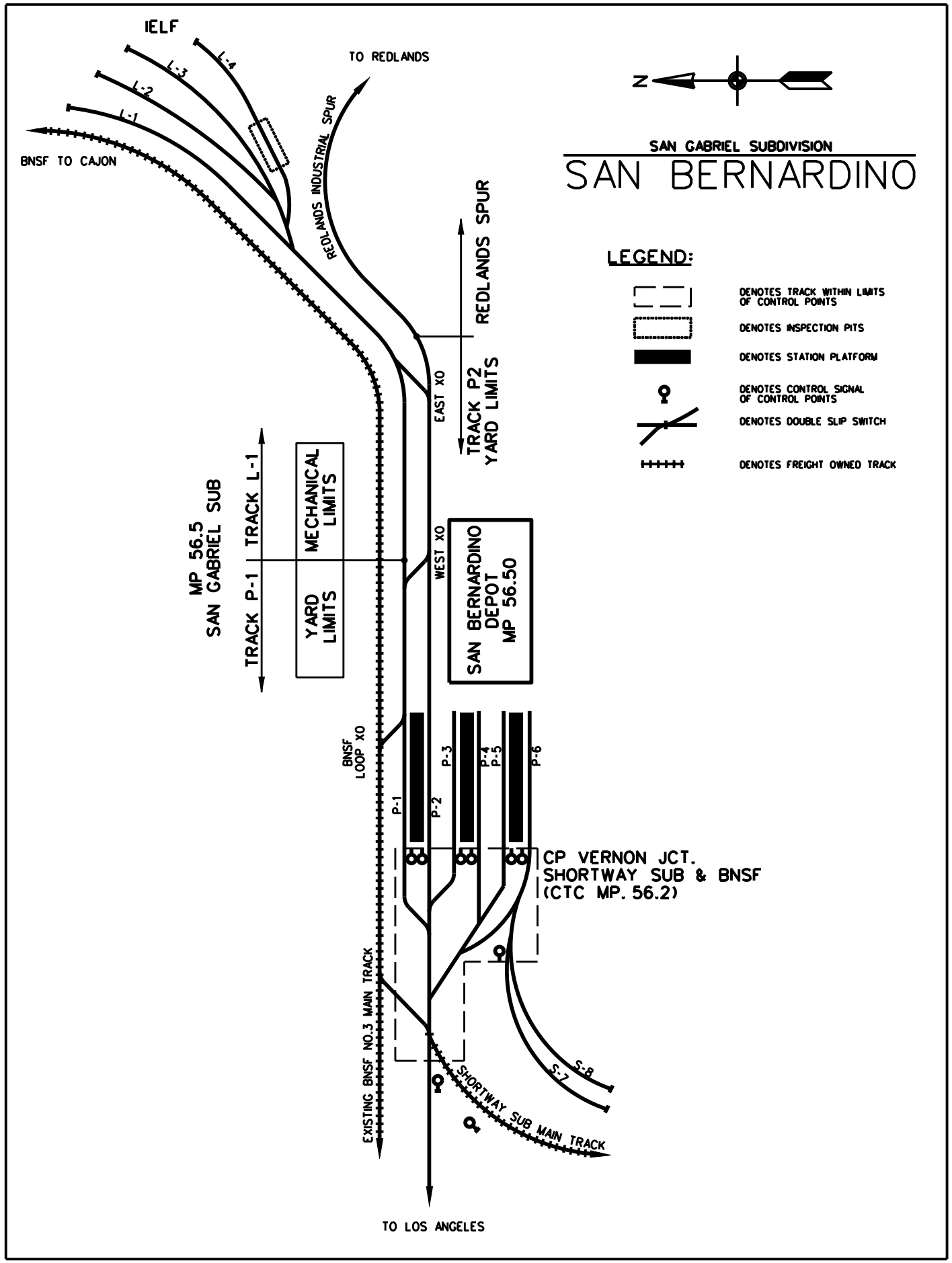


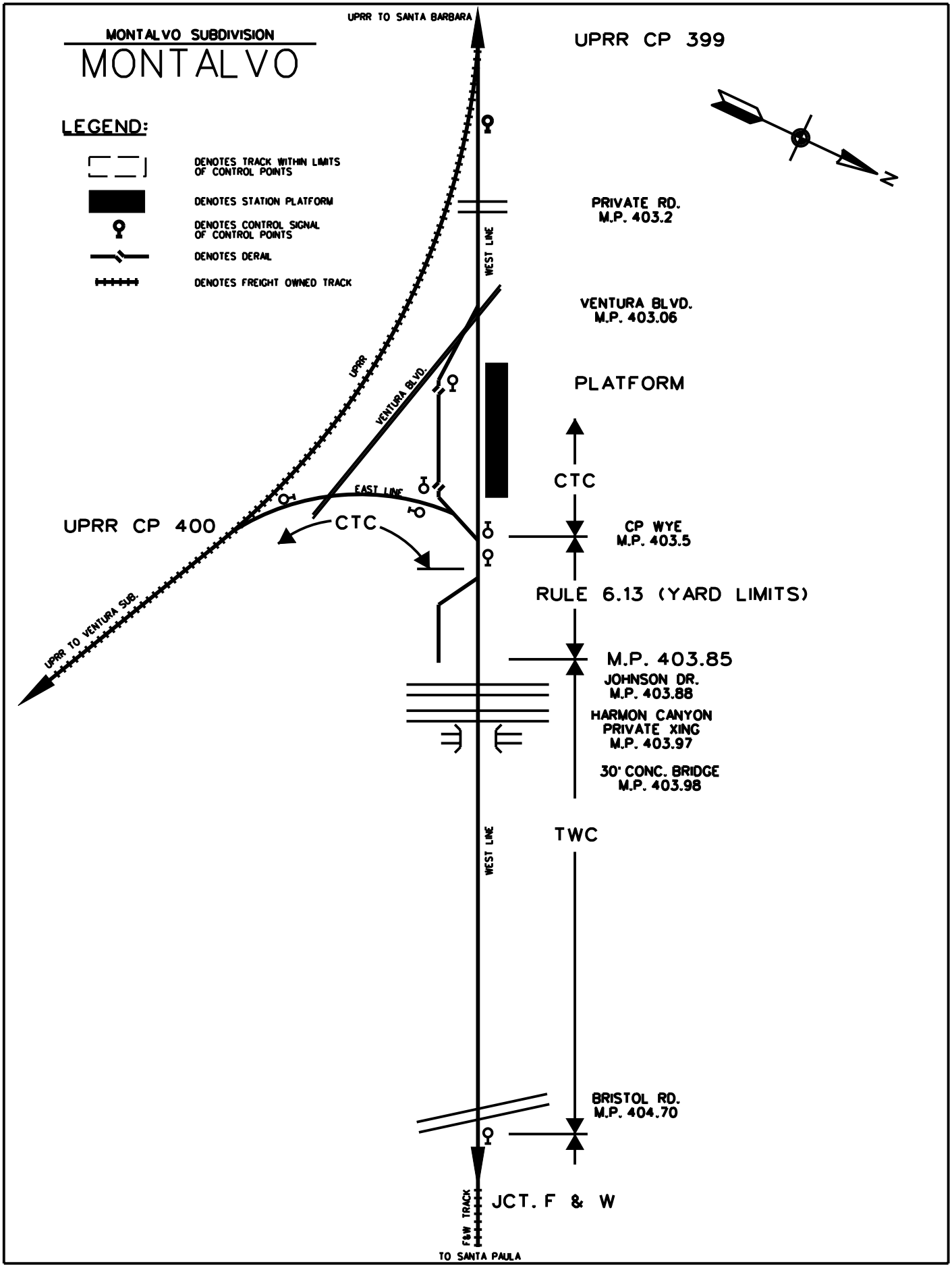

RIVER SUBDIVISION
EAST BANK
N
LEGEND:
DENOTES TRACK WITHIN LIMITS OF CONTROL POINTS
DENOTES CONTROL SIGNAL OF CONTROL POINTS
DENOTES DERAIL
TO CP DAYTON
CP MAIN ST.
M.P. 481.9
TRACK 2
TRACK 1
LOS ANGELES RIVER
TRACK 1 N.E. CONN.
TRACK 2
CP EAST
DIAMOND
M.P. 482.2
COAST CONN
CP YUMA JCT.
MP. 1.3
U.P. TO
YUMA
UPRR
LEAD 2
LEAD 2
TRACK 1
TRACK 2
Mission
Tower
BALLOON TRACK
FENCE TRACK
SAN GABRIEL CONN
CP PASADENA JCT.
M.P. 482.3 / MP 0.9
LATC
COACH YARD
TO SAN BERNARDINO
TRACK 2
TRACK 1
TO CP FIRST ST.

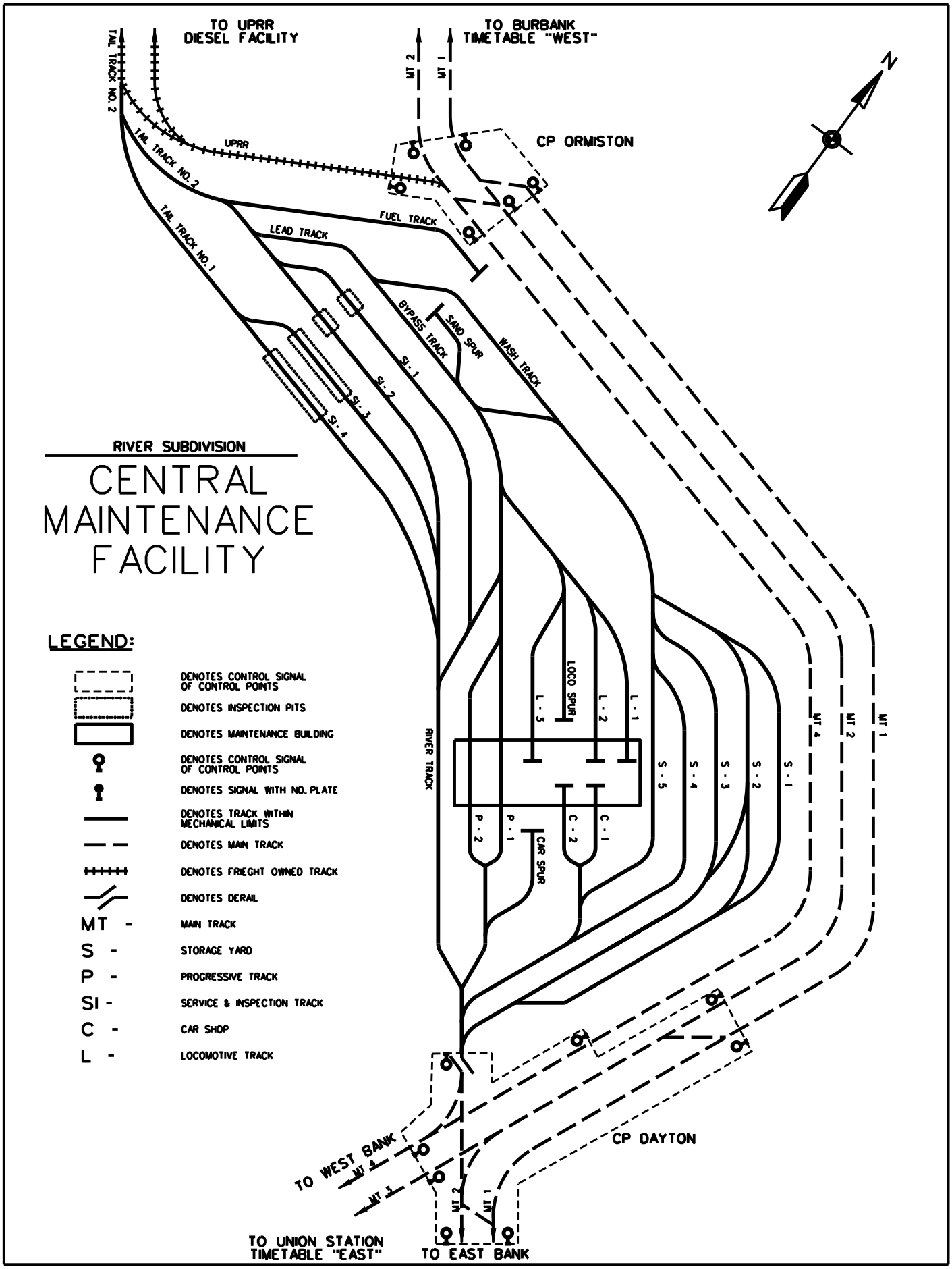
UPRR RIVERSIDE LINE

RIVERSIDE




IELF
L-4
L-3
L-2
L-1
BNSF TO CAJON
TO REDLANDS
REDLANDS INDUSTRIAL SPUR
N
SAN GABRIEL SUBDIVISION
SAN BERNARDINO
LEGEND:
DENOTES TRACK WITHIN LIMITS OF CONTROL POINTS
DENOTES INSPECTION PITS
DENOTES STATION PLATFORM
DENOTES CONTROL SIGNAL OF CONTROL POINTS
DENOTES DOUBLE SLIP SWITCH
DENOTES FREIGHT OWNED TRACK
REDLANDS SPUR
TRACK P2
YARD LIMITS
EAST XO
MP 56.5
SAN GABRIEL SUB
TRACK L-1
TRACK P-1
MECHANICAL LIMITS
YARD LIMITS
WEST XO
SAN BERNARDINO DEPOT MP 56.50
BNSF LOOP XO
P-1
P-2
P-3
P-4
P-5
P-6
CP VERNON JCT.
SHORTWAY SUB & BNSF
(CTC MP. 56.2)
S-8
S-7
SHORTWAY SUB MAIN TRACK
EXISTING BNSF NO.3 MAIN TRACK
TO LOS ANGELES


MONTALVO SUBDIVISION
MONTALVO
LEGEND:
DENOTES TRACK WITHIN LIMITS OF CONTROL POINTS
DENOTES STATION PLATFORM
DENOTES CONTROL SIGNAL OF CONTROL POINTS
DENOTES DERAIL
DENOTES FREIGHT OWNED TRACK
UPRR TO SANTA BARBARA
UPRR CP 399
N
PRIVATE RD.
M.P. 403.2
WEST LINE
VENTURA BLVD.
M.P. 403.06
PLATFORM
UPRR
VENTURA BLVD.
CTC
EAST LINE
UPRR CP 400
CTC
CP WYE
M.P. 403.5
RULE 6.13 (YARD LIMITS)
UPRR TO VENTURA SUB.
M.P. 403.85
JOHNSON DR.
M.P. 403.88
HARMON CANYON
PRIVATE XING
M.P. 403.97
30' CONC. BRIDGE
M.P. 403.98
TWC
WEST LINE
BRISTOL RD.
M.P. 404.70
JCT. F & W
F&W TRACK
TO SANTA PAULA

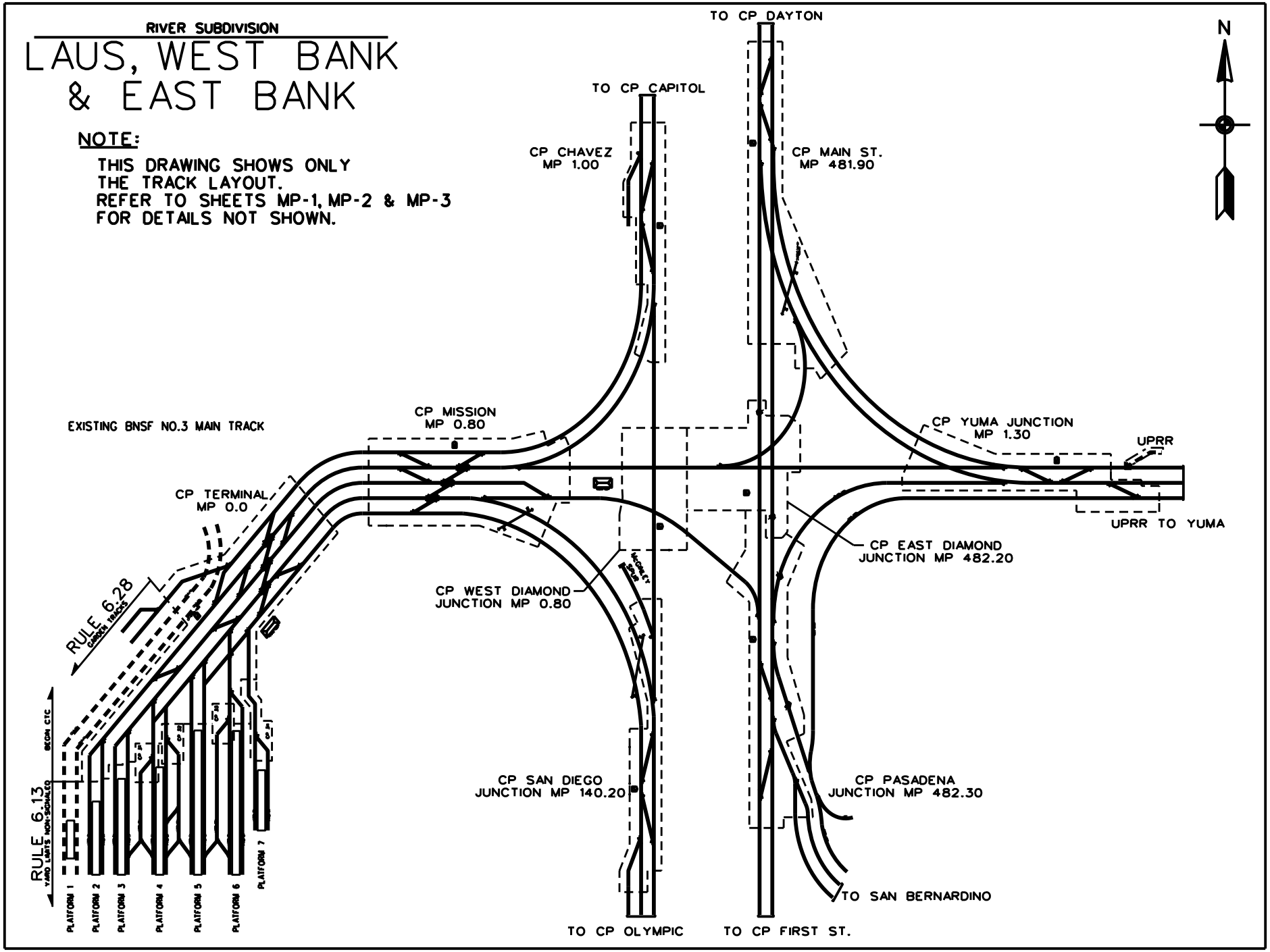

TO UPRR
DIESEL FACILITY
TO BURBANK
TIMETABLE "WEST"
TAIL TRACK NO. 2
MT 2
MT 1
N
CP ORMISTON
UPRR
TAIL TRACK NO. 2
FUEL TRACK
LEAD TRACK
TAIL TRACK NO. 1
BYPASS TRACK
SAND SPUR
WASH TRACK
SI - 1
SI - 2
SI - 3
SI - 4
RIVER SUBDIVISION
CENTRAL
MAINTENANCE
FACILITY
LEGEND:
DENOTES CONTROL SIGNAL OF CONTROL POINTS
DENOTES INSPECTION PITS
DENOTES MAINTENANCE BUILDING
DENOTES CONTROL SIGNAL OF CONTROL POINTS
DENOTES SIGNAL WITH NO. PLATE
DENOTES TRACK WITHIN MECHANICAL LIMITS
DENOTES MAIN TRACK
DENOTES FRIEGHT OWNED TRACK
DENOTES DERAIL
MT - MAIN TRACK
S - STORAGE YARD
P - PROGRESSIVE TRACK
SI - SERVICE & INSPECTION TRACK
C - CAR SHOP
L - LOCOMOTIVE TRACK
RIVER TRACK
L - 3
LOCO SPUR
L - 2
L - 1
S - 5
S - 4
S - 3
S - 2
S - 1
MT 4
MT 2
MT 1
P - 2
P - 1
CAR SPUR
C - 2
C - 1
TO WEST BANK
MT 4
MT 3
CP DAYTON
MT 2
MT 1
TO UNION STATION
TIMETABLE "EAST"
TO EAST BANK

RIVER SUBDIVISION

LAUS, WEST BANK & EAST BANK

NOTE:

THIS DRAWING SHOWS ONLY
THE TRACK LAYOUT.
REFER TO SHEETS MP-1, MP-2 & MP-3
FOR DETAILS NOT SHOWN.



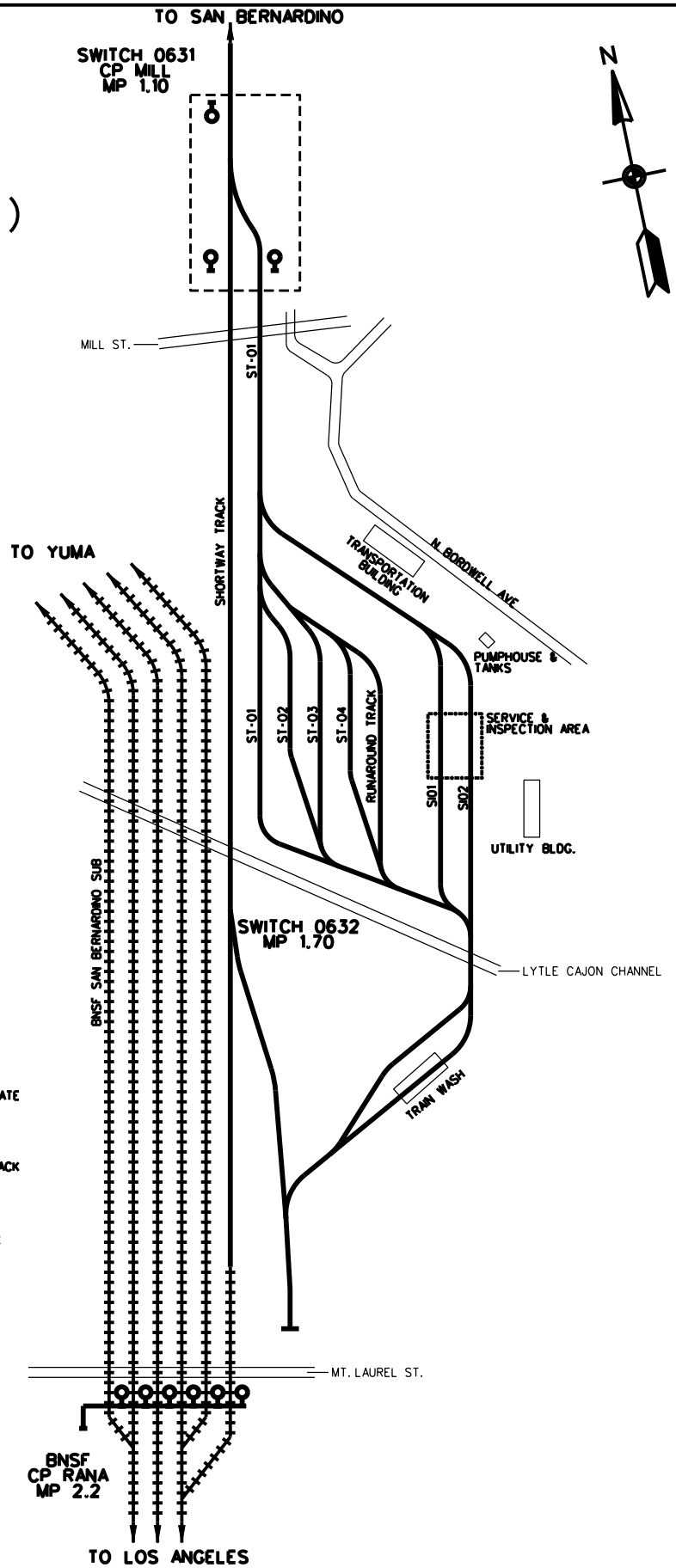
MAP NOT TO SCALE

MP-8

TIMETABLE NO. 7

SAN BERNARDINO SUBDIVISION

EASTERN MAINTENANCE FACILITY (EMF)



LEGEND:

- DENOTES CONTROL SIGNAL OF CONTROL POINTS
- DENOTES INSPECTION PITS
- DENOTES CONTROL SIGNAL OF CONTROL POINTS
- DENOTES SIGNAL WITH NO. PLATE
- DENOTES MAIN TRACK
- DENOTES FREIGHT OWNED TRACK
- DENOTES DERAIL
- SI - SERVICE & INSPECTION TRACK
- ST - STORAGE TRACK

SPEED TABLE

Time Per Mile Min. Sec.	MPH	Time Per Mile Min. Sec.	MPH	Time Per Mile Min. Sec	MPH
0 36	100.0	0 58	62.1	1 40	36.0
0 37	97.3	0 59	61.0	1 42	35.3
0 38	94.7	1 0	60.0	1 44	34.6
0 39	92.3	1 2	58.1	1 46	34.0
0 40	90.0	1 4	56.3	1 48	33.3
0 41	87.8	1 6	54.5	1 50	32.7
0 42	85.7	1 8	52.9	1 52	32.1
0 43	83.7	1 10	51.4	1 54	31.6
0 44	81.8	1 12	50.0	1 56	31.0
0 45	80.0	1 14	48.6	1 58	30.5
0 46	78.3	1 16	47.4	2 0	30.0
0 47	76.6	1 18	46.2	2 5	28.8
0 48	75.0	1 20	45.0	2 10	27.7
0 49	73.5	1 22	43.9	2 15	26.7
0 50	72.0	1 24	42.9	2 30	24.0
0 51	70.6	1 26	41.9	2 45	21.8
0 52	69.2	1 28	40.9	3 0	20.0
0 53	67.9	1 30	40.0	3 30	17.1
0 54	66.7	1 32	39.1	4 0	15.0
0 55	65.5	1 34	38.3	5 0	12.0
0 56	64.3	1 36	37.5	6 0	10.0
0 57	63.2	1 38	36.7	12 0	5.0