SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

Changes to this document are subject to Positive Train Control Configuration and Change Management Processes and Procedures.

METROLINK

TIMETABLE NO. 9

Effective Sunday, June 02, 2013 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.

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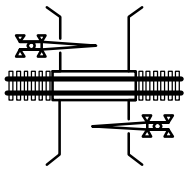
CHECK B4 U CHANGE

☐ CHANGE COORDINATION BOARD APPROVED*

☐ COORDINATION IN PLACE

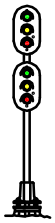
* IF UNSURE, CHECK WITH YOUR MANAGER

CHANGES TO A GRADE CROSSING



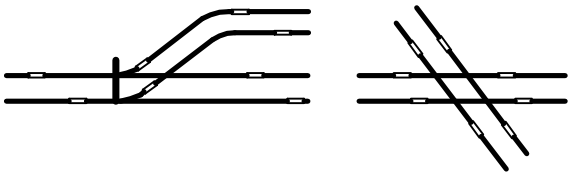
- STREET WIDENED
- NEW PANELS
- CHANGES TO GATES – INCLUDING PEDESTRIAN GATES
- QUIET ZONE
- APPROACH TIMING
- TRAFFIC SIGNAL & INTERCONNECTION

CHANGES TO SIGNALS & WAYSIDE DETECTORS



- TYPE OF SIGNAL
- OPERATION OF SIGNAL
- SIGNAL ASPECTS
- NUMBER OF HEADS AND LAMPS
- SIGNAL PROGRAMS
- LOCATION OF SIGNAL
- ABSOLUTE SIGNAL
- NUMBER PLATED
- P–PLATE
- ANY CHANGES TO A CP

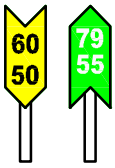
CHANGES AT A TURNOUT / DIAMOND



- ADDING OR REMOVING A TURNOUT OR DERAILS
- CHANGING INSULATED JOINTS**
- REPLACING POINTS**
- ANY CHANGES TO THE GEOMETRY
- CHANGES TO TYPE OF SWITCH:
  a. POWERED
  b. ELECTRICALLY LOCKED
  c. HAND OPERATED
  d. WITH LEAVING SIGNAL
  e. NON–CLEARING
- TYPE OF DERAIL

** EMERGENCY REPAIR, PROCEED WITH REPAIR AND CONTACT 1–888–446–9715 AS SOON AS COMPLETE. NOTE PTC COMPONENT CHANGED OR MODIFIED.

CHANGES TO SIGNS



- SPEED SIGNS
- LIMIT SIGNS
- MILE POST
- WHISTLE SIGNS
- DAMAGE OR REMOVE TRACK MARKING

CHANGES TO TRACK/GEOMETRY

- ALIGNMENT
- SUPERELEVATION
- REMOVAL OR MOVING**

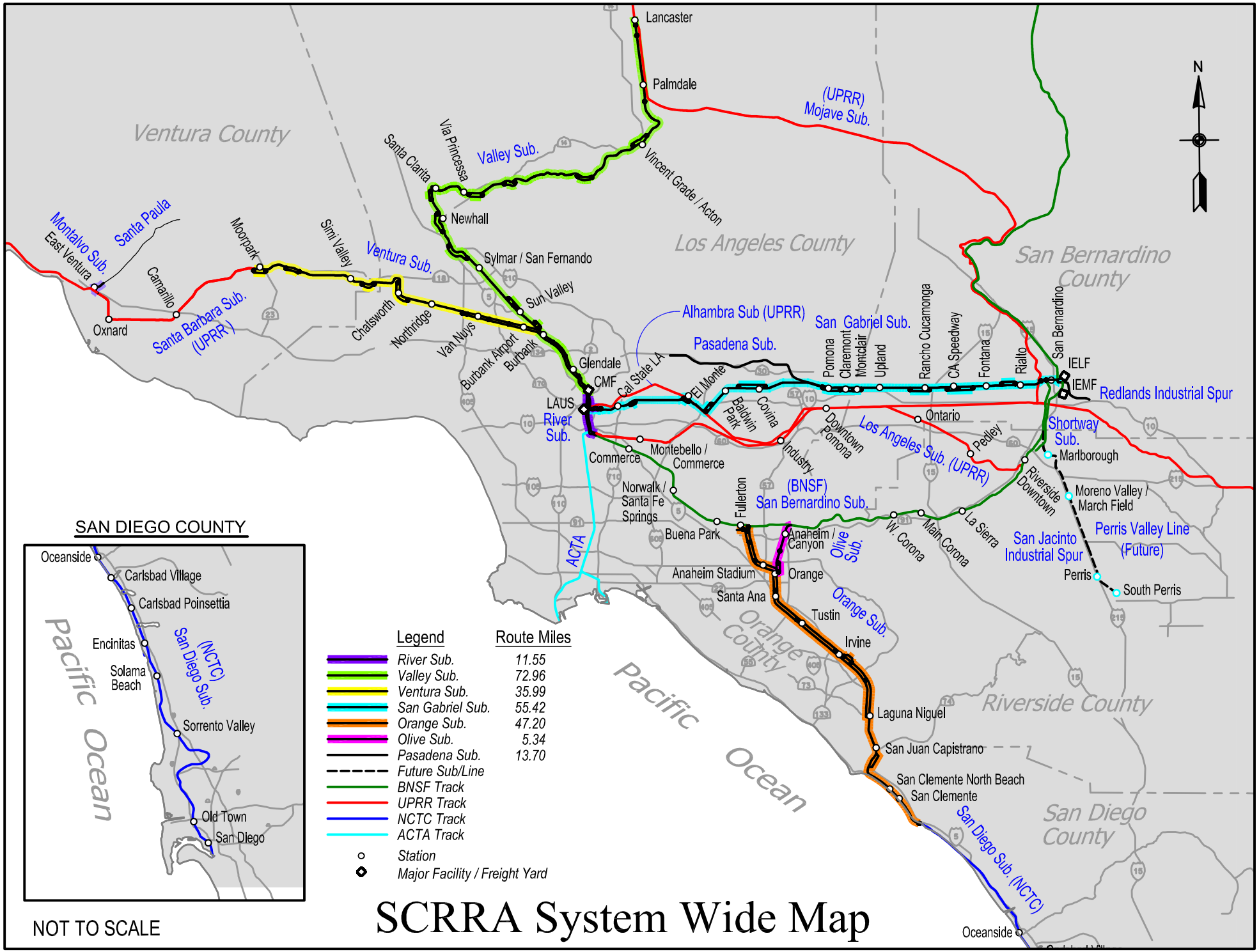
CHANGES TO SPEEDS

- PASSENGER OR FREIGHT
- TONS PER OPERATIVE BRAKE
- SUBDIVISION SPECIAL SPEED RESTRICTIONS

ANY & ALL CHANGES TO THE PHYSICAL CHARACTERISTICS

** EMERGENCY REPAIR, PROCEED WITH REPAIR AND CONTACT 1–888–446–9715 AS SOON AS COMPLETE. NOTE PTC COMPONENT CHANGED OR MODIFIED

Revisions or recommendations to this document?
www.CheckB4UChange.com



SCRRA System Wide Map

Effective June 02, 2013

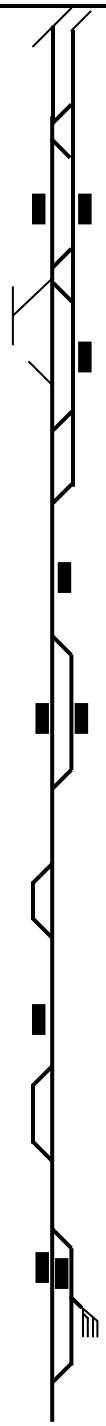
SYS - 2

Timetable No. 9

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
ICS	Independently Controlled Switches
IND	Industry
IIATS	Inert Inductor Automatic Train Stop
M	Manual Interlocking
MT	Main Track
T	Turning Facility (Wye)
TWC	Track Warrant Control
Y	Yard Limits (Rule 6.13)

↓ 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 **CP LOCKHEED** 0.2 **BURBANK-BOB HOPE AIRPORT** 4.5 **CP WOODMAN** 1.1 **VAN NUYS** 1.3 **CP ELLIKER** 0.6 **CP RAYMER** 3.8 **NORTHRIDGE** 2.6 **CP BERNSON** 1.2 **CHATSWORTH** 1.1 **CP TOPANGA** 3.6 **CP DAVIS** 1.6 **CP SANTA SUSANA** 1.1 **SIMI VALLEY** 5.3 **CP STRATHEARN** 1.7 **CP MADERA** 3.7 **CP COLONIA** 0.2 **MOORPARK** 0.8 **CP LAS POSAS** (UPRR CP CO423) (Jct. UPRR Santa Barbara Sub, MP 423.1)	**2MT** **CTC** **CTC**	462.6 460.8 460.6 456.1 455.0 453.7 453.1 449.3 446.7 445.5 444.4 440.8 439.2 438.1 432.8 431.1 427.4 427.2 426.4
11555				
7810				
8400				
4606				
		(36.2)		

MAXIMUM AUTHORIZED SPEED FOR TRAINS

Between CP Las Posas and CP Burbank Jct.						
MP Location	Main		MT 1		MT 2	
Between	Passenger	Freight	Passenger	Freight	Passenger	Freight
426.4 and 429.4	70	60				
429.4 and 429.81	***53#*₁***	48				
429.81 and 431.77	***73#***	60				
431.77 and 432.2	***70#***	60				
432.2 and 434.34	***73#***	60				
434.34 and 437.7	79	60				
437.7 and 438.11	***60#***	40				
438.11 and 439.96	***70#***	40				
439.96 and 440.84	***60#***	40				
440.84 and 441.2	***50#***	40				
441.2 and 442.6	40	30				
442.6 and 444.37	40***₁***	40				
444.37 and 453.09	***70#***	40				
453.09 and 455.98			70	40	79	40
455.98 and 456.16			70	40	70	40
456.16 and 460.7			79	40	70	40
460.7 and 462.35			79	30	70	30
462.35 and 462.51			***35#*₂***	30	***40#****	30

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

Note #: Refer to page AS-15 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	35
	MP 426.50 and MP 427.38	45	40
	CP Colonia, MP 427.4: Through turnout	45	35
Controlled Siding CP Madera – CP Strathearn:			
	CP Madera, MP 431.1: Through turnout	45	35
	MP 431.20 and MP 432.79	60	40
	CP Strathearn, MP 432.8: Through turnout	45	30
Controlled Siding CP Santa Susana – CP Davis:			
	CP Santa Susana, MP 439.2: Through turnout	45	35
	MP 439.27 and MP 440.75	45	40
	CP Davis, MP 440.8: Through turnout	45	30
Controlled Siding CP Topanga – CP Bernson:			
	CP Topanga, MP 444.4: Through turnout	45	30
	MP 444.44 and MP 446.62	45	40
	CP Bernson, MP 446.7: Through turnout	45	35
CP Raymer, MP 453.1: Through turnout		45	35
CP Elliker, MP 453.7: Through crossover		25	20
CP Woodman, MP 456.1: Through crossovers between Main Track 1 and Main Track 2		45	35
Through crossover between Gemco Lead and Main Track 1		10	10
CP Lockheed, MP 460.8: Through crossovers		45	35
All other tracks, crossovers and turnouts		10	10

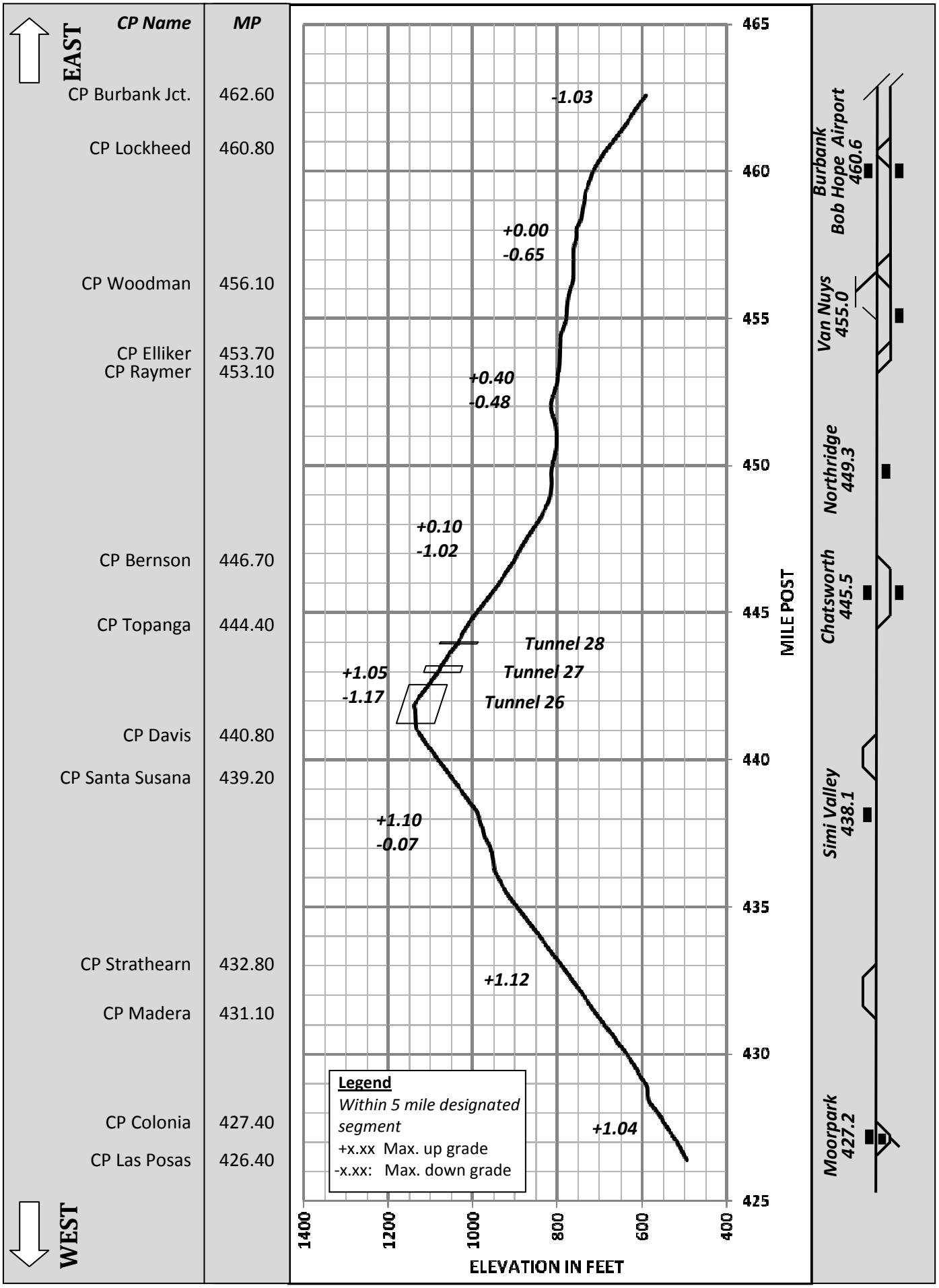
Other maximum speeds – Freight Trains Tons per Operative Brake (TPOB):

- TPOB shall be determined per Freight Railroad's System Special Instruction
- All freight trains shall comply with SCRRA system-wide TPOB speed restrictions provide in the SCRRA System Special Instruction under Rule 6.31.2, Other Maximum Speeds on pages AS-15 and AS-16.
- In addition to the SCRRA system wide TPOB speed restrictions, freight trains shall not exceed speeds shown on Table below on descending portions of grades for the Ventura Subdivision.
    - MP 426.4 and MP 429.4
    - MP 442.6 and MP 446.8

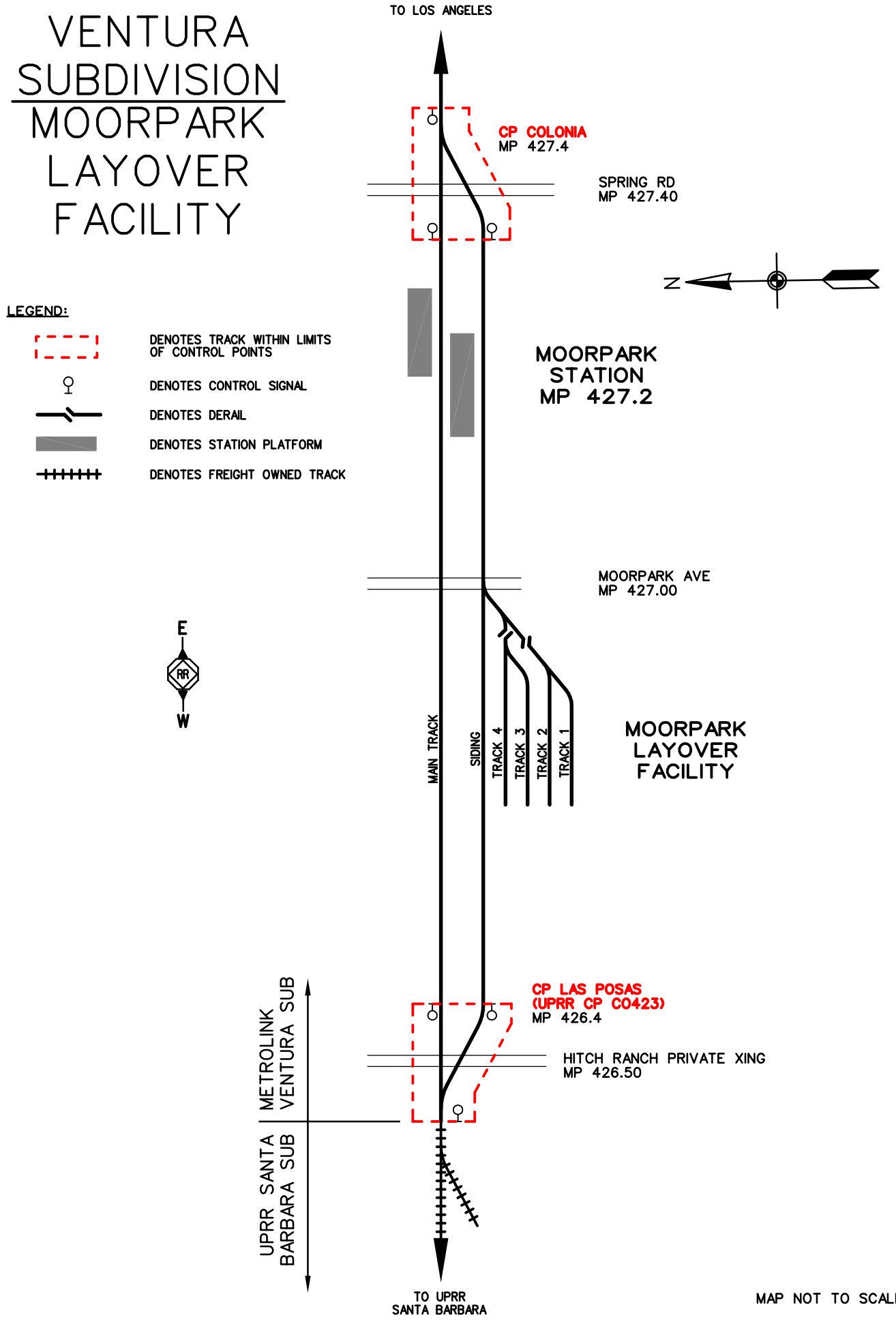
TPOB	Descending Grade Freight Train Maximum Speed
80 or less	No Restriction
Greater than 80 to 100	30
Greater than 100 to 130	25
Greater than 130 to 158	20

- Freight trains must also comply with UPRR System Special Instructions for Heavy and Mountain Grade Operations.

GRADE CHART - VENTURA SUBDIVISION



VENTURA SUBDIVISION
MOORPARK LAYOVER FACILITY



SPECIAL INSTRUCTIONS

Rule 1.14 Employee Jurisdiction

Other Railroads

Train operations on Metrolink Tracks:

Metrolink Service Tracks	MP Location
Moorpark Layover Yard*	427.0
Setout Spur	439.6
Setout Spur	440.4

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

- 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 - Hours of Peak Commuter Passenger Service:

Weekdays from 5:00 AM until 9:00 AM and from 4:00 PM until 9:00 PM. 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.

Rule 1.20 Alert to Train Movement

No Ride Zone:

- MP 441.2 to MP 442.6, Tunnel No. 26 (7,369 feet)
- MP 442.98 to MP 443.06, Tunnel No. 27 (924 feet)
- MP 443.87 to MP 444.98, Tunnel No. 28 (539 feet)
- MP 440.28, Kuehner Drive/Santa Susana Pass Road

Location of Close Clearances:

- Tunnel No. 26, 27, 28
- MP 440.28, Kuehner Drive/Santa Susana Pass Road – close side clearance

Rule 1.33 Inspection of Freight Cars

- Any Equipment less than 17 feet 0 inches above top of rail **and exceeding 11 feet 0 inches total width** (or half width exceeding 5 feet 6 inches measured from the centerline of track) **must be cleared by proper authority before movement.**

- Any Equipment **in excess of 19 feet 4 inches above top of rail or in excess of Plate H horizontal clearance (8 feet 7 inches in total width) from 17 feet 0 inches above top of rail to 19 feet 4 inches above top of rail must be cleared with proper authority before movement.**

- Movement of the following freight cars are not allowed on the Ventura Subdivision:
  - Double-stack container cars loaded in excess at 19 ft-4 in above top of rail.
  - TTQX multilevel cars (type M3X, type M3Y, BNSF 306000-360153 and GVSR 8900-89058).

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 6.21.2 Water Above Rail

Flash Flood Warnings

When a flash flood warning is issued, trains must comply with Rules 6.21.1 and 6.21.2, be on the lookout for high water, mud flows, rocks, or other debris over the rail or fouling the tracks. When approaching critical locations listed below, trains must prepare to stop within the limits of the warning.

- MP 443.25 – Steep cut slope
- MP 429.26 – Bridge West of Los Angeles Avenue (Protected by High Water Detector)

Rule 6.26 Use of Multiple Main Tracks

Track Designation

- Two main tracks between CP Raymer and CP Burbank Jct. are designated from north to south as Main Track 1 and Main Track 2.

Rule 6.29.1 Inspecting Passing Trains

Trackside Warning Detectors and Inspections – Location of Detectors:

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

HB = Hot Box Detector **DE** = Dragging Equipment
HW = High-Wide Shifted Load

- The HW detector at MP 451.3 protects Tunnel No. 26 (MP 442.6), Tunnel No. 27 (MP 443.1) and Tunnel 28 (MP 445.0) on Ventura 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 6.30 Receiving or Discharging Passengers

Burbank-Bob Hope Airport, Chatsworth and Moorpark: When a passenger train is receiving or discharging passenger on either main track, an approaching train, engine, hi-rail or maintenance equipment **must not** enter the station platform area on the adjacent track until train in station advises that station work has been completed and that it is safe to proceed into the station.

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 Movement from Signal Requiring Restricted Speed

Block Signal with "P" Plate

Comply with System Special Instructions 9.11.1. These signals are inter-connected with detectors indicating high water or rock or mud slides.

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

Rule 9.12.1 CTC Territory

STOP Indications

Authority must be obtained from Metrolink train dispatcher to pass controlled signals indicating STOP at (location) in all directions, unless otherwise specified.

CP Las Posas: Before operating westward beyond control signals indicating STOP onto UPRR Santa Barbara Sub, authority must be secured from the Metrolink train dispatcher to pass controlled signals indicating STOP and authority must be obtained from the UPRR train dispatcher to occupy main track beyond Control Point. Trains operating eastward onto the Metrolink Ventura Sub are authorized by Metrolink dispatcher only.

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

CTC is in effect:

- On main tracks and controlled sidings between West limits CP Las Posas and CP Burbank Jct.
- On Gemco Lead within limits of CP Woodman.

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.

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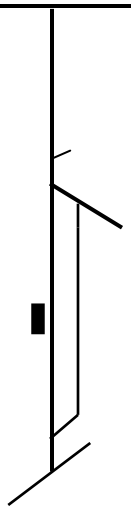
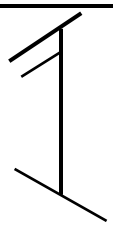
↓ WESTWARD		STATIONS Radio Channel 2929	EASTWARD ↑	
Siding Feet	Track Diagram	**MONTALVO SUBDIVISION WEST LINE**	Meth. of Op	Mile Post
		**BRISTOL** (Jct. F&W) 0.65 **End/Begin Yard Limits** 0.35 **CP WYE** **T** (Jct. East Line) 0.2 **EAST VENTURA** 0.5 **UPRR CP CO399** **N. MONTALVO** (Jct. UPRR)	**TWC** **6.13** **CTC** **CTC** **UPRR**	404.5 403.85 403.5 403.3 402.8 399.6 UPRR
(1.7)				

↓ WESTWARD		STATIONS Radio Channel 2929	EASTWARD ↑	
Siding Feet	Track Diagram	**MONTALVO SUBDIVISION EAST LINE**	Meth. Of Op	Mile Post
		**CP WYE** **T** (Jct. West Line) 0.4 **UPRR CP CO400** **S. MONTALVO** (Jct. UPRR)	**CTC** **CTC** **UPRR**	403.5 403.1 400.4 UPRR
(0.4)				

MAXIMUM AUTHORIZED SPEEDS FOR TRAINS

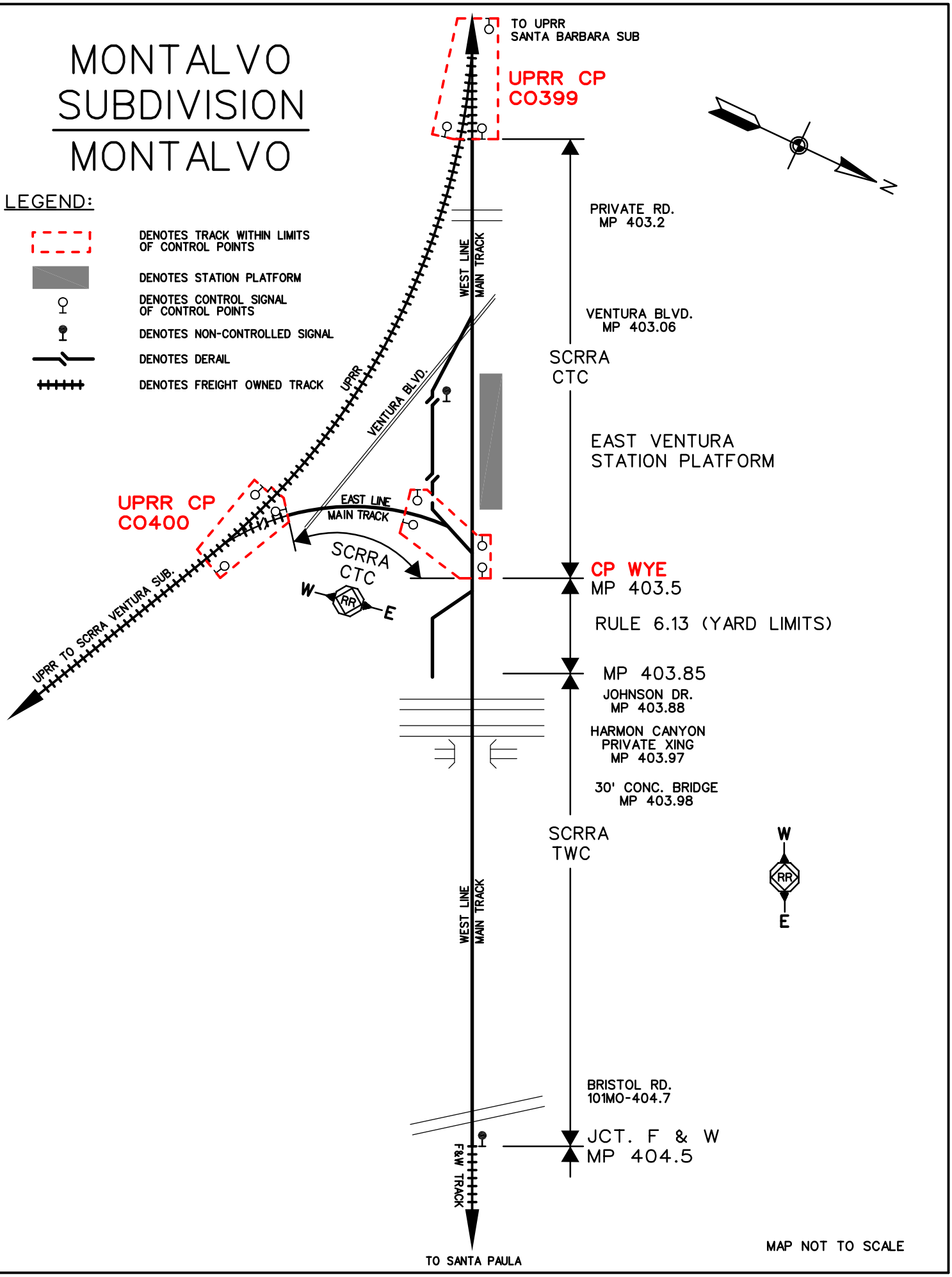
WEST LINE			**EAST LINE**		
MP Location Between	Main Psgr	 Frt	MP Location Between	Main Psgr	 Frt
402.8 and 404.5	15	10	403.1 and 403.5	15	10

OTHER MAXIMUM AUTHORIZED SPEEDS

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

MONTALVO SUBDIVISION

MONTALVO



SPECIAL INSTRUCTIONS

Rule 1.14 Employee Jurisdiction

Other Railroads

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

Rule 1.33 Inspection of Freight Cars

- Any Equipment less than 17 feet 0 inches above top of rail **and exceeding 11 feet 0 inches total width** (or half width exceeding 5 feet 6 inches measured from the centerline of track) **must be cleared by proper authority before movement.**
- Any Equipment **in excess of 19 feet 4 inches above top of rail or in excess of Plate H horizontal clearance (8 feet 7 inches in total width) from 17 feet 0 inches above top of rail to 19 feet 4 inches above top of rail must be cleared with proper authority before movement.**
- Movement of the following freight cars are not allowed on the Ventura Subdivision:
  - Double-stack container cars loaded in excess at 19 ft-4 in above top of rail.
  - TTQX multilevel cars (type M3X, type M3Y, BNSF 306000-360153 and GVSR 8900-89058).

Rule 2.16 Assigned Radio Frequencies

Radio channel 2929 will be used on the Montalvo Subdivision.

Rule 6.13 Yard Limits

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

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.

Rule 6.26 Use of Multiple Train Tracks

Track Designation

- Main Track between Bristol and CP CO399 is designated as West Line.
- Main Track between CP Wye and CP CO400 is designated as East Line.

Rule 8.2 Position of Switches

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

Rule 9.12.1 CTC Territory

STOP Indications

Authority must be obtained from Metrolink train dispatcher to pass controlled signals indicating STOP at (location) in all directions, unless otherwise specified.

CP CO399: Before operating eastward beyond control signals indicating STOP onto Metrolink Montalvo Sub, authority must be secured from the UPRR train dispatcher to pass controlled signals indicating STOP and authority must be obtained from the Metrolink train dispatcher to occupy main track beyond Control Point. Trains operating westward onto the UPRR Santa Barbara Sub are authorized by UPRR dispatcher only.

CP CO400: Before operating westward beyond control signals indicating STOP from the UPRR main track onto Metrolink Montalvo Sub, authority must be secured from the UPRR train dispatcher to pass controlled signals indicating STOP and authority must be obtained from the Metrolink train dispatcher to occupy main track beyond Control Point. Trains operating eastward onto the UPRR Santa Barbara Sub are authorized by UPRR dispatcher only.

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 403.1 and CP Wye, MP 403.5.
  - ***West Line*** between CP CO399, MP 399.6 and east limits CP Wye, MP 403.5.

- CTC at CP CO399 on West Line and CP CO400 on East Line is controlled by the UPRR Train Dispatcher.

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

TWC is in effect:

- ***West Line*** between MP 403.85 and Bristol, MP 404.5.

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 404.5.

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 404.5.

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SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

METROLINK

TIMETABLE NO. 9

SYSTEM SPECIAL INSTRUCTIONS (ALL SUBDIVISIONS) & ADDITIONS AND REVISIONS To THE GENERAL CODE OF OPERATING RULES

Effective Sunday, June 02, 2013 at 12:01 AM Pacific Time

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The following GCOR rules are revised or added:

SYSTEM SPECIAL INSTRUCTIONS

Passenger Train Operations

- Metrolink passenger trains schedules are shown in the Metrolink 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:

Required Examinations:

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

Engine service: . . . . . Annually
Train service:
Through age 55 years . . . . . Every 3
Age 56 through 59 years. . . . . Every 2
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 1.3.2 General Orders

The following is added:

Crew members and any others whose duties require, must have a current copy of Metrolink General Order they can refer to while on duty.

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

The following is added:

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 1.6.1 Motor Vehicle Driving Records

The following is revised:

A certified conductor, engineer or person seeking initial certification convicted for operating a motor vehicle under the influence of / impaired by alcohol or a controlled substance must report the conviction to their supervisor within 48 hours of being notified.

As applied to this rule, a conviction also includes:

- Refusal to undergo such testing when a law enforcement official seeks to find out whether a person is operating under the influence / impaired by alcohol or a controlled substance.
- Participation in state sponsored diversion program, guilty pleas, and completed state actions to cancel, revoke, suspend or deny a driver's license.

Rule 1.6.3 Notification of Deteriorating Vision or Hearing

The following is revised:

A certified conductor, engineer or person seeking initial certification who has knowledge that their hearing or vision has deteriorated and cannot be corrected to the minimum acceptable requirement as outlined in federal regulations (20/40 distant visual acuity, 70 degree field of vision, ability to recognize/distinguish between railroad color signals, hearing loss no greater than 40 decibels) must report that fact immediately to the proper authority or the medical department.

Rule 1.10 Games, Reading, or Other Media

The following is revised:

Employees on duty must not:

- Play games
- Use personal electronic devices other than provided for in GC-2, Rule 2.21 (Electronic Devices).
  or
- Read magazines, newspapers, or other literature not related to their duties when:
  - On a train or engine,
  - Performing safety related activities,
    or
  - It would delay or interfere with required duties.

This does not prohibit employees from having such material enclosed in their personal luggage.

Rule 1.14 Employee Jurisdiction

The following is added:

Other Railroads

Except as otherwise provided in this timetable, carriers operating on Metrolink 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
- 2.21 Electronic Devices
- Heavy Grade and Mountain Grade Operations

Prior to occupying Metrolink main track, freight trains must provide the train dispatcher with the following information:

- Loads, empties, tonnage and length of train
  - Tons Per Operative Brake
  - Tons Per Dynamic Brake Axle
  - Horsepower Per Ton
- Location of any intermediate work and expected duration
- Hazardous material in consist
- High or wide loads/equipment and dimensions
- If in RCL Operation
- Any Car Exceeding 158 Tons
- Any cars, equipment or Dimensional Loads with width greater than 11 feet or Excessive Dimensional Loads with width greater than 12 feet

Auxiliary Tracks: Metrolink timetable governs operations on main tracks, sidings and certain passenger related facilities.

When freight trains are required to operate on freight industry spur, drill, lead and siding tracks, crews must be governed by information obtained from their respective railroad regarding track conditions.

Freight Train Operations - Hours of Peak Commuter Passenger Service:

Weekdays from 5:00 AM until 9:00 AM and from 4:00 PM until 9:00 PM. 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 SCRRA subdivisions, other railroad crews must immediately notify the train dispatcher of any anticipated delay that would prevent their train from maintaining designated timetable freight train speed.

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 each subdivision where applicable.

Location of Close Clearances: Crew members riding side of trains or walking adjacent to track shall be on lookout for reduced side clearances and take precautionary action.

Location of Close Clearances will be listed in the special instructions of each subdivision 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 1.33 Inspection of Freight Cars

The following is added:

Any equipment including Freight Cars, Passenger Cars or Locomotives shall not exceed the clearances in Figure 1.33 below, or Timetable Subdivision clearance restrictions, without approval from the proper authority.

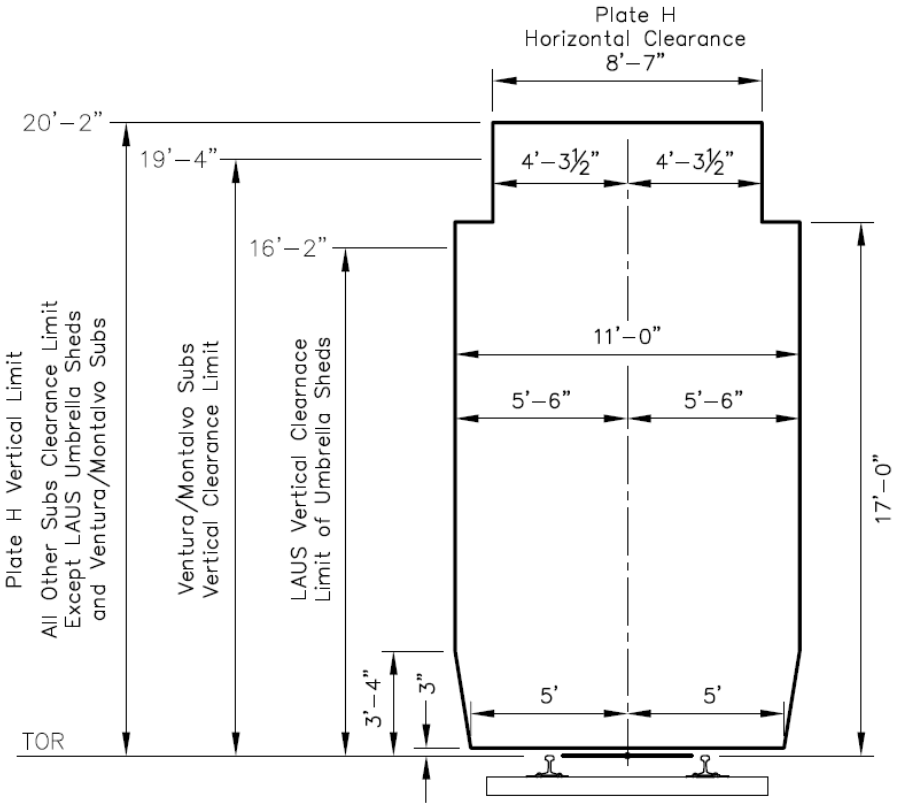


Figure 1.33 Static System Equipment Clearance Envelope on Level Track

Load Limits on Metrolink Territory: Unless authorized by proper authority, maximum load limit is 316,000 lbs (158 tons).

Gross loads of greater than 316,000 lbs (158 tons) must be approved by proper authority prior to movement.

Equipment With More Than 4 Axles: Work equipment, cars, or platforms having more than 4 axles (other than 6 axle passenger cars and 6 axle locomotive cranes), center to center truck spacing of less than 41.2 feet and with a gross weight greater than 158 tons must not be moved over structures unless authorized by proper authority.

Rule 1.41 Engines Coupled to Occupied Passenger Cars *The following is added:*

On Metrolink trains, the door to the control compartment of the cab car must be in closed position at all times while occupied. Exception, the door may be opened temporarily by other crewmembers at any time a job briefing with the engineer is necessary.

Rule 1.47 Duties of Crew Members *The following is revised:*

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) and operating rule(s) that govern the train's next immediate movement.

5. Before entering Metrolink dispatched territory, crews must verify with the Metrolink dispatcher: Crew members names, hours of service and complete consist information.

Rule 1.48 Time

The following is added:

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

Chapter 2.0 Title is revised to read:

Rule 2.0 Railroad Radio Rules and Communication Rules

Rule 2.10 Emergency Call

The following is added:

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 Main Track 2."

Rule 2.21 Electronic Devices

New Rule is added:

The definition and the requirements for use of electronic devices are defined as follow:

Electronic Device means an electronic or electrical device used to conduct oral, written, or visual communication; place or receive a telephone call; send or read an electronic mail message or text message; look at pictures; read a book or other written material; play a game; navigate the Internet; navigate the physical world; play, view, or listen to a video; play, view or listen to a television broadcast; play or listen to music; execute a computational function; or, perform any other function that is not necessary for the health or safety of the person and that entails the risk of distracting the employee or another employee from a safety related task.

Railroad operating employee means an individual who is:

- Engaged in or connected with the movement of a train including a hostler,
- A train employee providing commuter or intercity rail passenger transportation,
  or
- Subject to hours of service governing train service employees.

The use of any electronic device is prohibited if that use would interfere with an employee's performance of safety-related duties.

A. Personal or Railroad Supplied Electronic Devices

Personal or railroad supplied electronic devices may be used as necessary:

- To respond to an emergency situation involving the operation of the railroad.

- To respond to an emergency encountered while on duty.
- As a communication device in the event of radio malfunction.

B. Personal Electronic Devices

Except when deadheading in other than a control compartment of a cab car or locomotive, railroad operating employees on duty (includes supervisors) must have each electronic device turned off and stowed in their personal luggage, NOT on person, out of sight with any earpiece removed from the ear when:

- On moving rolling equipment or on-track equipment.
- Any member of the crew is on the ground performing safety related duties.
  or
- Any employee is assisting in preparation of the train, engine(s) or on-track equipment.

A railroad operating employee may use a personal cell phone only for voice communication when:

- Rolling and on-track equipment is stopped.
- A safety briefing is conducted with all crew members to confirm that it will not interfere with any safety related or required duty.
- No member of crew will foul any track.

Cell phone must be turned off when call has been completed.

Railroad operating employees may use a digital storage and display function of an electronic device to refer to a railroad rule, special instruction, timetable, or other directive provided train is stopped and use does not interfere with any employee's performance of safety related duties and all other crew members have been briefed on its limited use. When not in use it must be turned off and stowed.

A personal stand alone camera may be used to take a photograph of a safety hazard or a violation of a rail safety law, regulation, order, or standard, provided that:

- A job briefing is conducted among all crewmembers and any other individuals in the controlling cab of moving equipment.
- It is turned off immediately after the photograph has been made.
- It is not used by an employee at the controls of moving equipment.

A personal stand-alone calculator, digital watch whose only purpose is as a timepiece and medical devices that are consistent with the railroad's standards may be used as necessary in the performance of duties.

C. Railroad Supplied Electronic Devices

Railroad operating employees may use railroad supplied electronic devices to send or receive work related information with:

- Railroad supervisors,
- Railroad customers,
- Railroad dispatchers,

- Railroad customer service employees,
  or
- Other railroad employees as necessary in the performance of their duties.

Railroad operating employees must not use a railroad supplied electronic device for purposes other than which it was intended or while:

- Operating the controls of a moving locomotive.
- On the ground within 4 feet of any track.
- On the ground and engaged in an active switching operation.
- Riding rolling equipment during a switching operation.
- At the controls of the locomotive and any other employee is assisting in the preparation of the train, engine(s), or on-track equipment, including testing of railroad equipment or brakes.
- Inside the controlling cab of a locomotive, train or on-track equipment, unless there has been a safety briefing and all crew members agree that it is safe to do so.
- Verbally obtaining or releasing mandatory directives when railroad radio communication is available.

Railroad authorized electronic devices may be used in the body of a business car or passenger train for railroad business when it will not interfere with an employee's performance of safety related duties.

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

The following is added:

Reduce 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 5.8.2 Sounding Whistle

First paragraph of 5.8.2(7) is revised:

Sound	Indication
(7) - - o -	When approaching public and private crossings at grade with the engine in front, sound signal as follows:

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 6.6 is deleted.

Rule 6.8 Stopping Clear for Meeting or Passing

The following is added:

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

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 Precautions Against Unusual Conditions

The following is added:

When the train dispatcher is notified of vehicular impact to a bridge or its supports, a derailment involving a bridge, or a fire on or beneath a bridge, trains will be advised to stop before operating over the bridge. Once the bridge has been inspected, trains will be advised by the train dispatcher to resume train operations.

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

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

Light engines will operate according to instructions for freight trains.
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: *The following is added:*

Exception: An inspection is not required for a freight train when either a desired or undesired emergency application of the brakes is initiated at a speed above 30 MPH provided train does not exceed 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 6.28 Movement on Other Than Main Track *The following is added:*

Movement on other than main track must not exceed 10 MPH, unless otherwise specified.

Movement within areas designated as mechanical facilities or limits must not exceed 5 MPH, unless otherwise specified. Note: These areas are designated by a mechanical facilities or limits sign.

Rule 6.29.1 Inspecting Passing Trains *The following is added:*

Ground Inspections

Note: Crew members of passenger trains are not required to perform ground inspections.

Symbol	**Type of Detector**
HB	E-1 Hot Box – Talker
DE w/axle count	E-2 Dragging Equipment – Talker
HW	E-4 High Wide Shifted 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 Rotem and Bombardier equipment) 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.

Exception: When a train consisting entirely of Metrolink (including Rotem and Bombardier equipment) 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.**

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".

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.	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.
Detector malfunction transmission received without a defect message.	
A "no power" message is received.	Notify train dispatcher.
Verbal defect message received.	Stop and inspect train for indicated defect. **See Page AS-11, 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.

Rule 6.31 Maximum Authorized Speed

Second paragraph is revised to read:

When the train dispatcher advises trains of high steady-state wind velocities, trains operating with Metrolink (including Rotem and Bombardier), manufactured by Bombardier or Rotem will operate on curves at a speed of 5 MPH less than the passenger speeds shown in bold italics only at these locations.

Rule 6.31.1 Permanent Speed Restrictions

The following is added:

Equipment and Wind Restrictions

Note #: Passenger speeds shown in ***bold italics*** apply only to trains made up of locomotives and cars of Metrolink (including Rotem and Bombardier) and Amtrak 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.

Maximum Speeds – Cars

Unless otherwise restricted, trains consisting entirely of Metrolink (Rotem and Bombardier equipment) and/or Amtrak passenger cars must not exceed 90 MPH.

Rule 6.31.2 Other Maximum Speeds

New Rule is added:

Freight Trains Tons per Operative Brake (TPOB)

Freight trains must not exceed the speed specified in the tables below. If a subdivision special instruction specifies a higher or lower TPOB speed, be governed by that speed.

When using the following tables, round your train's TPOB up to the next whole number. For example, 100.1 TPOB becomes 101 TPOB.

TPOB	Freight Train Maximum Speed
90 or less	No Restriction
Greater than 90 to 100	50
Greater than 100 to 120	45
Greater than 120 to 140	40
Greater than 140 to 158	35

Locomotives

While operating on Metrolink Service Territory, Amtrak and Metrolink locomotives must not exceed the speeds listed below, unless otherwise restricted.

Engine Numbers	Builder Model	Maximum Speed (MPH) Lite	Multiple	w/cars
AMTK 1-207	P42BH*	50	50	90
AMTK 450-470	F59PHI*	50	50	90
AMTK 500-519	P32BH	50	50	90
AMTK 550-567	SSB1200	30	45	50
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
NCTC 2101-2105	F40PHM-2C*	50	50	90
NCTC 3001-3002	F59PHI*	50	50	90

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

A multiple-unit engine controlled from other than the leading unit must not exceed 30 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 6.31.3 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 6.31.4 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.

Locations of IIATS Inductors will be indicated by a sign placed in advance of the Inductor

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.

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.
Switches equipped with mechanical department locks are for application and removal under blue signal protection and will be removed only by the same class, craft or group who applied them.

Rule 8.20 Derail Location and Position

The following is added:

Except when equipment is under blue signal protection (GCOR 5.13), fixed derails equipped with mechanical department locks must be lined and locked in a non-derailing position.

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

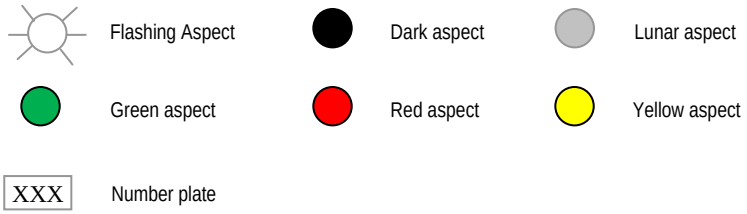
- Spiked
- Clamped
- Locked with Maintenance of Way lock
- Equipped with “Switch Out of Service” tag.

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

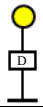
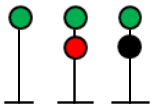
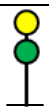
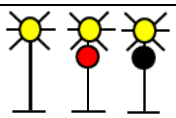
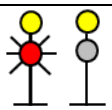
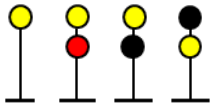
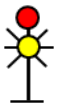
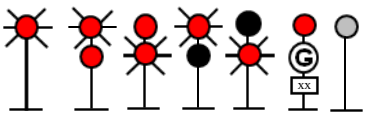
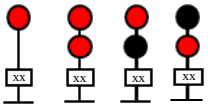
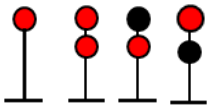
Rule 9.1 Signal Aspects and Indications

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
9.1.2	 With "D" Plate	DISTANT SIGNAL APPROACH	Proceed prepared to stop short of next signal or switch point indicator.
9.1.3		CLEAR	Proceed.
9.1.4		APPROACH SIXTY	Proceed prepared to pass the next signal not exceeding 60 MPH.
9.1.5		APPROACH FIFTY	Proceed prepared to pass the next signal not exceeding 50 MPH.
9.1.6		APPROACH DIVERGING	Proceed prepared to advance on diverging route at next signal not exceeding prescribed speed through turnout(s).
9.1.7		ADVANCE APPROACH	Proceed prepared to stop at second signal. Also be prepared to pass next signal not exceeding 30 MPH.
9.1.8		APPROACH RESTRICTING	Proceed prepared to pass the next signal at restricted speed.
9.1.9		APPROACH	Proceed prepared to stop at next signal. Trains exceeding 30 MPH immediately reduce to that speed.
9.1.10		DIVERGING CLEAR	Proceed on diverging route not exceeding prescribed speed through turnout(s).
9.1.11		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		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		RESTRICTING	Proceed at restricted speed.
9.1.14		STOP AND PROCEED	Stop, then proceed at restricted speed.
9.1.15		STOP	Stop before train or engine passes the signal.

Rule 9.9 Train 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 9.12.1 CTC Territory

The following is added:

STOP Indications

Authority must be obtained from Metrolink train dispatcher to pass controlled signals indicating STOP at (location) in all directions, unless otherwise specified.

Rule 10.1 Authority to Enter CTC Limits

The following is revised:

Signal Governing Movement Over a Hand-Operated Switch

If a signal governs movement over a hand-operated switch that is not electrically locked, the control operator must authorize the train to enter or occupy any track where CTC is in effect before the switch is opened. After the switch is opened, if the signal does not display a proceed indication, a crew member must wait 10 minutes at the switch. After the 10 minute wait if the signal does not display a proceed indication, move the train at restricted speed and notify the control operator.

However, if the block to be entered is occupied by its own standing train or when the hand-operated switch remains open, the movement may, after stopping, pass an absolute signal displaying a Stop indication without waiting 10 minutes and without contacting the control operator.

Rule 10.3 Track and Time

Paragraph 2 and Diagram A are revised, Diagram B and Item E are 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.

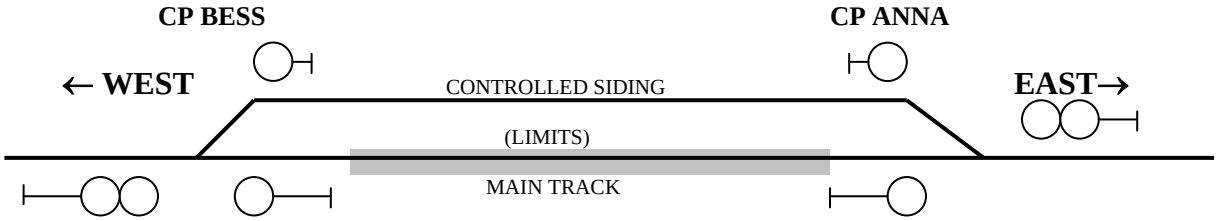


DIAGRAM A

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.

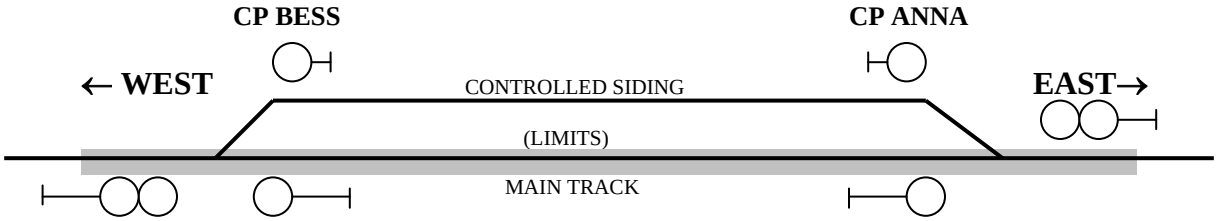


DIAGRAM B

E. Releasing Track and Time

Employees releasing track and time must state:

- Their name or other identification
- The track and time limits being released, including number, if applicable

If no other employee has received track and time within the same limits, a train within the limits may release its track and time to move in a specified direction. Signal indications will then govern the train, if the control operator verbally authorizes the release specifying direction of movement.

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

Entire 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 'UPRR 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 is revised:

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 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

New glossary terms 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:

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.

New glossary term is added:

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.

New glossary term is added:

Independently Controlled Switches (ICS)

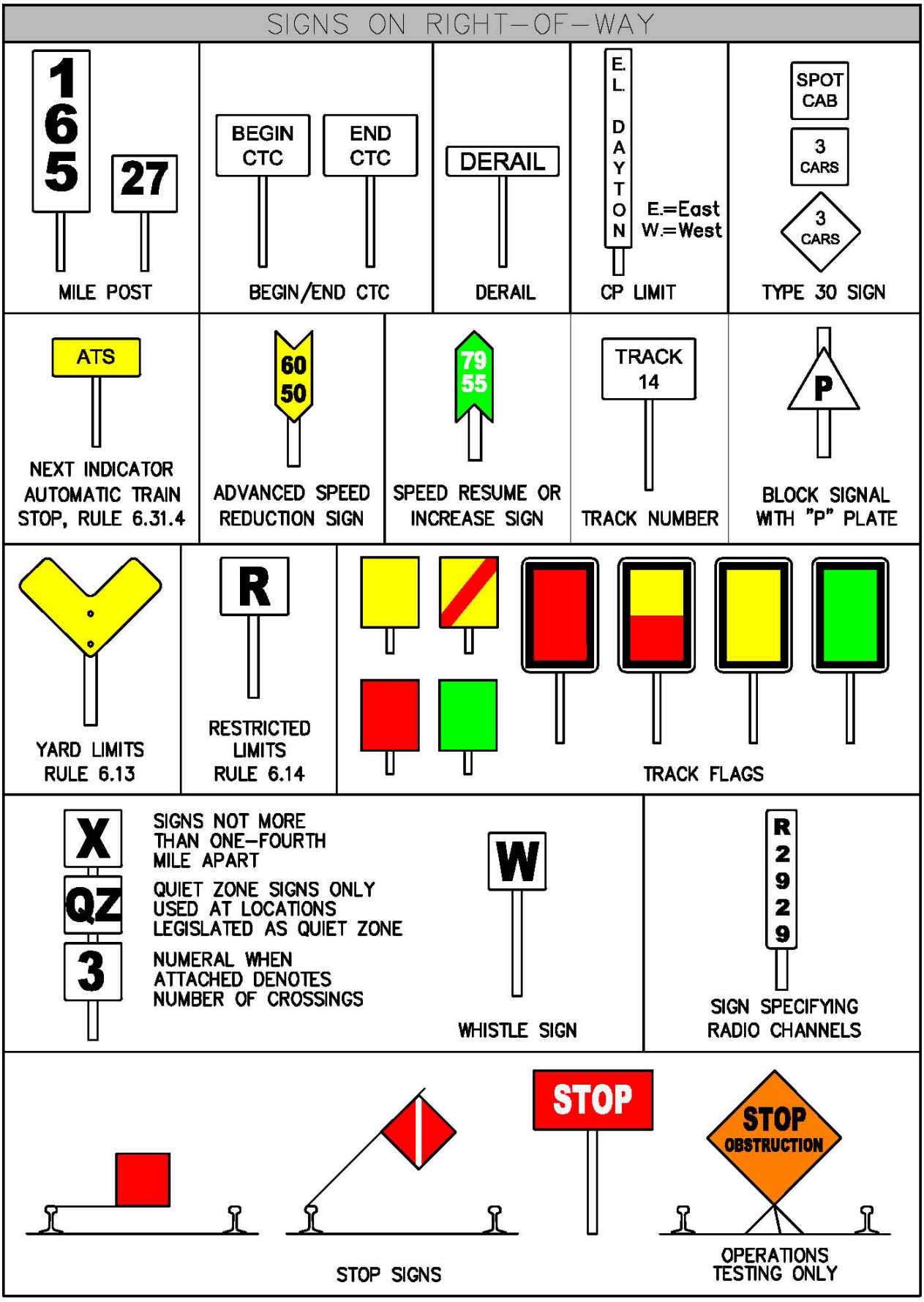
Independently Controlled Switches (ICS) are dual control switches of a crossover which under certain conditions, as prescribed by Maintenance of Way Operating Rules and Instructions (MOWORI), may be operated independently. At locations identified in the timetable as having an ICS switch, MOW employees may request control operator permission to operate one end of crossover for maintenance or testing purposes only.

New glossary term is added:

Stowed

Out of sight in personal luggage, NOT on person.

SIGNS ON RIGHT-OF-WAY



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

FEET	TENTHS OF A MILE
528	.1
1056	.2
1584	.3
2112	.4
2640	.5
3168	.6
3696	.7
4224	.8
4752	.9