

General Order No.9

EFFECTIVE 0001 HR, November 3, 2014

General Order No. 7 dated May 19, 2014 and General Order No. 8 dated November 3, 2014 are cancelled and must be removed from bulletin boards.

SECTION A. AUTHORITY FOR TRAIN MOVEMENT AND TIMETABLES IN EFFECT

ITEM 1.

General Code of Operating Rules, Sixth Edition dated April 7, 2010 is in effect.

Metrolink Timetable No. 9 dated June 2, 2013 is in effect. All employees governed by the General Code of Operating Rules (GCOR) or the Maintenance of Way Operating Rules and Instructions (MOWORI) on Metrolink territory must have a copy for reference while on duty.

Passenger train schedules shown in Metrolink Public Timetable dated October 6, 2014 are in effect. All affected employees are required to have a current copy available for reference while on duty.

SECTION B. CHANGES TO METROLINK TIMETABLE NO. 9 – GENERAL INFORMATION

ITEM 1. METROLINK OPERATIONS CENTER (Revised 5/13/14)

Timetable page SC-2 fourth entry is revised:

Metrolink Operations Center (MOC)

Orange, Olive, San Jacinto Industrial Spur (909) 392-8740 or (888) 446-9716

SECTION C. CHANGES TO METROLINK TIMETABLE NO. 9 – RIVER SUBDIVISION

ITEM 1. RULE 8.18 VARIABLE SWITCHES (Added 07/01/13)

Timetable page RV-22 the following is added:

Rule 8.18 Variable Switches

All switches within the limits of Central Maintenance Facility (CMF) are designated as variable switches.

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ITEM 2. MAXIMUM AUTHORIZED SPEED FOR TRAINS (Revised 09/01/13)

Timetable page RV-5 the following speed charts are revised:

Maximum Authorized Speed for Trains

East Bank Line						
BETWEEN UPRR SOTO ST JCT / MP 485.2 AND CP TAYLOR						
MP Location	MT 1		MT 2		MT 4	
Between	Passenger	Freight	Passenger	Freight	Passenger	Freight
485.20 and 484.75	30	20	30	20		
484.75 and 483.16	70	30	70	30		
483.16 and 482.37	27	20	27	20		
482.37 and 481.86	15	10	15	10		
481.86 and 480.90 (1.93 River)	25	20	25	20		
1.93 and 2.08	30	20	25	20		
2.08 and 2.25	30	20	50	15	50	15
2.25 and 3.11	50	25	50	25	50	25
3.11 and 3.30	50	25	50	25		
3.30 and 3.67	50	40	50	40		

West Bank Line						
BETWEEN BNSF SOTO AND CP DAYTON						
MP Location	MT 3		MT 4		Main	
Between	Passenger	Freight	Passenger	Freight	Passenger	Freight
144.40 and 142.84	44#*1	20	44#*1	20		
142.84 and 141.14	79	40	79	40		
141.14 and 140.80	45#*2	25	45#*2	25		
140.80 and 140.19	35#*2	25	35#*2	25		
140.19 and 140.05 (0.72 River)					15	10
0.72 and 0.86					15	10
0.86 and 0.91	30	20	25	5		
0.91 and 1.37	30	20	25	20		
1.37 and 2.08	50	15	50	15		
*1 - Protected by IIATS Eastward only						
*2 - Protected by IIATS Westward only						

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ITEM 4. OTHER MAXIMUM SPEED (Revised 11/03/14)

Timetable page RV-6 the following speed chart is revised:

OTHER MAXIMUM SPEEDS

East Bank Line		
Location	Passenger	Freight
CP Ninth St., MP 484.9:		
Through turnout to UPRR 4 th St. Yard Lead	10	10
Through turnout to UPRR Connection Track	15	15
Through crossovers	30	20
CP First St., MP 483.1:		
Through turnout	15	15
Through crossover	30	20
CP Pasadena Jct., MP 482.3/1.08:		
All movement	15	10
CP Main St., MP 481.9:		
Through turnout to N.E. Connecting Track	15	10
Through turnout to Coast Connecting Track	15	5
Through crossovers	15	10
CP Dayton, MP 2.2:		
Through crossovers between MT 1 and MT 2	25	20
Through crossover between MT 2 and CMF Lead	10	10
Through turnout from MT 2 to MT 2 (diverging route)	25	20
Movement from MT 2 to MT 3 (straight route)	50	15
Through turnout MT 4 to CMF Lead	10	10
CP Ormiston, MP 3.2:		
Through turnout MT 1 to MT 1 (diverging route)	45	25
Movement from MT 1 to MT 2 (straight route)	50	25
Through crossover MT 2 to MT 2 (diverging route)	45	25
Movement from MT 2 to MT 4 (straight route)	50	25
Through turnout between MT 2 and UPRR Taylor Yard	10	10
CP Taylor, MP 3.67: Through crossovers	40	30

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ITEM 5. RULE 6.28 MOVEMENT ON OTHER THAN MAIN TRACK (Delete 10/01/13)

Timetable page RV-21 **Terminal Lead**, second bullet is deleted:

Rule 6.28 Movement on Other Than Main Track

Terminal Lead:

- Fence Track - Track located south of Balloon Track within limits of CP Yuma Jct.

ITEM 6. STATION TABLE (Revised 11/03/14)

Timetable pages RV-1 and RV-2 are revised as follows:

Milepost for CP Dayton is changed from 480.7/2.2 to read 480.9/2.2

Milepost for CP Taylor is changed from 3.5 to read 3.67

Milepost for CP West Diamond is changed from 140.0/0.8 to read 140.05/0.8

Timetable page RV-4 is revised as follows:

Milepost for CP Pasadena JCT. is changed from 0.9 to read 1.08

ITEM 7. RULE 6.26 USE OF MULTIPLE MAIN TRACKS (Revised 11/03/14)

Timetable page RV-21 the following is revised:

Rule 6.26 Use of Multiple Main Tracks

San Gabriel Connecting Track:

- Main track between CP Mission, MP 0.7 and CP Pasadena Jct., MP 482.3/MP 1.08.

SECTION D. CHANGES TO METROLINK TIMETABLE NO. 9 – VALLEY SUBDIVISION

ITEM 1. OTHER MAXIMUM SPEED (Revised 10/01/13)

Timetable page VL-4 the following speed is revised:

Location	Passenger	Freight
CP Allen, MP 9.8: Through crossovers	60	30

ITEM 2. RULE 1.20 ALERT TO TRAIN MOVEMENT (Revised 11/03/14)

Timetable page VL-10 the following is added:

Location of Close Clearances

- At MP 8.09
- Between MP 10.7 and MP 10.9
- Between MP 29.9 and MP 30.1

ITEM 3. STATION TABLE (Revised 11/03/14)

Timetable page VL-1 is revised as follows:

Milepost for CP Taylor is changed from 3.5 to read 3.67

ITEM 4. GRADE CHART (Revised 11/03/14)

Timetable page VL-7 is revised as follows:

Milepost for CP Taylor is changed from 3.5 to read 3.67

ITEM 4. RULE 6.26 USE OF MULTIPLE MAIN TRACKS (Revised 11/03/14)

Timetable page VL-12 the following is revised:

Track Designation

Two main tracks between MP 3.67, CP Taylor and MP 11.4, CP Burbank Jct. are designated from north to south as Main Track 1 and Main Track 2.

SECTION E. CHANGES TO METROLINK TIMETABLE NO. 9– VENTURA SUBDIVISION

ITEM 1. STATION TABLE (Revised 11/03/14)

Timetable page VN-1 is revised as follows:

Milepost for CP Burbank JCT is changed from 462.6 to read 462.39

ITEM 2. RULE 6.29.1 INSPECTING PASSING TRAINS (Revised 11/03/14)

Timetable page VN-8 is revised as follows:

Trackside Warning Detectors and Inspections:

MP	Trackside Detector Type	Track(s)
436.10	HB, DE w/axle count	Main
451.3	HB, HW & DE w/axle count	Main

ITEM 3. GRADE CHART (Revised 11/03/14)

Timetable page VN-4 is revised as follows:

Milepost for CP Burbank JCT is changed from 462.6 to read 462.39

SECTION F. CHANGES TO METROLINK TIMETABLE NO. 9 – MONTALVO SUBDIVISION

ITEM 1. RULE 6.16 APPROACHING RAILROAD CROSSING, DRAWBRIDGES AND END OF MULTIPLE MAIN TRACK PROTECTED BY STOP SIGNS (Deleted 08/04/13)

Timetable page MN-3 Delete rule in its entirety:

Rule 6.16 Approaching Railroad Crossing, Drawbridges and End of Multiple Main track Protected by Stop Signs

- Stop Signs are located at the following crossings in both directions:
 - Bristol Rd, MP 404.7
 - Johnson Dr, MP 403.88
- Do not proceed into crossing until it is determined that route across is clear.

ITEM 2. RULE 6.32.2 AUTOMATIC WARNING DEVICES (Added 08/04/13)

Timetable page MN-4 the following is added:

Rule 6.32.2 Automatic Warning Devices

- Stop Signs are located at the following crossings in both directions:
 - Bristol Rd, MP 404.44
 - Johnson Dr, MP 403.66
- Do not proceed into crossing until it is determined that route across is clear.

ITEM 3. STATION TABLE (Revised 11/03/14)

Timetable page MN-1 is revised as follows:

Milepost for Bristol (JCT. F&W) is changed from 404.5 to read 404.47
 Milepost for CP CO399 is changed from 402.8 to read 402.81
 Milepost for CP CO400 is changed from 403.1 to read 403.14
 Milepost for CP Wye is changed from 403.5 to read 403.43

ITEM 4. MAXIMUM AUTHORIZED SPEEDS FOR TRAINS (Revised 11/03/14)

Timetable page MN-1 is revised as follows:

MAXIMUM AUTHORIZED SPEEDS FOR TRAINS

WEST LINE			EAST LINE		
MP Location Between	Main Psgr	Frnt	MP Location Between	Main Psgr	Frnt
402.81 and 404.47	15	10	403.14 and 403.43	15	10

ITEM 5. OTHER MAXIMUM AUTHORIZED SPEEDS (Revised 11/03/14)

Timetable page MN-1 is revised as follows:

OTHER MAXIMUM AUTHORIZED SPEEDS

Location	Passenger	Freight
CP WYE, MP 403.43: Through turnouts	15	10
All other tracks, crossovers and turnouts	10	10

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ITEM 6. TRACK DIAGRAM (Revised 11/03/14)

Timetable page MN-2 is revised as follows:

Milepost and name for JCT. F&W is changed from 404.5 to read Bristol (JCT. F&W) 404.47
Milepost for UPRR CP CO399 is changed from 402.8 to read 402.81
Milepost for UPRR CP CO400 is changed from 403.1 to read 403.14
Milepost for CP Wye is changed from 403.5 to read 403.43
Milepost for Johnson Dr. is changed from 403.88 to read 403.66
Milepost for Bristol Rd. is changed from 404.7 to read 404.44

ITEM 7. RULE 6.13 YARD LIMITS (Revised 11/03/14)

Timetable page MN-3 is revised as follows

Rule 6.13 Yard Limits

Yard limits is in effect on West Line between east limits CP Wye, MP 403.43 and MP 403.85.

ITEM 8. RULE 6.16 APPROACHING RAILROAD CROSSING, DRAWBRIDGES AND END OF MULTIPLE MAIN TRACK (Revised 11/03/14)

Timetable page MN-3 is revised as follows:

Rule 6.16 Approaching Railroad Crossing, Drawbridges and End of Multiple Main Track

Protected by Stop Signs

- Stop Signs are located at the following crossings in both directions:
 - Bristol Rd, MP 404.44
 - Johnson Dr, MP 403.66
- Do not proceed into crossing until it is determined that route across is clear.

ITEM 9. RULE 10.0 RULES APPLICABLE ONLY IN CENTRALIZED TRAFFIC CONTROL (CTC) (Revised 11/03/14)

Timetable page MN-4 the following is revised:

Rule 10.0 Rules Applicable Only in Centralized Traffic Control (CTC)

CTC is in effect:

- CTC on Montalvo Subdivision is controlled by Ventura Subdivision dispatcher and is in effect on:
 - **East Line** between CP CO400, MP 403.14 and CP Wye, MP 403.43
 - **West Line** between MP CO399, MP 402.81 and CP Wye, MP 403.43

ITEM 10. RULE 14.0 RULES APPLICABLE ONLY WITHIN TRACK WARRANT CONTROL (TWC) (Revised 11/03/14)

Timetable page MN-5 is revised as follows:

Rule 14.0 Rules Applicable Only Within Track Warrant Control (TWC)

TWC is in effect:

- **West Line** between MP 403.85 and Bristol, MP 404.47

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ITEM 11. RULE 14.1 AUTHORITY TO ENTER TWC LIMITS (Revised 11/03/14)

Timetable page MN-5 is revised as follows:

Rule 14.1 Authority to Enter TWC Limits

Crews must obtain a track warrant conveying authority from the Ventura Subdivision dispatcher before operating West line between MP 403.85 and Bristol, MP 404.47.

Note: *Metrolink trains are not required to obtain track warrant authority to operate within Yard Limits between CP Wye, MP 403.43 and MP 403.85.*

ITEM 12. RULE 14.10 TRACK WARRANT IN EFFECT (Revised 11/03/14)

Timetable page MN-5 is revised as follows:

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 the rear of train passes CP Wye, MP 403.43 or Bristol, MP 404.47.

SECTION G. CHANGES TO METROLINK TIMETABLE NO. 9 – SAN GABRIEL SUBDIVISION
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ITEM 1. RULE 5.13 BLUE SIGNAL PROTECTION OF WORKMEN (Revised 08/04/13)

Timetable page SG-10 the following Mechanical Limit name is changed to read:

Rule 5.13 Blue Signal Protection of Workmen

Inland Empire Layover Facility is designated as a Mechanical Service Track and is identified by a Mechanical Limits sign.

ITEM 2. RULE 6.28 MOVEMENT ON OTHER THAN MAIN TRACK (Revised 08/04/13)

Timetable page SG-11 second bullet Mechanical Limits name is changed to read:

Rule 6.28 Movement on Other Than Main Track

Inland Empire Layover Facility (IELF)

- All tracks within limits of Inland Empire Layover Facility

ITEM 3. RULE 6.4.2 MOVEMENTS WITHIN CONTROL POINTS OR MANUAL INTERLOCKINGS
(Revised 5/13/14)

Timetable page SG-10 delete rule in its entirety:

Rule 6.4.2 Movements Within Control Points Or Manual Interlockings

At the following locations when the affected signals are in switching mode and movement stops while trailing end is between outer opposing absolute signals, the movement may change direction without permission from the San Gabriel Subdivision dispatcher:

- CP Beech:*** North Lead, South Lead
- CP Rancho:*** A&R Lead
- CP Vernon:*** Storage Lead

Timetable page SG-10 the following rule is added:

Rule 6.4.2 Movements Within Control Points or Manual Interlockings

At the following locations, when movement stops while the trailing end is between outer opposing absolute signals, the movement may change direction without permission from the San Gabriel subdivision dispatcher:

- CP Beech:*** Into the North & South Leads
- CP Rancho:*** On the A&R Lead
- CP Vernon:*** On the Storage Lead
- CP Kaiser:*** On the North & South Leads
- CP Nolan:*** On Main Track 2

ITEM 4. RULE 6.29.1 INSPECTING PASSING TRAINS (Revised 5/13/14)

Timetable page SG-12 the following chart is revised:

Trackside Warning Detectors and Inspections:

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

HB = Hot Box Detector

DE = Dragging Equipment

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ITEM 5. STATION TABLE (Revised 11/03/14)

Timetable pages SG-1 and SG-2 are revised as follows:

Milepost for CP Pasadena JCT is changed from 0.9 to read 1.08
 Milepost for San Bernardino is changed from 56.5 to read 56.52

ITEM 6. MAXIMUM AUTHORIZED SPEED FOR TRAINS (Revised 11/03/14)

Timetable page SG-3, the following row is deleted:

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
1.08 and 0.90	15	10				

ITEM 7. OTHER MAXIMUM SPEEDS (Revised 11/03/14)

Timetable page SG-5, the following two rows are deleted:

OTHER MAXIMUM SPEEDS (Continued)		
Location	Passenger	Freight
Controlled Siding CP Marengo – CP Pasadena Jct.:		
MP 1.08 and MP 0.90	15	10
CP Pasadena Jct., MP 0.9: Through turnouts and crossovers	15	10

ITEM 8. GRADE CHART (Revised 11/03/14)

Timetable page SG-6 is revised as follows:

Milepost for CP Pasadena JCT is changed from 0.9 to read 1.08
 Milepost for San Bernardino is changed from 56.5 to read 56.52

ITEM 9. TRACK DIAGRAM (Revised 11/03/14)

Timetable page SG-8 is revised as follows:

Milepost for San Bernardino is changed from 56.5 to read 56.52

ITEM 10. RULE 1.20 ALERT TO TRAIN MOVEMENT (Revised 11/03/14)

Timetable page SG-9, the following is revised:

Rule 1.20 Alert to Train Movement

No Ride Zone:

- MP 56.2 to MP 56.52

ITEM 11. RULE 5.9.5 DISPLAYING DITCH LIGHTS (Revised 11/03/14)

Timetable page SG-10 is revised as follows:

Rule 5.9.5 Displaying Ditch Lights

Trains must operate between CP Hondo, MP 12.5 and CP Pasadena Jct., MP 1.08 on the center of or adjacent to I-10 Freeway with ditch lights extinguished.

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ITEM 12. RULE 10.0 RULES APPLICABLE ONLY IN CENTRALIZED TRAFFIC CONTROL (CTC) (Revised 11/03/14)

Timetable page SG-13, the following is revised:

Rule 10.0 Rules Applicable Only in Centralized Traffic Control (CTC)

CTC is in effect:

- On main tracks and controlled sidings between CP Vernon (Jct. Short Way Subdivision and BNSF), MP 56.3 and CP Pasadena Jct., MP 1.08.

SECTION H. CHANGES TO METROLINK TIMETABLE NO. 9 – PASADENA SUBDIVISION

ITEM 1. RULE 1.14 EMPLOYEE JURISDICTION (Revised 5/13/14)

Timetable page PS-3 third bullet is revised and fourth bullet is added:

Rule 1.14 Employee Jurisdiction

- Access to the San Jacinto Industrial Spur is through BNSF (Highgrove). Train crews must obtain permission and track bulletins in effect from Orange Subdivision dispatcher before operating on the San Jacinto Industrial Spur and also report when clear of these limits. Trains, engines or equipment must not be left on Metrolink tracks without permission of Orange Subdivision dispatcher.
- Six axle locomotives are not allowed for switching except on the Alessandro Storage Tracks CLIC 3131 and CLIC 3132.

ITEM 2. RULE 1.33 INSPECTION OF FREIGHT CARS (Reinstated 11/11/13)

Timetable page PS-3 the third bullet is reinstated:

Rule 1.33 Inspection of Freight Cars

Maximum Gross Weight of Car
San Jacinto Industrial Spur, MP 0.0 to MP 38.3..... 143 tons

ITEM 3. RULE 2.16 ASSIGNED RADIO FREQUENCIES (Reinstated 11/11/13)

Timetable page PS-3 second bullet reinstated:

Rule 2.16 Assigned Radio Frequencies

Radio channel 3030 will be used on San Jacinto Industrial Spur.

ITEM 4. RULE 6.28 MOVEMENT ON OTHER THAN MAIN TRACK (Revised 11/11/13)

Timetable page PS-3 Rule is revised:

Rule 6.28 Movement on Other Than Main Track

Rule 6.28 is in effect:

- On the San Jacinto Industrial Spur between Highgrove, MP 0.0 (West), and San Jacinto, MP 38.3 (East)

ITEM 5. RULE 8.2 POSITION OF SWITCHES (Reinstated 11/11/13)

Timetable page PS-4 Rule is reinstated:

Rule 8.2 Position of Switches

On the San Jacinto Industrial spur track, all switches must be left lined and locked for normal movement.

ITEM 6. RULE 6.12 FRA EXCEPTED TRACK (Added 11/11/13)

Timetable page PS-3 Rule is added:

Rule 6.12 FRA Excepted Track

Rule 6.12 is in effect on all tracks on the San Jacinto Industrial Spur between MP 13.0 and MP 38.3

ITEM 7. STATION TABLE (Revised 11/03/14)

Timetable page PS-1 is revised as follows:

Milepost for CP Cambridge is changed from 105.6 to read 105.64

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ITEM 8. MAXIMUM AUTHORIZED SPEED FOR TRAINS (Revised 11/03/14)

Timetable page PS-1 is revised as follows:

MAXIMUM AUTHORIZED SPEED FOR TRAINS BETWEEN CP CAMBRIDGE AND IRWINDALE		
MP Location Between:	Main	
	Passenger	Freight
105.64 and 119.3	40	40

ITEM 9. GRADE CHART (Revised 11/03/14)

Timetable page PS-2 is revised as follows:

Milepost for CP Cambridge is changed from 105.6 to read 105.64

ITEM 10. RULE 9.0 BLOCK SYSTEM RULES (Revised 11/03/14)

Timetable page PS-4 is revised as follows:

Rule 9.0 Block System Rules

ABS is in effect:

- Between CP Cambridge, MP 105.64, and MP 119.3

ITEM 11. RULE 10.0 RULES APPLICABLE ONLY IN CENTRALIZED TRAFFIC CONTROL (CTC) (Revised 11/03/14)

Timetable page PS-4 is revised as follows:

Rule 10.0 Rules Applicable Only in Centralized Traffic Control (CTC)

CTC is in effect:

- At CP Cambridge, MP 105.64

ITEM 12. RULE 14.0 RULES APPLICABLE ONLY WITHIN TRACK WARRANT CONTROL (TWC) (Revised 11/03/14)

Timetable page PS-4 is revised as follows:

Rule 14.0 Rules Applicable Only Within Track Warrant Control (TWC)

TWC is in effect:

- Between CP Cambridge, MP 105.64, and MP 119.3

SECTION I. CHANGES TO METROLINK TIMETABLE NO. 9 – SHORT WAY SUBDIVISION
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ITEM 1. RULE 5.13 BLUE SIGNAL PROTECTION OF WORKMEN (Added 08/04/13)

Timetable page SW-3 the following is added:

Rule 5.13 Blue Signal Protection of Workmen

Inland Empire Maintenance Facility is designated as a Mechanical Service Track and is identified by a Mechanical Limits sign.

ITEM 2. RULE 6.28 MOVEMENT ON OTHER THAN MAIN TRACK (Revised 11/11/13)

Timetable page SW-3 the following is added:

Rule 6.28 Movement on Other Than Main Track

Inland Empire Maintenance Facility (IEMF)

- All tracks within limits of Inland Empire Maintenance Facility.
- Tracks located south of Main Track between CP Mill and BNSF Rana are designated on Timetable page SW-2.

ITEM 3. STATION TABLE (Revised 11/03/14)

Timetable page SW-1 is revised as follows:

Milepost for CP Vernon is changed from 0.3 to read 0.42

Milepost for CP Rana is changed from 2.2 to read 2.1

ITEM 4. MAXIMUM AUTHORIZED SPEED FOR TRAINS (Revised 11/03/14)

Timetable page SW-1 is revised as follows:

**MAXIMUM AUTHORIZED SPEED FOR TRAINS
BETWEEN CP VERNON AND RANA (JCT. BNSF)**

MP Location Between	Main	
	Passenger	Freight
0.42 and 0.4	15	10
0.4 and 0.8	20	10
0.8 and 2.1	30	30

ITEM 5. TRACK DIAGRAM (Revised 11/03/14)

Timetable page SW-2 is revised as follows:

Milepost for CP Rana is changed from 2.2 to read 2.1

ITEM 6. RULE 10.0 RULES APPLICABLE ONLY IN CENTRALIZED TRAFFIC CONTROL (CTC) (Revised 11/03/14)

Timetable page SW-3 is revised as follows:

Rule 10.0 Rules Applicable Only in Centralized Traffic Control (CTC)

CTC is in effect:

- CTC on main track between CP Vernon (Jct. San Gabriel Subdivision), MP 0.42 and Rana (Jct. BNSF), MP 2.1.
- CTC at Rana, MP 2.1 is controlled by BNSF Train Dispatcher.

SECTION J. CHANGES TO METROLINK TIMETABLE NO. 9 – ORANGE SUBDIVISION

ITEM 1. RULE 8.12 HAND-OPERATED CROSSOVER SWITCHES (Added 06/02/13)

Timetable page OR-12 the following is added:

Rule 8.12 Hand-Operated Crossover Switches

Dual Control Switches located on the Orange Subdivision must not be treated as Independently Controlled Switches (ICS). Rules governing the use of ICS are not in effect.

ITEM 2. STATION TABLE (Revised 11/03/14)

Timetable page OR-1 is revised as follows:

Milepost for CP Songs is changed from 209.2 to read 209.18

Timetable page OR-2 **Note 1**, is revised as follows:

- Note 1:** CP El Toro in service on Main Track 1 only
 * ATS in effect between MP 177.5 and CP SONGS MP 209.18

ITEM 3. MAXIMUM AUTHORIZED SPEED FOR TRAINS (Revised 11/03/14)

Timetable page OR-3, the following row is revised:

**MAXIMUM AUTHORIZED SPEED FOR TRAINS
 BETWEEN CP SONGS AND FULLERTON**

MP Location Between:	Main		MT 1		MT 2	
	Passenger	Freight	Passenger	Freight	Passenger	Freight
209.18 and 208.96	90	55				

ITEM 4. GRADE CHART (Revised 11/03/14)

Timetable page OR-6 is revised as follows:

Milepost for CP Songs is changed from 209.2 to read 209.18

SECTION K. CHANGES TO METROLINK TIMETABLE NO. 9 – OLIVE SUBDIVISION

(No changes at this time)

**SECTION L. ADDITIONS AND REVISIONS TO METROLINK TIMETABLE NO. 9
SYSTEM SPECIAL INSTRUCTIONS (ALL SUBDIVISIONS) & ADDITIONS AND REVISIONS TO THE
GENERAL CODE OF OPERATING RULES**

ITEM 1. GCOR RULE REVISION TABLE (Revised 11/03/14)

Timetable page (i) the following is deleted:

Rule 1.3.1	Rules, Regulations and Instructions	AS-1
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Timetable page (i) the following is added:

Rule 1.3.3	Circulars, Instructions, and Notices	AS-1
Rule 1.22	Not Permitted on Equipment	AS-5

Timetable page (ii) the following is added:

Rule 15.13.1	Voiding General Track Bulletins or Restrictions	AS-25
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ITEM 2. RULE 1.22 NOT PERMITTED ON EQUIPMENT (Revised 11/11/13)

Timetable page AS-5 the following is revised:

1.22 Not Permitted on Equipment

Unauthorized persons must not be permitted on equipment, except for emergency personnel performing necessary duties. Promptly notify the train dispatcher or supervisor when unauthorized persons, including emergency personnel, are on, under, or between unattended locomotives or cars.

ITEM 3. RULE 5.11 ENGINE IDENTIFYING NUMBER (Added 11/11/13)

Timetable page AS-10 Rule 5.11 second paragraph is added:

Rule 5.11 Engine Identifying Number

A cab control car is considered a locomotive when it is in the controlling position. When the cab car is in the controlling position, it will be used as the identifying unit for the train.

ITEM 4. RULE 15.13.1 VOIDING GENERAL TRACK BULLETINS OR RESTRICTIONS (Added 5/13/14)

Timetable page AS-25, the following is added:

GCOR 15.13.1 Voiding General Track Bulletins or Restrictions

To void a bulletin restriction or an entire General Track Bulletin the train dispatcher may do the following:

1. "Restriction (number) ___ reading ___ is void." An employee must repeat this information to the train dispatcher. If the information is correct, the employee must write "VOID" in the margin to the left of the restriction made void.
2. "General Track Bulletin No. ___ is void." An employee must repeat this information to the train dispatcher. If the information is correct, the employee must write "VOID" across the first page of the General Track Bulletin being voided.

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ITEM 5. RULE 6.2 INITIATING MOVEMENT (Added 11/03/14)

Timetable page AS-10 the following is added:

GCOR 6.2 Initiating Movement

The first bullet is revised to read:

- Receive a track warrant or general track bulletin

ITEM 6. GLOSSARY (Added 11/03/14)

Timetable page AS-26, the following Glossary definitions are added:

High Threat Urban Area (HTUA)

Areas designated by the railroad carrier where hazardous materials moved by rail may be restricted.

General Notice

A notice containing track condition messages and railroad related information.

General Track Bulletin

A notice containing track bulletin restrictions and other conditions affecting train movement.

Switching Mode

A method of operation that assists trains working in yards by providing consecutive signals for movements through control points

ITEM 7. RULE 1.3.3 CIRCULARS, INSTRUCTIONS, AND NOTICES (Added 11/03/14)

Timetable page AS-1 the following is added:

1.3.3 Circulars, Instructions, and Notices

Track Condition Messages and Form C bulletin information is currently contained in General Track Bulletins. Once this information is issued in the General Track Bulletin for a minimum of 25 days, it will be issued in a General Notice. The General Notice is designated by the month and year of issuance.

ITEM 8. RULE 6.31.3 KEY TRAINS (Revised 11/03/14)

Timetable page AS-17 Rule 6.31.3 the following is added as a fourth bulleted item:

- 20 or more car loads of crude oil or alcohol (NOS).

Timetable page AS-17 Rule 6.31.3 the following is added as a new second paragraph:

A train designated as a KEY train carrying crude oil or alcohol (NOS), in addition to all other restrictions governing movement of KEY trains, must not exceed 40 mph in High Threat Urban Areas (HTUA). All SCRRA dispatched territories are HTUA.

ITEM 9. RULE 1.48 TIME (Revised 11/03/14)

Timetable page AS-7, the following is added:

Rule 1.48 Time

The 24 hour clock will be used for all Computer Aided Dispatch (CAD) related operations.

General Order No. 9

ITEM 10. RULE 1.3.1 Rules, Regulations and Instructions (Revised 11/03/14)

Timetable page AS-1, Rule 1.3.1 is deleted in its entirety.

SECTION M. INSTRUCTIONS RELATING TO POSITIVE TRAIN CONTROL

ITEM 1. POSITIVE TRAIN CONTROL IN EFFECT (Added 11/03/14)

Positive Train Control (PTC) is in effect for PTC-equipped trains on all main tracks, controlled sidings and tracks as designated by Timetable, General Order or Track Bulletin.

PTC supplements other methods of operation and will display on-board any mandatory directives or other instructions that affect the movement of trains. PTC monitors train movement and will stop the train when it becomes apparent that the train will:

- Move into a section of track for which the train does not hold authority,
- Move into a section of track under control of an employee in charge without permission, **OR**
- Exceed the maximum allowable speed.

PTC does not establish authority or restrictions for train movement. Controlling the train, including proper braking and the requirements of operating at Restricted Speed, remains the responsibility of the locomotive engineer.

Since most SCRRRA cabs have room for only one train Engineer or operator, and SCRRRA operates with a one-person crew, only one PTC display screen is provided in SCRRRA cabs and cab cars. Therefore, when multiple active crew members are assigned to the control cab, these crew members must be aware of the information provided by the PTC display screen.

ITEM 2. OPERATING IN PTC TERRITORY (Added 11/03/14)

When taking charge of a PTC-equipped engine in PTC territory or when entering PTC territory, crew must know that the PTC system is enabled and operative and any required departure test has been performed. A departure test is also required if the previous departure test was more than 24 hours in the past.

After successful initialization and before departing, the engineer must compare displayed restrictions and authorities on board PTC with the paper copies of General Track Bulletins issued to the train. Any discrepancies must be reported to the Train Dispatcher, and train is not to depart until the Train Dispatcher provides instructions.

Refer to Job Aid PTC-1 for Initialization and Departure Test details.

ITEM 3. PTC FAILURES EN ROUTE (Added 11/03/14)

The PTC system, or any part of the system, must not be disabled in PTC territory unless permission is received from the Train Dispatcher. The Train Dispatcher may grant permission for PTC to be cut out when the PTC system has experienced a failure or prohibits a movement that would otherwise be allowed.

When PTC fails en route, or any PTC anomaly is experienced, the Train Dispatcher must be notified immediately and the crew must file a PTC Event Report upon completion of tour-of-duty.

Refer to Job Aid PTC-1 for Instructions pertaining to the PTC Event Report.

ITEM 4. CONSISTENCY OF SIGNAL INDICATIONS (Added 11/03/14)

When present, signal indications displayed by the PTC system do not supersede indications displayed by the wayside signals. If for any reason the PTC system displays a signal indication different from the wayside signal, the most restrictive indication shall govern the movement and the Train Dispatcher must be notified immediately.

ITEM 5. CONSISTENCY OF MAXIMUM AUTHORIZED SPEED (Added 11/03/14)

The Maximum Authorized Speed displayed by the PTC system does not supersede speed restrictions established by other means – timetable, special instructions, track bulletins, unforeseen track restrictions, etc. If for any reason the PTC display indicates a speed different from that authorized by other means, the most restrictive speed shall govern the movement and the Train Dispatcher must be notified immediately.

General Order No. 9

ITEM 6. BROKEN OR MISSING SEALS (Added 11/03/14)

Do not break the seal on PTC devices unless permission has been received from the Train Dispatcher. Report broken or missing seals to the Train Dispatcher immediately.

R.T. McCarthy
Director of Operations
Pomona, CA