



SAN DIEGO NORTHERN RAILWAY

TIMETABLE NO. 5

Effective Wednesday, August 15, 2007 at 12:01 AM Pacific Time

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General Manager

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Manager, Safety & Operations



L. D. Fernandes
Manager, Commuter Rail Services

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Manager, MOW & Engineering

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Manager, System Safety & Compliance

Safety is the Most Important Element in Performing Duties

Traffic Control Services Provided by:
METROLINK OPERATIONS CENTER

**SDNR Timetable #5
SAN DIEGO SUBDIVISION**

INTRODUCTION

This timetable governs the operation of the San Diego Northern Railway and must be complied with by all employees whose duties are affected by it regardless of employing railroad. It supersedes all previous timetables and instructions.

SDNR Contact Information

EMERGENCIES:

Notify Train Dispatcher

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

DS Phone: 888/446-9716 or 9715

or

SDNR Station "O"

760/966-6700

GENERAL MANAGER:	760/430-0770 ext. 3029
SAFETY & OPERATIONS MANAGER:	760/430-0770 ext. 3002
MANAGER – MOW:	760/966-6515
MANAGER – MECHANICAL:	760/430-0770 ext. 3015
MANAGER – COMMUNICATIONS & SIGNAL:	760/966-6512
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**SDNR Timetable #5
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Timetable Characters

Explanation of symbols and abbreviations shown on station pages

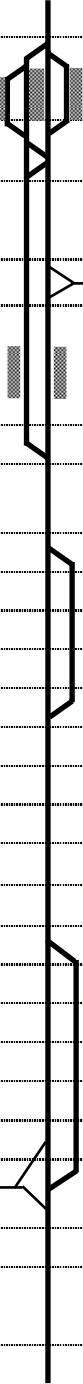



























<u>SYMBOL</u>	<u>MEANING</u>
ATS	Automatic Train Stop
CTC	Centralized Traffic Control
#MT	Number of Main Tracks
R	Restricted Limits (Rule 6.14)
S	Passenger Station
T	Turning Facility (Wye)
TWC	Track Warrant Control
Y	Yard Limits (Rule 6.13)

PAGES REVISED BY SUPPLEMENT

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

All pages in this section indicate “Timetable No. 5” with a Revision number. When any of these pages are revised by supplement the new pages will show the Timetable number, the Revision number and the issue date. Please remove and destroy pages revised by supplement and replace them with the revised pages provided.

**SDNR Timetable #5
SAN DIEGO SUBDIVISION**

WESTWARD <i>Read Down</i>			San Diego Subdivision MP 250.6 to MP 267.7 <i>Radio Channel 30 - 30</i>	EASTWARD <i>Read Up</i>			
Maximum Authorized Speeds: (Passenger – Freight)				STATIONS <i>Speed Zones Shown in Italics</i>	Mile Post	Approx. Distance	Rule 6.3 Method of Operation
MT or MT-1	Through Turnout(s)	MT-2 or Siding					
20 - 10	--	--		BNSF JCT... <i>MP 267.6 - MP 267.7</i>	267.7	0.5	Rule 6.14
<i>All Tracks:</i> 15 - 10	10	<i>All Tracks:</i> 15 - 10		SAN DIEGO... <i>Santa Fe Depot...S</i>	267.5		4 MT Rule 6.14
20 - 10	<i>Crossovers:</i> 20 - 10	20 - 10		CP ASH	267.2	1.4	2 MT CTC
50 - 30	--	50 - 30		<i>MP 265.8 - West Limits CP Ash</i>	265.8		
65 - 40	--	65 - 40		WASHINGTON STREET.....T	265.5	1.7	2 MT CTC
				OLD TOWN..... S	264.2		
--	50 - 40			CP FRIAR	264.1	0.9	CTC
75 - 55	--	--		<i>MP 264.1 - MP 263.2</i>	--		
75 - 55	60 - 40	--		CP TECOLOTE	263.2	2.7	2 MT CTC
70 - 55	--	75 - 55		<i>MP 263.2 - MP 262.7</i>	262.7		
70 - 55	--	70 - 55		<i>MP 262.7 - MP 262.4</i>	--	2.6	CTC
75 - 55	--	75 - 55		<i>MP 262.4 - MP 260.5</i>	262.4		
75 - 55	60 - 40	--		CP MORENA	260.5	2.6	CTC
65 - 55	--	--		<i>MP 260.5 - MP 260.3</i>	260.3		
65 - 55	--	--		<i>MP 260.3 - MP 259.9</i>	--	5.0	2 MT CTC
79 - 55	--	--		<i>MP 259.9 - MP 259.1</i>	--		
65 - 55	--	--		<i>MP 259.1 - MP 258.5</i>	258.5	2.3	CTC
35* - 30	--	--		<i>MP 258.5 - MP 257.9</i>	257.9		
35* - 30	40	--		CP ELVIRA	257.9	5.0	2 MT CTC
70 - 55	--	40		<i>MP 257.9 - MP 257.8</i>	--		
70 - 55	--	70 - 55		<i>MP 257.8 - MP 256.6</i>	--	2.3	CTC
79 - 55	--	79 - 55		<i>MP 256.6 - MP 255.4</i>	253.0		
65 - 55	--	65 - 55		<i>MP 255.4 - MP 253.5</i>	252.9	2.3	CTC
50	--	50		<i>MP 253.5 - MP 253.0</i>	MP 253.0		
	30 - 25	--		CP CUMBRES.....T	-		
	Wye: 15	--	--		--	MP 252.8	
25* - 20	--	--		<i>MP 252.8 - MP 251.0</i>	--	2.3	CTC
45 - 20	--	--		<i>MP 251.0 - MP 250.6</i>	250.6		

* Protected by inert ATS inductor.

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WESTWARD <i>Read Down</i>			San Diego Subdivision MP 229.2 to MP 250.6 <i>Radio Channel 30 - 30</i>	EASTWARD <i>Read Up</i>		
Maximum Authorized Speeds: (Passenger – Freight)		Track Diagram		STATIONS <i>Speed Zones Shown in Italics</i>	Mile Post	Approx. Distance
MT or MT-1	Through Turnout		MT-2 or Siding			
50* - 20	--	--	<i>MP 250.6 - MP 249.8</i>	250.6	0.8	CTC
	40		CP PINES	249.8		CTC - ATS
90 - 55	--	40	SORRENTO VALLEY..... S <i>MP 249.8</i>	249.0	1.0	<i>Controlled Siding Length: 4632 ft.</i>
	40		CP TORREY -	248.8		
	--	--	-- <i>MP 245.8</i>	245.8		
55* - 50	--	--	<i>MP 245.8 - MP 245.6</i>	254.6	4.9	CTC - ATS
90 - 55	--	--	<i>MP 245.6 - MP 244.6</i>	244.6		
80 - 55	--	--	<i>MP 244.6 - MP 244.4</i>	244.4		
50* - 45	--	--	<i>MP 244.4 - MP 244.1</i>	244.1		
65 - 55	20		CP DEL MAR <i>MP 244.1 -</i>	243.9	0.6	CTC - ATS <i>Controlled Siding Length: 2675 ft.</i>
	--	20	-- <i>MP 243.5</i>	243.5		
90 - 55	20		CP CROSBY <i>MP 243.5</i>	243.3		
	--	--	-- -	--		
	60 - 40	--	CP VALLEY <i>MP 242.2</i>	242.2	1.1	CTC - ATS
70 - 50	--	60 - 40	SOLANA BEACH..... S	241.8	1.1	2 MT - CTC ATS <i>MT - 1 Only</i>
90 - 55	60 - 40	--	CP CRAVEN	241.1	1.5	CTC - ATS
	--	--	<i>MP 241.1 - MP 239.7</i>	--		
--	60 - 40	90 - 55	CP CARDIFF	239.7	1.7	2 MT - CTC ATS <i>MT - 2 Only</i>
70 - 55	--		<i>MP 239.7 - MP 238.8</i>	238.8		
	--	80 - 55	<i>MP 238.8 - MP 238.0</i>	238.8		
80 - 55	60 - 40		CP SWAMI <i>MP 238.0 -</i>	238.0	3.5	CTC - ATS
	--	--	ENCINITAS....S <i>MP 237.4</i>	237.7		
	--	--	--	237.4		
90 - 55	--	--	<i>MP 237.4 - MP 234.5</i>	--		
--	60 - 40		CP PONTO	234.5	3.1	2 MT - CTC ATS <i>MT - 2 Only</i>
79 - 55	--	90 - 55	POINSETTIA..... S	233.3		
--	40		CP FARR	231.4		
90 - 55	--	--	<i>MP 231.4 - MP 229.2</i>	229.2	2.2	CTC - ATS

* Protected by inert ATS inductor.

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WESTWARD <i>Read Down</i>			San Diego Subdivision MP 207.4 to MP 229.2 <i>Radio Channel 30 - 30</i>	EASTWARD <i>Read Up</i>			
Maximum Authorized Speeds: Passenger - Freight		Track Diagram		STATIONS <i>Speed Zones Shown in Italics</i>	Mile Post	Approx. Distance	Rule 6.3 Method of Operation
MT or MT-1	Through Turnout						
90 - 55	--	--	█	CARLSBAD VILLAGE..... S	229.2	2.0	CTC - ATS
	10	--	/	East Leg Escondido Wye	227.5		
	40	--		CP LONGBOARD	227.2		
	--	--	-	--	--	0.4	CTC - ATS <i>Controlled Siding Length: 5816 ft.</i>
	10	40	-	CP ESCONDIDO JCT..... T <i>Escondido Subdivision Connection</i>	226.8		
	--	--	█	OCEANSIDE..... S	226.4		
	40	--	█	CP SHELL	225.9		
55 - 45	--	--	<i>MP 225.9 - MP 225.5</i>	225.5	0.6	CTC - ATS	
90 - 55	--	--	<i>MP 225.5 - MP 225.3</i>	--			
40	--	90 - 55		CP EAST BROOK	225.3	1.9	2 MT - CTC ATS <i>MT - 2 Only</i>
		75 - 55		<i>MP 225.3 - MP 224.7</i>	224.7		
		90 - 55		<i>MP 224.7 - MP 223.8</i>	--		
90 - 55	40	90 - 55		<i>MP 223.8 - MP 223.6</i>	223.8	0.8	CTC - ATS
	--	--		CP WEST BROOK	223.6		
90 - 30	--	--		<i>MP 223.6 - MP 223.2</i>	223.2	0.2	CTC - ATS
90 - 55	--	--		<i>MP 223.2 - MP 222.9</i>	--		
--	75 - 55	--		<i>MP 222.9 - MP 222.8</i>	222.9	0.2	CTC - ATS
90 - 55	20	90 - 55		CP PULLER	222.8		
	--			CP MESA MT-2 only	222.6		
	20			Stuart Mesa Mechanical Facility Radio Channel: 83 - 83	222.5		
	--			CP STUART MT-2 only	221.9		
--	40*	--		Stuart Mesa Yard Lead	221.6	4.5	2 MT CTC - ATS
90 - 55	--	--		CP PULGAS	218.1		
90 - 55	--	--		<i>MP 218.1 - MP 212.3</i>	--	5.8	CTC - ATS
--	60 - 40	--		CP SAN ONOFRE	212.3		
90 - 55	--	90 - 55		<i>MP 212.3 - MP 209.2</i>	--	3.1	2 MT CTC - ATS
--	60 - 40	--		CP SONGS	209.2		
90 - 55	--	--		<i>MP 209.2 - MP 209.0</i>	209.0	1.8	CTC - ATS
70 - 55	--	--		<i>MP 209.0 - MP 208.7</i>	--		
60 - 55	--	--		<i>MP 208.7 - MP 208.0</i>	--		
75 - 55	--	--		<i>MP 208.0 - MP 207.4</i>	--		
--	--	--		COUNTY LINE ... SCRRA Conn..	207.4		

* WWD Movement from MT-1 protected by inert ATS inductor.

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SPECIAL INSTRUCTIONS

SDSI #1: FREIGHT RAILROAD OPERATIONS:

BNSF trains may use SDNR San Diego Subdivision between COUNTY LINE, MP 207.4 and BNSF JCT, MP 267.7.

A. Freight Train Restrictions

- Freight train movements are prohibited between CP SAN ONOFRE, MP 212.3, and CP ASH, MP 267.2, between the hours of 5:30 a.m. and 8:30 a.m. and between the hours of 3:00 p.m. and 7:00 p.m.
- Trains and engines must not enter the Fallbrook Yard or Lemon Grove Wye, located between CP WESTBROOK, MP 223.6, and CP EAST BROOK, MP 225.3, for other than military movements unless instructed by the proper authority.
- Freight trains are prohibited on the controlled siding between CP Del Mar and CP Crosby.
- If any of the following conditions exist, eastward freight trains must double the hill between CP PINES, MP 249.8, and CP CUMBRES, MP 252.9, unless helper engines or Distributed Power Units (DPU) are entrained according to BNSF instructions governing their placement:
 1. Trailing tonnage exceeds 3500 tons and one or more empty cars are entrained in the first 10 cars. TOFC-COFC cars with empty stanchions or platforms, or containing empty trailers, vans or containers, are considered empty cars in the application of this rule.
 2. Total tonnage exceeds 4800 tons, except unit trains.
 3. Unit train tonnage exceeds 5400 tons.
- Eastward freight trains without operative dynamic brakes must not exceed 25 MPH between MP 253.0 and MP 262.0.
- Westward freight trains without operative dynamic brakes must not exceed 15 MPH between MP 253.0 and MP 249.8.

B. Bridge & Equipment Weight Requirements

Maximum gross weight per car must not exceed 143 tons on the SDNR San Diego Subdivision.

C. Remote Control Locomotive (RCL) Operations

Remote Control Locomotive (RCL) operations are prohibited on all main tracks.

EXCEPTION: Between CP MORENA, MP 260.5, and BNSF JCT., MP 267.7, RCL operations are permitted between 11:00 p.m. and 5:30 a.m., subject to the following requirements:

- A minimum of two crew members must be qualified on the San Diego Subdivision territory;
- Movements must not exceed 10 MPH;
- The point of movement must be protected at all times by the controlling RCL operator;
- When operating on other than main tracks, SDNR radio channel 30-30 must be monitored at all times and all movements must stop or clear when instructed by the train dispatcher.

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SDSI #2: SDNR MOVEMENTS on BNSF & SAN DIEGO TROLLEY TERRITORY:

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

SDSI #3: WESTBOUND TRAINS ENTERING SDNR TERRITORY:

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

SDSI #4: ASSIGNED RADIO CHANNELS:

- Use radio channel 30-30 between COUNTY LINE, MP 207.4, and BNSF JCT, MP 267.7.
- Radio channel 83-83 is in service at Stuart Mesa Mechanical Facility.

SDSI #5: CLOSE CLEARANCE LOCATIONS:

- A.** Employees must not get on or off equipment on the No. 1 Main Track at the following locations due to close clearance of electric lock switch stands:
- MP 223.7: West switch Lemon Grove Wye;
 - MP 224.2: East switch Lemon Grove Wye;
 - MP 224.7: West switch Fallbrook Yard;
 - MP 225.1: East switch Fallbrook Yard;
- B.** Washington St. Wye Tail Track (MP 266.5): When shoving equipment, employees protecting the shove must dismount and walk along side the equipment prior to entering the Marine Corps gate. After passing the close clearance points approximately 200 ft. beyond the gate, crew members protecting the shove must take a safe position on the leading car or engine.

SDSI #6: TRAINS STOPPED BETWEEN CP CROSBY & CP DEL MAR:

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

SDSI #7: WESTWARD TRAINS STOPPING at OLD TOWN:

When possible, westward trains holding for a STOP signal indication at CP FRIAR that do not handle passengers at Old Town, MP 264.2, must stop at least 400 feet east of the Taylor Street crossing.

SDSI #8: BLOCK SIGNALS with "P" PLATES:

WWD Signal	Protection Afforded	EWD Signal
CP Torrey	High Water Detector, MP 248.7 High Water Detector, MP 246.9	2462
CP Songs	High Water Detector, MP 207.6	2062

GENERAL CODE of OPERATING RULES

Revisions & Additions

GCOR Rule 1.47 Duties of Trainmen and Enginemen

The following is added:

B. Engineer Responsibilities:

3. Certified train service engineers must comply with the requirements of their employer's air brake and train handling rules when operating over the San Diego Northern Railway. Certified train service engineers must also be qualified on the current operating rules and timetable special instructions governing movement over the San Diego Northern Railway.
4. Certified locomotive engineers who have not worked the SDNR San Diego Subdivision within the previous six (6) months must make familiarization trip(s) with a currently-qualified certified locomotive engineer and/or a Designated Supervisor of Locomotive Engineers (DSLE) prior to operating a train or engine over the territory. Engineers are responsible for arranging the required familiarization trips with their DSLE or other supervisor.

GCOR Rule 5.8.2 Sounding Whistle

The following is added:

Engine whistle is only to be used to comply with the operating rules and regulations governing its use and in case of emergency. Unnecessary use of the whistle is prohibited.

GCOR Rule 6.8 Stopping Clear for Meeting or Passing

The following is added:

When conditions require and it is safe to do so, westward passenger trains making a station stop may stop closer than 400 feet from a block signal to properly spot the train at the station platform.

GCOR Rule 6.26 Use of Multiple Main Tracks

The following is added:

Where two main tracks are designated in the Timetable, tracks are identified from north to south as No. 1 Track and No. 2 Track.

Where four main tracks are designated in the Timetable, tracks are designated from north to south as No. 1 Track, No. 2 Track, No. 3 Track and No. 4 Track.

Track located south of No. 2 Track within the limits of CP STUART, MP 221.9, is identified as Stuart Mesa Yard Lead.

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GCOR Rule 6.29.1 Inspecting Passing Trains

The following is added:

SDNR Trackside Warning Detectors & Locations:

Any movement receiving a “STOP YOUR TRAIN” or other defect message from a trackside detector must stop immediately and notify the train dispatcher.

Mile Post:	Type:	Track(s):	Indication:
210.3	HB, DE w/axle count	Both	Broadcasts NO DEFECTS or STOP TRAIN message for each passing train.
250.6	Derailment	Main	Broadcasts STOP TRAIN message only if defect is detected.
251.7	Derailment	Main	
252.2	Derailment	Main	
252.8	Derailment	Main	

GCOR Rule 6.30 Receiving or Discharging Passengers

The following new first paragraph is added:

Crews of all trains operating on the SDNR must maintain awareness of the scheduled times and locations of passenger train station stops.

The following is added to paragraph B:

B. Responsibilities of Approaching Movements:

At Passenger Stations Between MP 226.0 & MP 250.0: When a passenger train is at or closely approaching a station where it receives or discharges passengers, do not pass that train or enter the station on an adjacent track unless:

- An inter-track fence separates adjacent track(s) through the station;
- Or
- Assured that all persons are clear of the track and that safeguards are provided by personnel on the ground.

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

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GCOR Rule 6.32.2 Automatic Warning Devices

The following is added to paragraph A:

A. Automatic Warning Devices Malfunctioning

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

The following new paragraph C is added:

C. Manual Activation of Automatic Warning Devices

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

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

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

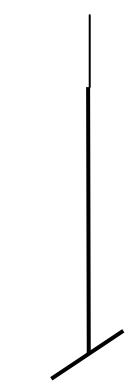
The following is added:

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

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**SDNR Timetable #5
ESCONDIDO SUBDIVISION**

↓ WESTWARD		STATIONS Radio Channel 3030	EASTWARD ↑	
Siding Feet	Track Diagram	ESCONDIDO SUBDIVISION	Meth. Of Op	Mile Post
		END OF TRACK 1.51	6.28	21.31
		ENTERPRISE 3.6		
		SAN MARCOS 7.0	TWC	16.2
		VISTA 8.2		
		BEGIN/END YL 1.0	6.13	1.0
		CP ESCONDIDO JCT. Y T	CTC	0.0
				<i>(Jct. San Diego Sub.)</i>

**MAXIMUM AUTHORIZED SPEED FOR TRAINS
BETWEEN ESCONDIDO AND CP ESCONDIDO JCT.**

MP Location Between:	Main	
	Passenger	Freight
19.8 and 17.9	20	20
17.9 and 17.7	10**	10**
17.7 and 7.1	20	20
7.1 and 0.0	15	15

** Speed may be increased as soon as leading wheels have occupied the crossing.

OTHER MAXIMUM SPEEDS

Location	Passenger	Freight
San Marcos:		
Through siding and turnouts:	15	15
CP Escondido Jct., MP 0.0: Through turnout	15	15
All other tracks, crossovers and turnouts	10	10

SPECIAL INSTRUCTIONS

ESSI #1 OTHER RAILROADS:

BNSF and SDIY crews may operate on the Escondido Subdivision. Before entering SDNR Territory, SDIY crews must have current track bulletins in their possession. When leaving SDNR territory, SDIY crew must notify the San Diego Sub. Dispatcher.

Bridge and Equipment Weight Requirements:

Maximum gross weight per car must not exceed 143 tons between CP Escondido Jct and End of Track, MP 21.31.

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Remote Control Locomotive (RCL) Operations

Remote Control Locomotive (RCL) operations are permitted on the Escondido Subdivision between Grand Avenue, MP 21.1 and End of Track. RCL operations must not foul Grand Avenue, MP 21.1.

Grade Crossings: The controlling RCL operator must take a position at grade crossings to clearly observe roadway traffic approaching from all directions and make no movement over crossings unless it is safe to do so.

ESSI #2 ASSIGNED RADIO CHANNEL

Radio channel 3030 is in service on Escondido Sub.

GENERAL CODE OF OPERATING RULES

Revisions & Additions

Rule 6.13 Yard Limits

Yard limits are in effect between MP 1.0 and CP Escondido Jct., MP 0.0.

Rule 6.28 Other Than Main Track

Rule 6.28 is in effect between MP 19.8 and End of Track.

Rule 6.28.3 Cars or Equipment Left on Siding

Cars may be left on the siding between MP 19.8 and MP 21.31 unless otherwise instructed. However, On-track equipment must not be left on **any** track between MP 19.8 and MP 21.31 without permission from an operating officer from SDIY or BNSF, except in an emergency.

Rule 6.32.2 Automatic Warning Devices

Hale Avenue, MP 20.4: Stop before fouling the crossing unless a crew member directing or controlling the movement can clearly see that the automatic warning devices are activated and the crossing gates are fully lowered.

On tracks where STOP signs are located on each side of the crossing, movements must stop before any part of the movement passes the sign to allow warning devices to activate, and remain stopped until the crossing gates are fully lowered.

Rule 6.32.4 Clear of Crossings and Signal Circuits

Hale Avenue, MP 20.4: When cars are left within 250 feet of the crossing, cars must be properly secured clear of crossing signal circuits. A crew member must confirm that the crossing devices are not activated before departing location.

Rule 8.2 Position of Switches

Normal position of hand-operated switch at MP 0.3 is lined for west leg of wye.

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ESCONDIDO SUBDIVISION

Rule 8.20 Derail Location and Position

Normal position of derail on east leg of Escondido Wye is in the Off/Non-derailing position. When equipment is left standing on the east leg of wye, the derail must be lined in the On/Derailing position.

Normal position of derail at MP 0.8 is in the Off/Non-derailing position. Trains and engines must stop short of derail unless it is clearly seen to be in the Off/Non-derailing position. If found in the on/Derailing position, notify train dispatcher immediately. Do not attempt to reposition derail. Only an authorized SDNR Maintenance of Way employee may operate this derail.

Rule 9.1 Signal Aspects and Indications

CP Escondido Jct.: Westward distant signal bearing “25” is located at MP 0.4. Signal will display a “proceed” indication when route is lined for movement onto San Diego Subdivision at CP Escondido Jct. When this signal displays a red aspect, westward trains must not foul Coast Highway crossing at grade until signal displays a proceed indication or instructions are received from San Diego Subdivision Train Dispatcher.

Rule 10.0 CTC Limits

CTC is in effect at CP Escondido Jct.

Rule 14.0 TWC Limits

TWC is in effect between MP 1.0 and MP 19.8.

Rule 14.1 Authority to Enter TWC Limits

Crews operating between MP 1.0 and MP 19.8 are required to obtain track warrant authority from the train dispatcher before occupying Escondido Subdivision.

Rule 15.1 Track Bulletins

Crews operating on Escondido Subdivision must obtain track bulletins from the train dispatcher before departing “On-Duty” location.

Before operating on SDNR territory, SDIY crews must contact the train dispatcher for any track bulletin updates. SDIY crews must notify the train dispatcher when they have completed their work on the SDNR.

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ESCONDIDO SUBDIVISION

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SDNR Timetable #5
STUART MESA YARD & MAINTENANCE FACILITY

**SAN DIEGO NORTHERN
RAILWAY**



**STUART MESA YARD
AND
MAINTENANCE FACILITY**

POLICIES AND PROCEDURES

SDNR Timetable #5
STUART MESA YARD & MAINTENANCE FACILITY

POLICIES AND PROCEDURES

STOP, LOOK AND LISTEN

SAFETY IS EVERYONE'S RESPONSIBILITY

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

The information contained within governs the following:

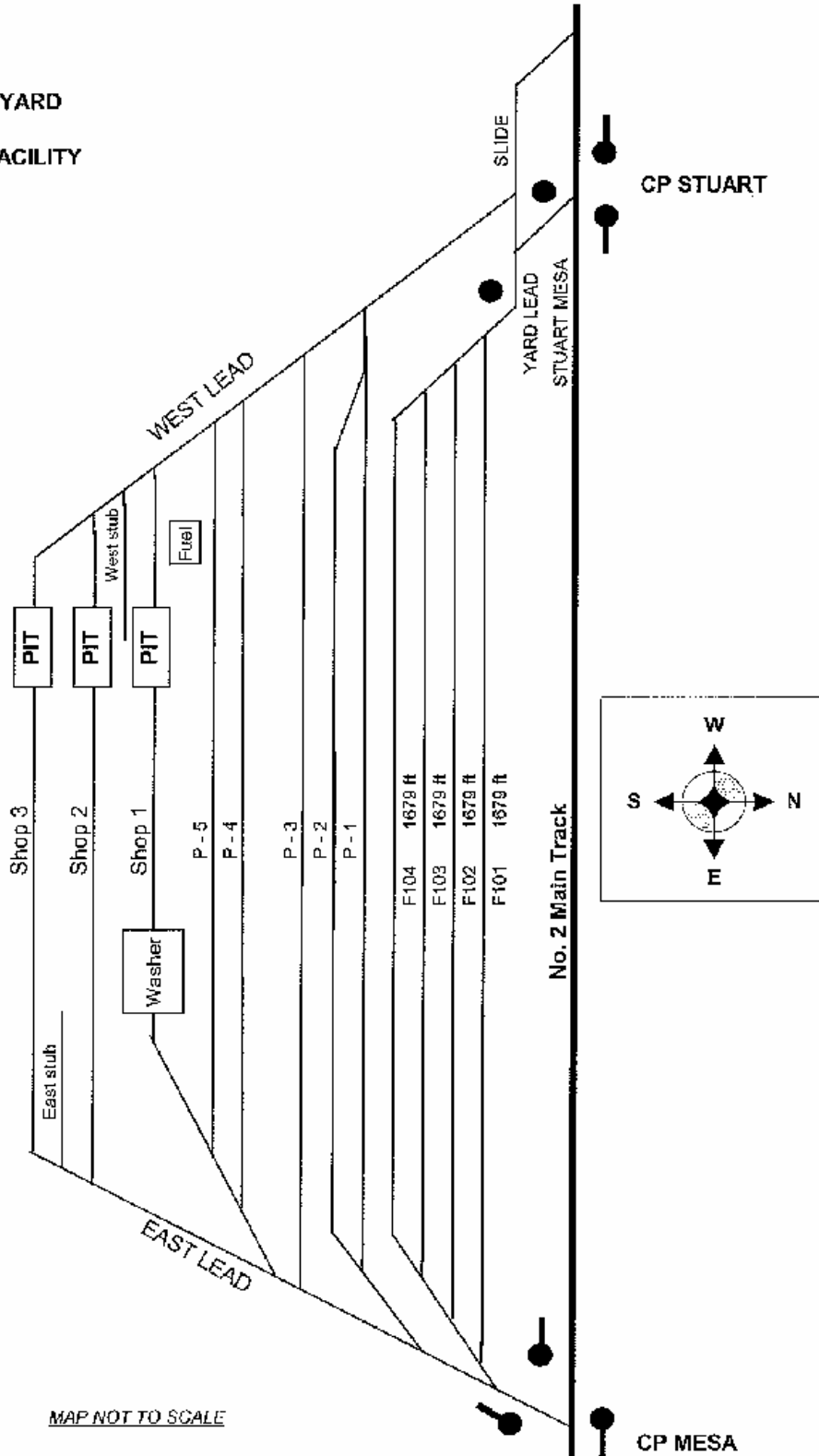
- Yard Diagram
- Safety
- Specified Limits
- Radio Frequencies
- Maximum Authorized Speeds
- Switches
- Train Washer
- Blue Flag / Signal Protection (MOE)
- Fouling / On-Track Protection (MOW)
- Blue Signal Removal
- Blue Signal Definitions

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

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

SDNR Timetable #5
STUART MESA YARD & MAINTENANCE FACILITY

**STUART MESA YARD
 AND
 MAINTENANCE FACILITY**



MAP NOT TO SCALE

SDNR Timetable #5
STUART MESA YARD & MAINTENANCE FACILITY

Safety:

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

Specified Limits: Maintenance Facility

The Stuart Mesa Maintenance Facility is designated by signs and contains a total of (8) eight through tracks, (2) two stub tracks, East and West Leads, and the SM Yard Lead (see map). Stub tracks are located at either end of the facility as follows:

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

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

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

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

Specified Limits: Freight Yard

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

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

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

Radio Frequencies:

Coaster and Metrolink trains entering the Maintenance Facility will contact a mechanical supervisor or designated employee on the channel 8383 for equipment spotting instructions.

Maintenance of equipment employees operate on channel 8383.

SDNR Timetable #5
STUART MESA YARD & MAINTENANCE FACILITY

Maximum Authorized Speeds:

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

- 10 MPH on SM Yard Lead.
- 2 MPH in shop building and over inspection pit on Shop-1.
- 5 MPH on all other tracks.

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

Flop over derails are located at the entrance and exit of each track.

Switches:

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

On-track equipment must always hand-line switches.

Train Washer:

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

- When the first and second masts display a RED aspect, this indicates that the washer is armed and will activate when the sensor is tripped.
- When the first light displays a GREEN aspect and the second light displays a YELLOW aspect, this indicates that the washer is unarmed and will not activate when movement beyond the sensor is made.
- The light mounted on the Sand Tower dictates speed when the train is being washed. The indications are as follows:

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

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

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

SDNR Timetable #5
STUART MESA YARD & MAINTENANCE FACILITY

Blue Flag / Signal Placement:

The Mechanical Facility supervisor or a designated employee will:

1. Place derail in the derailing (closed) position, lock with an effective locking device and flag derail against incoming traffic.
2. Place blue rail flag and light between gauges of the track.
3. Place windowsill blue flag with mounted magnetic blue light on the engineer's side of the controlling locomotive or cab car.
4. Proceed to opposite end of track and repeat steps 1 to 3.

Maintenance-of-Way Employee Protection:

When it is necessary for maintenance-of-way employees to work within the confines of the Stuart Mesa Maintenance Facility, the following steps will be taken to ensure that proper protection is provided:

1. Notify Mechanical Supervisor/Foreman of the work being performed.
2. Line all switches allowing access to the track in a reverse position and Tag and Lock switch with an effective MOW lock.

Partial track outages may be obtained by placing RED FLAG between the rails at the location where no train or engine may enter in addition to placing portable derails immediately beyond the RED FLAG and at least a distance of 100 feet from the work gang.

Upon completion of work, protection must be removed by the employee in charge in the reverse order it was placed and notify the Maintenance Facility Supervisor or Foreman that all work has been completed.

Blue Flag / Signal Removal:

Mechanical Facility Supervisor or a designated employee will:

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

SDNR Timetable #5
STUART MESA YARD & MAINTENANCE FACILITY

Definitions

Blue Flag / Signal Protection (MOE)

Blue Flag – Day:

A clearly distinguishable blue flag and blue light. Rail flags with large blue plates with the words “MEN AT WORK or STOP” indicated in a reflective paint will be used to flag tracks.

Blue Flag – Night:

Rail flags as in the day with blue light either constant or flashing.

Window Sill Blue Flag:

A blue flag with an attached blue light, which can be mounted on the sill of the locomotive or cab car.

Employee Picture Identification Tag:

A blue signal I.D. tag that represents an additional level of protection for the individuals working on remote areas of the equipment.

Central Point:

A location where mechanical employees place their picture I.D. tag identifying them as working on, around or under the equipment.