



SPRINTER

**ESCONDIDO SUBDIVISION
TIMETABLE NO. 4
&
SPECIAL INSTRUCTIONS**

ISSUED BY: SDNR/VEOLIA TRANSPORTATION

Effective Friday, February 1, 2008 at 0001 Pacific Time

INDEX

| | |
|---|---------|
| Escondido Subdivision Timetable..... | ES - 1 |
| Sprinter Operations Facility Policies and Procedures..... | ES - 5 |
| Sprinter Operations Facility Diagram | ES - 6 |
| Special Instructions..... | ES - 7 |
| Speed Table..... | ES - 16 |
| Signal Chart..... | ES - 17 |
| Roadway Signs..... | ES - 18 |

TIMETABLE CHARACTERS & ABBREVIATIONS:

| | | | | | |
|-----|---|---|---|---|--------------------------------|
| CTC | . | . | . | . | Centralized Traffic Control |
| LRT | . | . | . | . | Light Rail Transit (Passenger) |
| MT | . | . | . | . | Main Track |

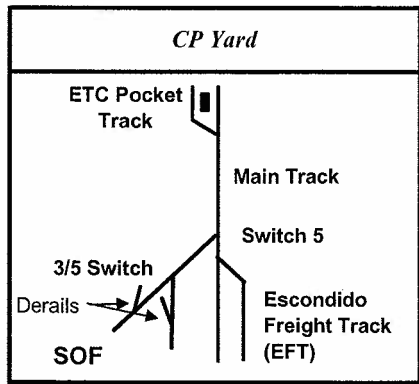
DEFINITIONS:

| | |
|---------------------------------------|---|
| Bypass Freight Track (BFT): | Main track for freight and conventional railroad operations bypassing the LRT-only San Marcos Loop between CP LOOP WEST, MP 116.5, and CP LOOP EAST, MP 118.4. |
| EBNS: | See "Nearside Signal" |
| Escondido Freight Track (EFT): | Freight storage siding between MP 120.7 and MP 121.0. |
| Light Rail Transit (LRT): | Passenger rail transportation systems utilizing specialized lightweight equipment that is generally prohibited by FRA from commingled operations with conventional railroad equipment on the General Railroad System of Transportation, except as permitted in specific cases by Temporal Separation waivers granted by the agency. |
| Nearside Signal: | Controlled signals governing movement beyond certain passenger stations. May be identified in the field as "WBNS" (westbound nearside) or "EBNS" (eastbound nearside). All rules governing absolute signals apply. |
| Oceanside Freight Track (OFT): | Inter-subdivision connecting track between CP RAILROAD, Escondido Subdivision MP 100.1, and CP ESCONDIDO JCT, San Diego Subdivision MP 226.8. |
| San Marcos Loop: | Exclusive LRT right-of-way between CP LOOP WEST, MP 116.5, and CP LOOP EAST, MP 118.4. Freight and conventional railroad operations are prohibited on this segment. |
| SPRINTER: | Name of LRT service operated on the Escondido Subdivision. |
| Temporal Separation: | The separation of LRT operations and conventional railroad operations by exclusive time slots. |
| WBNS: | See "Nearside Signal" |

| WESTWARD ↓ | | SPRINTER ESCONDIDO SUBDIVISION | | | ↑ EASTWARD | |
|---|---------------------|---|---------------------------------------|---------------------------|---------------|--|
| Track Diagram | Method of Operation | STATION | | Speeds at Grade Crossings | Mile Post | |
| | | Radio Channel 57-57 | | | | |
| <p>CP Aveo</p> <p>Switch 5</p> <p>SOF</p> <p>ST-1 (Switch 4)</p> <p>CP Yard</p> <p>EFT</p> <p>CP Holdout</p> <p>Pine Tree Spur</p> <p>CP Loopeast</p> <p>CP Shelly</p> <p>BFT</p> <p>CP Loopwest</p> <p>Union Tribune Spur</p> <p>CP Missy</p> <p>CP Avenue</p> <p>CP Angel</p> | Rule 6.28 | Grand Ave. Xing | 10mph | 121.4 | | |
| | CTC | CP Aveo | | 121.3 | | |
| | | Valley Pkwy Xing | 15mph | 121.3 | | |
| | | Escondido Transit Center | | 121.3 | | |
| | | Bike Xing | 25mph | 121.2 | | |
| | | CP Yard | | 121.1 | | |
| | | Hale Ave. Xing | 48mph | 120.8 | | |
| | | J & W Redwood Xing | 48mph | 120.6 | | |
| | | CP Holdout | | 120.4 | | |
| | | Andreason Dr. Xing | 48mph | 120.4 | | |
| | | Enterprise St. Xing | 48mph | 119.9 | | |
| | | Auto Pkwy. (Citracado) Xing | 48mph | 119.3 | | |
| | | Nordahl Station | | 119.2 | | |
| | | Barham Rd. Xing | 48mph | 119.2 | | |
| | | Rancheros Dr. Xing | EB 48mph/ WB 35mph | 118.8 | | |
| | | CP Loopeast | | 118.4 | | |
| | | CP Shelly | | 117.7 | | |
| | | CTC | Cal State San Marcos Station | | 117.2 | |
| | | 2 MT | CP Loopwest (No. 1 Track only) | | 116.5 | |
| | | | San Marcos Blvd. Xing | 48mph | 116.5 | |
| | | San Marcos Civic Center Station | | 116.4 | | |
| | | Pico Ave. Xing | 48mph | 116.1 | | |
| | | Knoll Ave. Xing | 48mph | 115.7 | | |
| | | Palomar College Station | | 115.1 | | |
| | | Las Posas Rd. Xing | 48mph | 114.8 | | |
| | | CP Missy | | 114.5 | | |
| | CTC | Mission Rd. Xing | 48mph | 114.5 | | |
| | | Estrelita Dr. Xing | 30mph | 112.8 | | |
| | | Buena Creek Station | | 112.4 | | |
| | | Buena Creek Rd. Xing | 30mph | 112.4 | | |
| | | South Santa Fe Dr. Xing | 48mph | 112.0 | | |
| | CTC | CP Avenue | | 111.4 | | |
| | 2MT | Mar Vista Dr. Xing | 30mph | 111.2 | | |
| | | Escondido Avenue Station | | 110.1 | | |
| | | Escondido Ave. Xing | 25mph | 110.1 | | |
| | | Guajome St. Xing | 48mph | 109.6 | | |
| | | Main St. Xing | 48mph | 109.3 | | |
| | | Vista Village Dr. Xing | 48mph | 109.2 | | |
| | | Vista Transit Center | | 109.2 | | |
| | | Los Angeles Dr. Xing | 48mph | 108.2 | | |
| | CTC | CP Angel | | 108.0 | | |
| | | North Dr. Xing | 48mph | 108.0 | | |
| | | Melrose Ave. Xing | 45mph | 107.5 | | |
| | | Melrose Station | | 107.5 | | |
| | | Temple Heights Dr. Xing | 48mph | 106.9 | | |

| WESTWARD ↓ | | SPRINTER ESCONDIDO SUBDIVISION | | EASTWARD ↑ | | |
|---------------|---------------------|-----------------------------------|-------------------------------|---------------------------|-----------|--------|
| Track Diagram | Method of Operation | STATION | | Speeds at Grade Crossings | Mile Post | |
| | | Radio Channel 57-57 | | | | |
| | CTC 2 MT | CP School | | | 105.9 | |
| | | College Blvd. Xing | | 48mph | 105.6 | |
| | | College Blvd. Station | | | 105.5 | |
| | | Rancho Del Oro Rd. Xing | | 48mph | 104.2 | |
| | | Rancho Del Oro Station | | | 104.1 | |
| | CP True | CTC | Evergreen Nursery Xing | | 48mph | 103.64 |
| | | | El Camino Real Xing | | 48mph | 102.9 |
| | | | El Camino Real Station | | | 102.9 |
| | | | CP True | | | 102.6 |
| | | | Crouch St. Xing | | 48mph | 101.6 |
| | | | Crouch St. Station | | | 101.5 |
| | | | State Tree Dr. Xing | | 48mph | 101.2 |
| | | | Commerce St. Xing | | 48mph | 101.1 |
| | | | Parkwood Lane Xing | | 48mph | 100.9 |
| | | | Coast Hwy. Xing | | 30mph | 100.3 |
| CP Wye | To SDNR | CP Wye | | | 100.3 | |
| | | Coast Hwy. Station | | | 100.2 | |
| CP Railroad | To SDNR | Oceanside Blvd. Xing | | 25mph | 100.1 | |
| | | CP Railroad | | | 100.1 | |
| CP Ocean | | Wisconsin Blvd. Xing | | 48mph | 99.7 | |
| | | CP Ocean | | | 99.5 | |
| | | Oceanside Transit Center | | | 99.3 | |

| Track Diagram | Method of Operation | Bypass Freight Track San Marcos | Speed at Grade Crossings | Milepost | |
|---------------|---------------------|---------------------------------------|--------------------------|----------|--------|
| | CTC | CP Loopeast | | 118.4 | |
| | | Woodland Pkwy. Xing | | 35mph | 117.8X |
| | | Bike Trail | | 25mph | 117.6X |
| | | Bike Trail | | 25mph | 117.4X |
| | | Bike Trail | | 25mph | 116.7X |
| | | CP Loopwest (No. 1 Track only) | | | 116.5 |



**MAXIMUM AUTHORIZED SPEED FOR TRAINS
BETWEEN END OF MAIN TRACK AND OCEANSIDE TRANSIT CENTER (unless otherwise restricted)**

| MP Location Between: | Light Rail | Freight |
|----------------------|------------------------------------|---------|
| 121.6 - 121.3 | N/A | 10 mph |
| 121.3 - 121.1 | 30 mph | 15 mph |
| 121.1 - 118.9 | 55 mph | 30 mph |
| 118.9 - 118.8 | Eastbound 55 mph, Westbound 35 mph | 30 mph |
| 118.8 - 118.6 | 55 mph | 30 mph |
| 118.6 - 118.4 | 45 mph | 30 mph |
| 118.4 - 118.2 | 45 mph | N/A |
| 118.2 - 118.1 | 20 mph | N/A |
| 118.1 - 117.9 | 35 mph | N/A |
| 117.9 - 117.2 | 45 mph | N/A |
| 117.2 - 117.0 | 25 mph | N/A |
| 117.0 - 116.7 | 45 mph | N/A |
| 116.7 - 116.5 | 25 mph | N/A |
| 116.5 - 114.9 | 55 mph | 30 mph |
| 114.9 - 114.7 | 50 mph | 30 mph |
| 114.7 - 113.6 | 55 mph | 30 mph |
| 113.6 - 113.2 | 40 mph | 30 mph |
| 113.2 - 112.3 | 30 mph | 25 mph |
| 112.3 - 111.6 | 55 mph | 30 mph |
| 111.6 - 111.3 | 50 mph | 30 mph |
| 111.3 - 111.2 | 35 mph | 20 mph |
| 111.2 - 110.3 | 30 mph | 20 mph |
| 110.3 - 110.0 | 25 mph | 20 mph |
| 110.0 - 109.8 | 35 mph | 30 mph |
| 109.8 - 109.1 | 55 mph | 30 mph |
| 109.1 - 108.5 | 45 mph | 30 mph |
| 108.5 - 107.9 | 55 mph | 30 mph |
| 107.9 - 107.2 | 45 mph | 25 mph |
| 107.2 - 106.8 | 55 mph | 30 mph |
| 106.8 - 106.4 | 35 mph | 30 mph |
| 106.4 - 103.6 | 55 mph | 30 mph |
| 103.6 - 103.4 | 45 mph | 30 mph |
| 103.4 - 103.3 | 35 mph | 30 mph |
| 103.3 - 100.9 | 55 mph | 30 mph |
| 100.9 - 100.6 | 50 mph | 30 mph |
| 100.6 - 100.4 | 35 mph | 30 mph |
| 100.4 - 100.2 | 30 mph | 20 mph |
| 100.2 - 100.1 | 25 mph | 15 mph |
| 100.1 - 99.5 | 55 mph | N/A |
| 99.5 - 99.3 | 30 mph | N/A |

**MAXIMUM AUTHORIZED SPEED FOR TRAINS
BYPASS FREIGHT TRACK SAN MARCOS (unless otherwise restricted)**

| MP Location Between: | Light Rail | Freight |
|---------------------------------|------------|---------|
| 118.0X (118.4) - 116.5X (116.5) | 30 mph | 25 mph |

OTHER MAXIMUM SPEEDS

| Location | Light Rail | Freight |
|---|------------|---------|
| Through all station pedestrian crossings | 25 mph | N/A |
| Through turnout to Escondido pocket track | 25 mph | N/A |
| Through all turnouts to SOF and SOF yard | 5 mph | N/A |
| SOF Shop tracks | 2 mph | N/A |
| Through turnout CP Loopeast | 30 mph | 25 mph |
| Through turnout CP Shelly | 45 mph | N/A |
| Through turnout CP Loopwest | 30 mph | 25 mph |
| Through turnout CP Missy | 45 mph | 30 mph |
| Through turnout CP Avenue | 45 mph | 30 mph |
| Through turnout CP Angel | 45 mph | 30 mph |
| Through turnout CP School | 45 mph | 30 mph |
| Through turnout CP True | 45 mph | 30 mph |
| Through turnout CP Wye | 10 mph | 10 mph |
| Through turnout CP Railroad | 15 mph | 15 mph |
| Through turnout CP Ocean | 25 mph | N/A |
| Through all other turnouts | 5 mph | 5 mph |

CAPACITIES OF TRACKS AND SPURS

| | |
|-------------------------------|-----------|
| Escondido Freight Track (EFT) | 1120 feet |
| Pine Tree Lumber Spur | 245 feet |
| Bypass Freight Track (BFT) | 1.2 miles |
| Roberts Irrigation Spur | |
| San Diego Union Tribune Spur | |
| Oceanside Freight Track (OFT) | 1600 feet |

SPRINTER OPERATIONS FACILITY

POLICIES AND PROCEDURES

STOP, LOOK AND LISTEN

SAFETY IS EVERYONE'S RESPONSIBILITY

The following pages contain information necessary for the safe movement of Sprinter trains and protection for all employees and contractors working in and around the Sprinter Operations Facility (SOF) and yard

The information contained within governs the following:

- Safety
- Radio / NEXTEL Channels
- Maximum Authorized Speeds
- Switches
- Blue Flag Protection of Workmen
- Fouling / On-track Protection
- Yard Diagram

Contractors and visitors to the SOF are obligated to check in at the main office and follow all safety regulations, policies and procedures specified for workers.

Safety:

All employees, contractors and visitors (except train service employees going on/off duty) must wear proper Personal Protective Equipment (PPE) when walking in or about the yard and shop. PPE may include, but is not limited to hardhats, safety glasses, work boots and reflective vests.

Radio Frequencies:

Sprinter trains entering the SOF yard must contact the Mechanical Department on the Yard channel to report train condition.

Maximum authorized speed within SOF:

5 MPH on Escondido Subdivision Yard Lead.

5 MPH on all other tracks.

2 MPH in shop building and over inspection pits. Stop must be made on apron before entering or leaving the shop building. Sound horn before resuming movement and keep a lookout for vehicles and persons in and around the shop.

Switches:

Dual control, radio control electric and manual switches are located within the SOF. Obtain authority to enter the main track from the Train Dispatcher per SCOR Rule 10.1 before operating any main track switch.

Fouling / On-track Protection, Blue Flag placement, Blue Flag removal and Blue Flag Definitions:

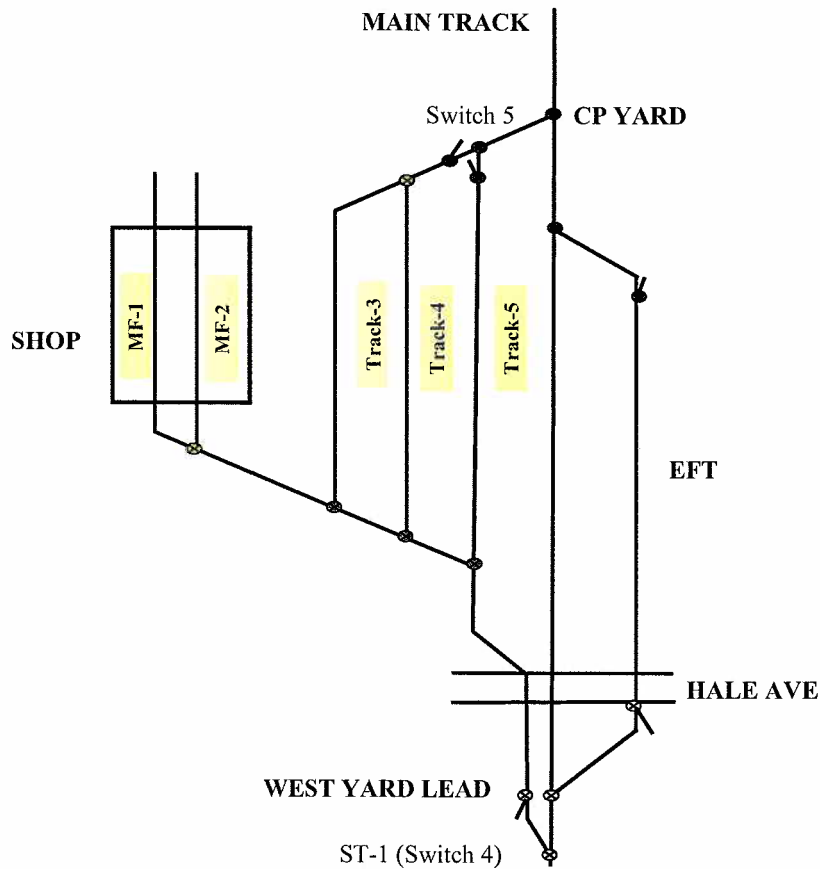
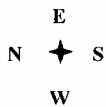
Blue Signal protection Per SCOR Rule 5.13 is in effect at all times within the SOF limits.

Any person working on, under or between rail vehicles or equipment must first establish Blue Signal Protection.

Any unsafe act observed by an employee, contractor or visitor must be immediately reported to an on-duty Supervisor.

SPRINTER

Sprinter Operations Facility



- ⊗ Hand operated switches and derails
- Radio controlled electric switches
- Dual control switches and derails

MAP NOT TO SCALE

Special Instructions

ESSI #1 Sprinter Pull-Out/Pull-In Procedures

Pull-out: Prior to leaving yard:

- Review and understand all General Orders, General Notices and other documents.
- Obtain, review and understand any Track Warrants, Track Bulletins and other required documents.
- Train Operators must not cross through any track in the yard unless they are wearing a reflective vest and only when the trains are at least 30 feet apart. If this is not possible Train Operators must use the drivable roads on the periphery of the yard to access the trains.
- Complete a pre-trip inspection and note any defects on LRV Checklist/Defective Equipment Form. Immediately report any safety sensitive defects to the Mechanical Department and the Train Dispatcher.
- Set Passenger Information System if necessary.
- Line any manual or radio controlled switches for proper route.
- Contact the Train Dispatcher when ready to depart if not authorized by signal.
- Perform a running air brake test as soon as possible.

Pull-in: Prior to entering yard:

- Ensure that all passengers have detrained. Contact the Mechanical Department on the yard channel to report train condition.

After entering yard:

- Trains will normally yard on track 5. The Train Dispatcher will notify the Train Operator if there are any changes. The Train Operator will pull west as far as possible and spot for fuel stopping short of the train wash or other trains. Trains will be left running with doors activated on both sides.
- Perform a post-trip inspection and note any defects on LRV Checklist/Defective Equipment Form. Any items of value found on the train should be turned in to lost and found. All trash and personal items must be removed from the cab. All windows must be closed.
- Train Operators must not cross through any track in the yard unless they are wearing a reflective vest and only when the trains are at least 30 feet apart. If this is not possible Train Operators must use the drivable roads on the periphery of the yard to exit the train fueling area to return to the shop building.
- Turn in all required paperwork and equipment.

ESSI #2 UNUSUAL OPERATING CONDITIONS:

Earthquake:

When a Train Operator becomes aware that an earthquake has occurred, movement must be made at Restricted Speed and the Train Operator must:

- Be alert for damage to bridges, structures, and any changes to track alignment.
- Stop short of any damaged property or unusual condition and report it immediately to the Dispatcher.
- If it is necessary to stop a train due to damaged track or structures, the train must not be stopped on or under any bridge or other structure and must not be stopped near power lines if possible.

The Train Dispatcher will notify trains of any further operating restrictions as soon as the magnitude and epicenter are known.

Bomb Threat or Suspicious Package:

Any employee who is advised or believes they have discovered information that a bomb may be on a train, in a station, or along the right-of-way must attempt to obtain as much information as possible. Every threat must be taken seriously and handled as though an actual bomb exists.

If an employee receives a report of a bomb, immediately contact the Dispatcher and report the “bomb threat” with any additional information that is available. If a suspicious package or object is found an employee must immediately report to the Dispatcher that they have found a “suspicious package” with the location and description of the item if available.

If instructions are given by the Dispatcher to evacuate the train, an announcement should be made that there is a problem with the train, and passengers should be directed to a safe distance of 500 feet from the location. Doors must remain activated in preparation for qualified personnel to conduct a search of the train.

Use of all communication devices must cease until all involved have reached the evacuation area.

ESSI #3 OTHER RAILROADS:

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

Foreign line crews must be familiar with current LRT operating hours published in the SPRINTER public timetables.

ESSI #4 RESTRICTIONS on FREIGHT & CONVENTIONAL RAILROAD OPERATIONS:

A. Temporal Separation: During the hours of LRT operations, freight and conventional railroad operations are prohibited on all Escondido Subdivision tracks except:

- Connecting track between CP RAILROAD, Escondido Sub. MP 100.1, and CP ESCONDIDO JCT., San Diego Sub. MP 226.8 (“Oceanside Freight Track” or OFT).
- East of CP AVO, MP 121.3.

Equipment may be left secured on the Escondido Freight Track (EFT) and on industrial spurs during LRT operations.

B. MT-2 Restriction: Freight and conventional trains and/or equipment must not occupy, be secured or routed on MT-2 at any location, except in an emergency and as authorized by the Train Dispatcher. If necessary to occupy MT-2, crews must be alert for close clearances at all passenger platforms and other fixed infrastructure.

Exception: When switching is required at the San Diego Union Tribune spur trains may occupy MT-2 at Palomar only as far as needed to perform their switching operations. Crews will leave any unneeded cars on MT-1 prior to switching the Union Tribune spur.

C. Freight & Conventional Trains Prohibited: Freight and conventional trains are prohibited at all times from occupying the following tracks:

- Main Track west of CP RAILROAD, MP 100.1 to end of track.
- MT-1 between CP LOOPWEST, MP 116.5, and CP LOOPEAST, MP 118.4 (the “San Marcos Loop”). Freight and conventional trains must operate only over the Bypass Freight Track (BFT) between these points.
- SPRINTER Maintenance Facility MP 120.8.
- Escondido Pocket Track MP 121.25.

D. Bridge and Equipment Weight Requirements: Maximum gross weight per car must not exceed 143 tons between CP Escondido Jct. and Escondido, MP 121.6.

E. Remote Control Locomotive (RCL) Operations: Remote Control Locomotive (RCL) operations are permitted on the Escondido Subdivision only east of CP AVO, MP 121.3.

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 the crossings unless crossing warning devices are activated and gate arms are fully lowered. At crossings not equipped with automatic warning devices, a crewmember on the ground must provide warning to approaching vehicle traffic at the crossing.

ESSI #5 ADDITIONS or MODIFICATIONS to the GENERAL CODE of OPERATING RULES and the SPRINTER CODE OF OPERATING RULES:

Rule 1.47 Duties of Train Operators

Item number 2 is revised:

2. Remain alert for signals and observe the aspect of a wayside signal until the leading end of the train has passed it. A crew member must announce their train's identification and the location and name of all Control Point signals via radio. In addition, if there is more than one person in the cab, both persons must call out the signal name or aspect when it becomes visible to them.

Rule 2.16 Radio Frequencies

Radio channel 5757 will be used on the Escondido Subdivision for all operations.

Rule 3.3 Time Comparison

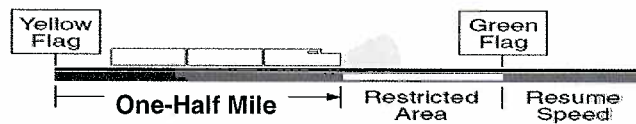
Employees verify the correctness of their watches by dialing toll free (866) 493-5252. Subtract 3 hours from the Eastern Time to obtain Pacific Time.

Rule 5.4.2 Display of Yellow Flag

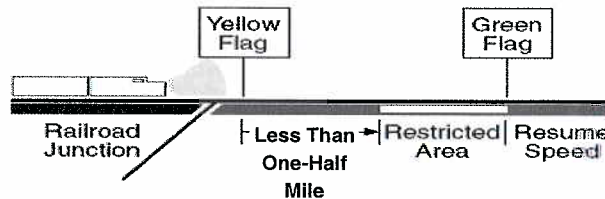
Change rule to read:

A. Restriction Specified in Writing

One-Half Mile Ahead of Restricted Area. Yellow flags warn trains to restrict movement because of track conditions or structures. To make sure train movement is restricted at the right location, a yellow flag must be displayed one-half mile before the restricted area.



Less than One-Half Mile Ahead of Restricted Area. When the restricted area is close to a terminal, junction, or conditions otherwise require, a yellow flag may be displayed less than one-half mile before the restricted area. This information must also be included in the Track Bulletin, Track Warrant, or general order.



Once the Train Reaches the Restricted Area. The speed specified by Track Warrant, Track Bulletin, general order, or radio speed restriction must not be exceeded until the rear of the train clears the restricted area.

B. Restriction Is Not Specified in Writing: When a yellow flag is displayed and the restriction is not specified by a Track Bulletin, Track Warrant, or general order, once the train is one-half mile beyond the yellow flag, crew members must:

