

Safety is of first importance in the discharge of duty



SAN DIEGO NORTHERN RAILWAY

SYSTEM TIMETABLE AND SPECIAL INSTRUCTIONS

NO. 1

IN EFFECT AT 12:01 AM
PACIFIC STANDARD TIME
TUESDAY DECEMBER 15, 1992

R. L. Fifer
Executive Director

R.A. Durant
Director of Operations

W. T. Farquhar
Superintendent

For the guidance of employees only;
not for public information

Form 00100

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EXPLANATION OF CHARACTERS

B	- General Orders/Circulares/Notices
DT	- Double Track
MT	- Main Track
P	- Telephone
R	- Radio
T	- Turning Facility
X	- Crossover (DT)
Y	- Yard Limits

EXPLANATION OF ABBREVIATIONS FOR SPEED RESTRICTIONS-VARIOUS

Cv	- Curve	Trk	-Track
Gr	- GradeXing-Street or Highway Crossing		

EXPLANATION OF ROADWAY SIGNS

Temporary Restrictions	- Red, Yellow, or Green flags or discs
Permanent Speed Sign	- Square or Rectangular, Yellow with numerals or Green
Permanent Stop Sign	- Rectangular, Red
Whistle Sign	- Square, "W" on white

SAN DIEGO SUBDIVISION

WESTWARD		EASTWARD		
Station Number	Siding Feet	STATIONS		Mile Post
		MTDB YARD	AT&SF	268.8
		1.2		
25700		SAN DIEGO BTXY	DT	267.5
		3.3	ABS	
25690		OLD TOWN Y	TWC	264.2
		6.3	CTC	
		ELVIRA		257.9
		4.9	2MT CTC	
25610		MIRAMAR T	CTC	253.0
		3.9		
25590	4877	SORRENTO		249.1
		5.1		
25580		DEL MAR		244.0
		2.2		
		SOLANA BEACH	CTC ATS	241.8
		4.1		
		ENCINITAS		237.7
		3.9		
25550	5333	POINSETTIA		233.8
		4.6		
		CARLSBAD VILL.		229.2
		2.0		
25510		ESCONDIDO JCT T		227.2
		0.8		
25500	6096	OCEANSIDE		226.4
		1.3		
25446	8610	FALLBROOK JCT. BPRTY		225.1
		6.4		
		LAS PULGAS		218.7
		9.5		
25415	4480	SAN ONOFRE		209.2
		1.8		
		COUNTY LINE		207.4

Tone Call-In

Radio Communications	CH.	DS.	CC.
MTDB Yd to County Line	36	2	3

CTC IN EFFECT:

On main tracks from end of double track Old Town to County Line and on Poinsettia siding.

DOUBLE TRACK IN EFFECT:

Between Old Town and M.P. 267.2

RULE 151:

Between Old Town and crossover at M.P. 267.2, trains will keep to the left.

TWC IN EFFECT:

Between Old Town and M.P. 267.2. A proceed indication on eastward controlled signal Old Town will be authority to run with the current of traffic between Old Town and M.P. 267.2
Three main tracks in service at San Diego Santa Fe Depot between Ash St., M.P. 267.3 and Broadway, M.P. 267.6.

YARD LIMITS:

Old Town to MDTB Yard, M.P. 264.2 to M.P. 268.8.
Refer to page 22 for passenger train schedule

SAN DIEGO SUBDIVISION SPECIAL INSTRUCTIONS

Between Sorrento and Miramar, if no helper consist is available, eastward trains must double the hill if:

1. Trailing tonnage exceeds 1,200 tons per 6 axle unit, or 800 tons per operating 4 axle unit (AT&SF Ry 100, 500, 3800, 4000, 7200 and 7400 class units are considered as 6 axle units for this instruction); or
2. Trailing tonnage exceeds 3,500 tons and contains any empty car in the head 10 cars (TOFC-COFC cars containing empty vans or containers, or having any empty stanchions or platforms must be considered as an empty.) These restrictions also apply to any subsequent cuts; or
3. Train exceeds 4,800 tons.

In all cases, when the lead locomotive reaches M.P. 251, engineer will not reduce less than two throttle positions and not increase throttle until rear of train has passed M.P. 253.

RULE 410:

When running with the current of traffic, it is not necessary for westward trains to report limits clear unless to instructed by dispatcher.

1. SPEED REGULATIONS

(A) MAX. SPEED BETWEEN:

	MPH	
	Psg.	Fr.
MTDB Yard to Sorrento	79	55#
Sorrento to County Line	90	55#

Speed limit freight trains, with dynamic brakes not in use on descending grades when train exceeds 70 tons per operative brake and train exceeds 2000 tons:

WESTWARD	MPH	EASTWARD	MPH
M.P. 253.0 to 249.0	25	M.P. 253.0 to 262.0	25

Speed limit 50 MPH on following curves boarded in excess of 50 MPH for trains having Amtrak 500, 600 or 700 class units in consist:

Between:
 M.P. 250.0 and 250.5
 M.P. 254.2 and 255.4
 M.P. 256.7 and 260.3
 M.P. 262.4 and 262.7

See Special Instructions. 2(B)

SPEED RESTRICTIONS—VARIOUS

Mile Posts	MPH		Mile Posts	MPH	
	Psg.	Fr.		Psg.	Fr.
Trk 273.0 - 267.5	10	10	Cv 250.6 - 250.0	50*	20
Trk 267.1 - 264.1	30	30	Cv 247.0 - 246.8	85	
Cv 262.7 - 262.4	70		Cv 245.8 - 245.6	55*	50
Cv 260.3 - 259.9	60		Cv 244.6 - 244.4	75	
Cv 259.1 - 258.5	65		Cv 244.4 - 244.1	50*	45
Cv 258.5 - 257.9	35*	30	Cv 244.1 - 243.5	65	
Cv 257.9 - 256.6	65		Xing 241.8	70	
Cv 255.4 - 253.5	65		Cv 238.8 - 237.4	80	
Cv 253.5 - 252.8	35	35	Cv 225.9 - 225.5	50	45
Cv, Gr 252.8 - 251.0	25*	20	Cv 224.7 to 223.8	75	
Cv, Gr 251.0 to 250.6	40	20	Cv 209.0 - 206.3	70	

* Denotes restrictions protected by inert ATS inductors

SAN DIEGO SUBDIVISION

Special Instructions

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of other than main track switches 10 MPH; all main track turnouts and crossovers 15 MPH; except for Dual Control switches and crossovers at following

Station	"D" - Dual Control		MPH
	Location	"S" - Spring	
San Onofre	D	EE & WE Siding	15
Fallbrook	D	EE & WE Siding	15
	D	EE & WE Middle Xover	15
Oceanside	D	EE & WE Siding	15
Pointsettia	D	EE & WE Siding	40
Sorrento	D	EE & WE Siding	15
Miramar	D	WE 2 Tracks - M.P. 252.9	30
	D	West Switch Wye	15
Elvira	D	EE 2 Tracks - M.P. 257.9	40
Old Town	D	2-Track Jct. Switch	30
San Diego	S	WE Middle Main Track	10
	S	Xover M.P. 267.3	10

Normal position for spring switch WE middle main track San Diego is for north track.

Normal position for spring switch east end crossover San Diego, M.P. 267.3, is for movement through crossover to south track.

2. TRACKS BETWEEN STATIONS

Name	Mile Post Location	Capacity in Feet
Stuart	221.7	1210
San Diego, G. & E. Co. Spur	231.3	1005

3. TRACKSIDE WARNING DETECTORS (Special Instruction 6)

Location	Type	Locator & Signals Affected
Bridge 207.6	High Water	Eastward signal 2062 and westward Controlled Signal located M.P. 209.2
Bride 246.9	High Water	Eastward signal 2462 and westward Controlled Signal M.P. 248.8

ESCONDIDO SUBDIVISION

Westward

Eastward

Station Number	Siding Feet	STATIONS		Mile Post	
25530	1376	ESCONDIDO	Y	Rule 93	21.2
		4.9			
25526	866	SAN MARCOS	Y		16.2
		7.0			
25520	1811	VISTA	Y		9.2
		9.2			
25510		ESCONDIDO JCT.	Y		0.0
		(21.1)			

Radio Communication

Escondido to Escondido Jct.

Tone Call-In		
CH.	DS	CC
36	2	3

YARD LIMITS

Escondido to Escondido Jct.

SPECIAL INSTRUCTIONS ESCONDIDO SUBDIVISION

1. SPEED REGULATIONS

(A) MAX. SPEED

	MPH
Escondido Subdivision	20

(C) SPEED RESTRICTIONS—VARIOUS

	Mile Posts	MPH		Mile Posts	MPH
Xing, Cv, Trk	0.3 - 7.1	15	Xing	17.8	10

(D) SPEED RESTRICTIONS—SWITCHES

Maximum speed permitted through turnout of other than main track switches 10 MPH; all main track turnouts and crossovers 15 MPH.

**Safety Starts With
YOU!
Say "YES" To A
Drug-Free Workplace**

ALL SUBDIVISIONS

Special Instructions

The General Code of Operating Rules, effective October 29, 1989, is supplemented or amended as follows:

1. DEFINITION SECTION:

Delete definition of "Division."

Definition of "Subdivision" is changed to "a portion of a system designated by timetable."

Rule J - Third paragraph is changed to read: "Employees must not exceed the Hours of Service Laws without proper authority except, trains, engines or cars will not be left on the main track without protection as prescribed by Rule 99. Trains must be properly secured before exceeding the Hours of Service, if practicable; and except as provided by this paragraph, a crew will then be considered relieved of all duties, but not released upon reaching Hours of Service limitation."

Rule N - First paragraph is changed to read: "Employees whose duties require service on terminal or on another railroad, are under the jurisdiction of the officers of that terminal or other railroad on which the service is being performed."

Rule 1 supplemented by adding: When electric standard clocks are incorrect, they must be set to correct time. Any variation from correct time, up to nine seconds fast or slow, will be indicated by placard on mercury pendulum standard clocks.

Rule 18 amended to read: Oscillating white light and ditch lights: Oscillating white lights on engines, when leading end is so equipped, must be operated both day and night when moving, except it may be extinguished when meeting trains, passing trains, or during switching operations providing movement does not involve public crossing at grade. The same requirements apply when leading end of engine or top of lead unit is equipped with an amber or white light that either revolves or flashes.

On locomotives so equipped, ditch lights must be on any time the front headlight is required to be on the bright position.

Rule 93 supplemented by adding: Within yard limits, engines which have not received track warrant authority to occupy main track must keep posted as to the expected arrival of Passenger trains and must not delay them.

Rule 99 supplemented by adding: When necessary to provide protection against following trains, a crew member must go back at least the distance prescribed below:

Where Maximum Authorized Timetable Speed is	Distance
35 MPH or less	1 mile
36 MPH to 49 MPH	1 1/2 miles
50 MPH or over	2 miles

Rule 102(2) amended to read: Trains not exceeding 5,000 tons must not proceed until it has been determined that it is safe to do so either by visual inspection of train or knowledge that the brake pipe pressure has been restored by observing caboose gauge, observing end of train device (ETD), or ascertaining that air pressure is present in the brake pipe by the following procedure:

- (a) After air brakes have had sufficient time to release following an emergency application, make a 20 psi service application; and,
- (b) After brake pipe exhaust ceases, place automatic brake valve cutout valve to out position. If brake pressure rapidly reduces to zero, entire train must be inspected. If air pressure is present in brake pipe, train may proceed.

If train exceeds 5,000 tons, visual inspection must be made on each side of all cars and units, and it must be known that equipment and track are in safe condition and all wheels are properly positioned on the rail before proceeding.

EXCEPTION: Inspection is not required when either a desired or undesired emergency application of the brakes is initiated at a speed above 30 MPH provided train exceeds 5,000 tons, no unusual slack action is felt incidental to stopping, brake pipe continuity is not broken, and train does not require excessive power to start. When the train brake pipe pressure has been restored, item (a) and item (b) above must be complied with.

ALL SUBDIVISIONS

Special Instructions

FOR ALL TRAINS: Train must not proceed, nor engine crew be recalled, until train operator knows that visual inspection is completed where required or brake pipe pressure has been restored when applicable. If any train experiences unusual slack action while stopping or requires excessive power to start, then both sides of entire train must be inspected.

Rule 103(A) supplemented by adding: When movement is made on an auxiliary track included in the circuit of crossing warning devices, the circuit should be fouled and movement delayed, or stopped if "STOP" sign is displayed for train, until warning devices are known to have been operating for 20 seconds.

Rule 103(E) is amended to read: When handling cars ahead of engine on main track or controlled siding, movement must be made at restricted speed.

Rule 103(P) is amended to read: Before switching passenger equipment or occupied outfit cars, air must be coupled and brake system charged. Automatic brake valve must be used in such switching. When coupling into passenger equipment or occupied outfit cars, or when they are coupled to other equipment, the movement must be stopped at a distance of approximately 10 feet from the point where coupling will be made. All movements to accomplish couplings with this equipment must be governed by a crew member on the ground using hand signals.

Utmost caution must be exercised to avoid rough handling. When coupling is made, couplers must be fully compressed and stretched to know that knuckles are locked before making air, steam and electrical connections.

Passenger cars, occupied outfit cars, or similar equipment must not be cut off while in motion, and no car moving under its own momentum shall be allowed to strike them.

Rule 104(M) first paragraph amended to read: Spring switches are identified by letters "S" or "SS", special targets, signs and/or lights. Facing point movements over spring switches will be protected by signals or indicators where required. Spring switch must not be trailed through unless switch is in normal position, or has been lined for the movement.

Rule 153 supplemented by adding: Where two or more main tracks are in service, they will be designated as follows:

1. If two tracks, the track to the right as viewed from a westward or southward train is the North Track, and the track to the left is the South track.
2. If three tracks, the farthest track to the right as viewed from a westward or southward train is the North track, the farthest track to the left is the South track and the track between the North and South tracks is the Middle track.
3. If four or more tracks, the farthest track to the left as viewed from a westward or southward train is No. 1 track and the tracks to the right thereof are No. 2, No. 3, No. 4, etc., respectively.

Rule 317(2): Does not apply.

Rule 351 - first paragraph amended to read:

Train may occupy a track or tracks within specified limits for time periods authorized by control operator in words "Track and time limits, authority number, granted on (track), between (point) and (point), (time) until (time)." Track may be used in either direction within limits specified until the limits have been cleared and released without flag protection, but all movements must be made at restricted speed.

Fifth paragraph amended to read:

Track and time limits must be cleared and released before expiration of time granted in the words "(train, gang or track car where applicable) (employee name and occupation) reporting clear of track and time authority (number) at (time)." If additional time is required, authority must be obtained from control operator before authorized time limit has expired. When employee granted track and time limits requests additional time, it may be extended in the words, "Track and time limits, authority (number) for (name) (or equipment) extended until (time)." When unable to contact control operator and track and time limits have expired, authority is extended until control operator can be contacted or train clears such limits by signal indication.

ALL SUBDIVISIONS

Special Instructions

Sixth paragraph amended to read:

If no other employee has been granted track and time limits, track and time may be released by a train while within the limits to move in a specified direction and will then be governed by signal indications upon verbal authority of control operator in words "Track and time limits, authority (number), granted (train) on (track) between (point) and (point) released for movement (direction) at (time)."

Rule 405 supplemented by adding: Track warrants and track bulletins may be transmitted to any location. Suggested form for track warrant is shown on Page 82 of General Code of Operating Rules and pre-printed pads of this form will be in the format shown except for Box 15 which reads 'Protection as prescribed by Rule 99 not required.' When Box 15 is marked, protection as prescribed by Rule 99 is not required against following trains on the same track.

The form for mechanically transmitted track warrants is changed with Boxes 5 and 14 omitted, Box 16 revised, and Boxes 18, 19 and 20 added. Mechanically transmitted track warrants must indicate total number of track bulletins when Box 16 is marked, or if there are none, the word 'Nov' will be shown in space provided. Track condition messages are being delivered when Box 18 is marked, and a train message is being delivered when Box 19 is marked.

Employees receiving copies must assure that the correct number of track bulletins are received, and that 'boxes marked' correspond with those indicated in Box 20.

Rule 450 is supplemented by adding: Mechanically transmitted track bulletins must indicate in space provided, the total number of lines used. Employees receiving copies must assure that the lines used correspond with the number indicated.

Rule 607 supplemented by adding: Any act of hostility, misconduct or willful disregard or negligence affecting the interests of the Company is sufficient cause for dismissal and must be reported. Indifference to duty, or to the performance of duty, will not be condoned.

Courteous deportment is required of all employees in their dealings with the public, their subordinates and each other. Boisterous, profane or vulgar language is forbidden.

Rule 623 amended to read: Employees whose duties are in any way affected by them, must have and comply with Air Brake Rules 901 through 928. Engineers, firemen and hostlers must have and comply with Air Brake and Train Handling Rules, Form 00400.

Rule 928 of the Air Brake Supplement to the General Code of Operating Rules as revised January 1, 1988, is amended by adding a new last paragraph reading:

When necessary to cut out the dynamic brake on locomotive(s) within a consist to avoid exceeding the 24-axle limitations, start with the second locomotive and continue consecutively toward the rear of the locomotive consist until the proper number of locomotives have been cut out. The lead locomotive should not be cut out in order to provide load meter readings.

2. (B) SPEED RESTRICTIONS - TONNAGE

Maximum authorized speed for freight trains is 45 MPH when averaging 90 tons or over per operative brake or when train exceeds 7000 tons.

(C) SPEED - AUXILIARY TRACKS

Trains and engines using auxiliary tracks must not exceed turnout speed for that track, unless indicated otherwise in Special Instruction 1(A).

(D) SPEED - STREET CROSSINGS

Speed restriction over street or highway crossings listed in Special Instruction 1(C) apply only while head end of train is passing.

ALL SUBDIVISIONS

Special Instructions

3. MAXIMUM SPEED OF ENGINES.

Engines	Forward or Dead In Train (MPH)	When not Controlled From Leading Unit (MPH)
Amtrak 200-799**	90*	45
Metrolink 850-867	90*	45
ATSF 1101-1146#, 1460#	45	45
All Other Classes	70	45

Forward speed applies when lead unit of train is controlling and is in backing position. EXCEPTION: When such unit is car body type, maximum authorized speed is 45 MPH.

* Engine without cars must not exceed 70 MPH.

When used as controlling unit, maximum authorized speed is 20 MPH.

4. Rule 101(B): Equipment listed below must not be moved through water above top of rail greater than the depths and not in excess of the speeds shown:

MAXIMUM DEPTH OF WATER THROUGH WHICH ENGINE MAY BE OPERATED AND MAXIMUM SPEEDS IN SUCH OPERATION		
	Maximum depth above top of rail (inches)	Maximum speed (MPH)
All Classes Freight	3	5
Passenger	2	2

5. Wrecking derricks, locomotive cranes/pile drivers, Jordan spreaders and similar machinery moving on their own running gear must not be moved in trains except with proper authority, and trains or engines handling such equipment must not exceed speeds indicated below:

Subdivision	Wrecking Derricks MPH	Locomotive Cranes/Pile Drivers and Jordan Spreaders MPH
San Diego	40	45
Escondido	10	10

Locomotive cranes/pile drivers must be handled in trains next to engine.

Trains or engines handling wrecking derricks, locomotive cranes/pile drivers, Jordan spreaders, and similar machinery moving on their own running gear, through a turnout must not exceed one-half the maximum authorized speed for that turnout.

Plasser Undercutters must be moved rear end only not exceeding 50 MPH.

6. TRACKSIDE WARNING DETECTORS:

(A) HOT BOX AND DRAGGING EQUIPMENT DETECTORS RULE 109(C) - TRACKSIDE WARNING DETECTORS:

Abnormal heat from hot wheels (sticking brakes), overheated journals, traction motors or suspension bearings will actuate trackside indicators. Dragging equipment and wide or shifted loads will also actuate trackside indicators at locations so equipped.

INSTRUCTIONS APPLICABLE TO ALL TYPES:

- (1) To locate defects indicated by a detector, crew must count axles. If defect(s) indicated is for a hotbox or hot wheel, train may be rolled by a crew member on ground. If defect(s) indicated is for other than a hotbox or hot wheel, train must stop and crew member walk to location of such equipment.
- (2) If an overheated journal is found, the car or unit must be set out. If heat caused by sticking brakes and condition is corrected, train may proceed at prescribed speed. If an over

heated condition on indicated journal is not found, make close inspection of 12 journals ahead of and behind the indicated journal. If nothing found wrong (or entire train has been inspected) train may proceed at prescribed speed for the next 30 miles where it must stop for an identical inspection unless train was checked by an intervening detector or is delivered to a terminal where mechanical inspection is made.

Equipment forces at the terminal, or relieving crew at crew change point where mechanical inspection is not made, must be informed of these conditions.

If abnormal heat is detected on same car by an intervening detector, or during a stop for inspection, the car or unit must then be set out. EXCEPTION: Train crew must request and be governed by instructions from Director of Operations concerning further handling of 10-Pack equipment after second detector stop.

- (3) When making inspection for hotbox, give particular attention to heat of journals and hub of wheels observing for smoke, sluffing or melting of bearing surface, or metallic cuttings in journal box of friction type bearings.
 - (4) When inspecting indicated journals, or journals ahead of and behind indicated journals or equipment, if the bare hand cannot be held on a roller bearing housing for a few seconds the bearing should be considered overheated. **WARNING: CAUTION AND GOOD JUDGMENT SHOULD BE EXERCISED AS DEFECTIVE COMPONENTS CAN BECOME EXTREMELY HOT AND COULD CAUSE PERSONAL INJURY.**
- Use yellow crayon marker to write date and letter "X" above each journal indicated or found to be overheated and the date and letter "W" above each wheel indicated or found to be defective or overheated if the car is set out or remains in train.
- (5) Any detector failure, failure of radio to transmit, or malfunction observed must be reported to the train dispatcher as promptly as practicable.

Train dispatchers must not instruct trains to disregard detector indications and proceed without stopping for required inspection, unless they have been informed by a signal employee that the detector is actually inoperative.

When a train is stopped by detector, information required by Revised Form 00600 Standard must be transmitted verbally to train dispatcher's office.

INSTRUCTIONS APPLICABLE TO RADIO READOUT (REPORTER) TYPE:

- (1) After train passes the detector:
 - A. If no defects were noted, a message stating "NO DEFECTS" will be transmitted via radio and train may proceed at prescribed speed.
 - B. If no radio message is transmitted, or if no message or audible tone (see item 4) is received, train may proceed at prescribed speed and must be observed closely enroute. Any failure of radio transmission must be reported to train dispatcher.
- (2) If rotating white light is illuminated before head-end of train reaches the detector, or a message stating "SYSTEM FAILURE" is transmitted via radio, crew must be alert for possible radio transmission of a message or audible tone (see item 4) should an alarm occur during passage of the train.
 - A. If such message or tone is not received, train may proceed at prescribed speed.
 - B. If such message or tone is received, train must be governed by item 4.
- (3) If rotating white light becomes illuminated as train passes the detector but a message or audible tone is not transmitted via radio, entire train must be inspected for defects.
- (4) If defects are noted as train passes the detector, a rotating white light, if so equipped, will become illuminated, and:
 - A. A message stating "YOU HAVE A DEFECT" will be transmitted via radio; or
 - B. An audible tone will be transmitted via radio. The tone will be (a) a fast beep if on North track, (b) a slow beep if on Middle or South track or (c) a continuous tone if two trains are passing detector at the same time and defects are noted in each train.

ALL SUBDIVISIONS

Special Instructions

6. TRACKSIDE WARNING DETECTORS (continued)

When these warnings are received, train must immediately reduce to 20 MPH. When rear end is 300 feet beyond the detector, identification of defects noted, by type and location in train, will be transmitted via radio and proper inspection must be made. The radio transmission will be repeated one time. References to defect locations will be from HEAD-END of train, and references to "LEFT" or "RIGHT" side are to the train operators left or right side in the direction of travel.

- (5) If a train receives 4 defective car* alarms, 4 hot wheel alarms, 3 or more hotbox alarms, 2 or more dragging equipment alarms, or one wide load alarm, remainder of train must be inspected for additional defects.

*DEFECTIVE CAR alarm indicates more than three defects on a particular car. Inspection must be made of all journals and wheels on that car, also on 3 cars or units ahead of and behind that car.

(B) SHIFTED LOAD DETECTORS

All members of crew must be alert to observe indicators. These detectors when activated by a shifted load will display a rotating light or activate radio communication at a radio readout. When a train actuates indicators or radio readout announces a wide, high, or shifted load the train must stop immediately. Inspection must be made of both sides of train for shifted load and protruding objects. Train dispatcher must be advised promptly of the results of inspection by radio or telephone.

When indicators display rotating white light before engine reaches detector, fixed signals indicate other than stop, and communication is established between head and rear ends of train with understanding indicators were actuated before engine reached indicator, train may without stopping proceed not to exceed 15MPH until entire train has passed over bridge.

When radio equipped detector transmits "SYSTEM FAILURE", or fails to transmit after passing shifted load detector, trains must be stopped and inspected on both sides for shifted load and protruding objects.

(C) HIGH WATER DETECTORS

High water detectors have been placed under certain bridges and in certain areas where high water might occur. These detectors when activated by high water set adjacent block signals in stop position or activate radio communication at radio readout type high water detectors.

When adjacent block signals are red, trains must not proceed until thorough examination has been made to determine that bridge or track has not been weakened by high water.

At locations equipped with radio readout type high water detectors trains will activate radio response when passing sign reading 'APPROACHING HIGH WATER DETECTOR.' If a message stating 'NO HIGH WATER YOU MAY PROCEED' is received, trains may proceed at prescribed speed. If a message stating 'STOP YOUR TRAIN YOU HAVE HIGH WATER' or if no radio response is received, trains must not proceed until thorough examination has been made to determine that bridge or track has not been weakened by high water.

ALL SUBDIVISIONS

Special Instructions

7. MAXIMUM AUTHORIZED SPEED FOR VARIOUS CARS

MAXIMUM AUTHORIZED SPEED FOR VARIOUS CARS		MPH
(A)	Trains handling continuous welded or jointed rail, except 25 MPH on curves of 6° or more. Locations of such curves to be furnished by train dispatcher (refer to Operating Circular)	40
(B)	ACFX tank cars 17451 thru 17495 NATX tank cars 10841 thru 10865	45
(C)	Gondolas: PC598500 thru 598999, CR 598500 thru 598999 or SP 345000 thru 345699	45
(D)	Empty bulkhead wallboard flatcars: BN 616475 thru 616674, CS 616375 thru 616474 and SOU 115250 thru 115274.	45
(E)	Tank cars: DVLX 4001 thru 4190 and the following UTLX cars: 76517 76742 thru 76745 78287 thru 78293 76539 76747 78326 76556 76748 78328 thru 78333 76558 76750 78336 thru 78340 76568 76751 78343 76595 78256 thru 78269 78344 76649 78272 78347 76656 78274 78348 76696 78278 78350 76733 78281 78353 76736 thru 76738 78285	40
(F)	EMPTY "Schnabel" type cars: APWX 1004 GEX 40010, 80002, 80003 BBCX 1000 GPUX 100 CAPX 1001 HEPX 200 CEBX 100, 101 KWUX 10 CPOX 820 WECC 101, 102, 200-203, 301 CWEX 1016	40
All cars listed in (F) must be handled on or near the rear end of trains not exceeding 100 cars in length, must not be handled in trains requiring pusher service and must not be humped or switched with motive power detached.		
(G)	LOADED "Schnabel" type cars listed in (F), also CEBX 800 LOADED & EMPTY, must be governed by instructions issued for individual movements.	
(H)	Solid consist of military equipment: All Subdivisions	55
(I)	Empty gondola cars KCS 801011 thru 802930	45
(J)	Hopper cars WFAX 84654 thru 84700	45
(K)	Foreign line scale test cars (must be handled immediately ahead of caboose or as rear car)	50

ALL SUBDIVISIONS

Special Instructions

8. SPECIAL CAR HANDLING INSTRUCTIONS

One or any combination of two of the following codes may be shown in the SCHI (formerly referred to as PPSI) field of wheel reports to designate special car handling requirements. These same codes may also appear in the Special Instruction Column of switch lists and yard inventories.

CODE	DESCRIPTION
AI	Agricultural Industries
BA	Blasting Agents
B1	Bad Order
BT	Bare Table (No Vans/Containers).
CB	Combustible
CD	Condemned (See Note 1)
CG	Shipment to Cargill Elevator, Houston
CL	Chlorine (Hazardous)
CM	Corrosive (Hazardous)
DG	Dangerous
DH	Do Not Hump
DO	Written Delivery Order
DU	Do Not Uncouple
EC	Empty Container (speed restricted to 55 MPH)
EQ	Union Equity Elevator or Equity Export, Houston
FG	Flammable Gas (Hazardous)
FL	Flammable (Hazardous)
FS	Flammable Solid (Hazardous)
FW	Flammable Solid 'W' (Dangerous When Wet)
HE	Head End Only
HL	High Wide Load
HV	High Value
IP	Interchange Prohibited (See Note 1)
LS	Handle in local service only
IPSW	Intraplant Switch (Respot Car)
MR	Mechanical Refrigeration Maintain Degrees
MCNR	Mechanical Car or Trailer—No Refrigeration Required
ND	Do Not Divert
NG	Nonflammable Gas (Hazardous)
NIT	Car Not in Train or Not on Track
NP	No Placards
OM	Oxidizer (Hazardous)
OP	Organic Peroxide (Hazardous)
OR	Other Regulated Material
OTCC	Car on Track Carriers Convenience
OTNP	Car on Track Not Placed
OX	Oxygen
PA	Poison Gas
PB	Poison
PE	Houston Public Elevator
PULL	Car Pulled Time and Date
RE	Rear End Only
REJT	Car Rejected by Shipper
RM	Radioactive Material
RSPT	Respot Due to Railroad Error
SHPS	Heater Burning
SO	Car/Van Billed Shipper's Order
SPOT	Car Spotted, Time and Date
TURN	Turn car and Respot
WH	Weigh Heavy
WI	Waive Inspection—Set Direct
WL	Weigh Light
XA	Explosive 'A'
XB	Explosive 'B'
XX	Do Not Move This Car
ZZ	Do Not Hump or Cut Off While in Motion
25	25 MPH Speed Restriction (See Note 2)

Note 1. The 'CD' Condemned and 'IP' Interchange Prohibited codes will be inserted by the computer when the car is so registered in UMLER (Universal Machine Language Register). This does not relieve employees of the responsibility of reporting these codes when appropriate.

Note 2. Report numeric MPH speed restriction only, e.g., 25 for a car restricted to 25 MPH. Certain series of cars which have a permanent speed restriction will have the speed restriction code inserted by the computer. When such speed or speeds are shown, trains must not exceed the lowest speed so indicated. This does not relieve employees of the responsibility of reporting the proper code on wheel reports on all cars which for any reason have restricted speeds.

When cars are subject to two special handling instructions, both codes should be reported. If subject to move with more than two, report the two most restrictive and protect other special handling requirements by an administrative message to those offices and/or individuals to whom the wheel report is addressed.

ALL SUBDIVISIONS

Special Instructions

9. HAZARDOUS MATERIAL—ACCIDENT

IN CASE OF ACCIDENT, your safety is the first consideration. The responsibility of a train crew is to determine the status of the incident and provide that information to all who need it.

PROTECT THE TRAIN AND MAKE AN EMERGENCY CALL BY RADIO. State the specific location of the incident and train status. **DETERMINE THE STATUS OF ALL CREW MEMBERS.**

NOTIFY the Train Dispatcher by the quickest means available. If railway communications fail or are not available, call collect: 714-386-4224

Provide:

1. Your name and title.
2. Train identification symbol.
3. Specific location of the incident (station, mile post location, nearest street or highway crossing.)
4. If you need fire or medical assistance.
5. Wind and weather conditions.

IF FIRE OR VAPOR CLOUDS are visible:

1. **TAKE** all paperwork such as waybills, train list and emergency response information with you.
2. **EVACUATE** to 1/2 mile upwind of vapor cloud or fire.
3. **SELECT** a safe location accessible to arriving emergency response personnel.
4. **REEVALUATE** the status of your train from this point. Provide the Train Dispatcher with an update and your location.

IF NO FIRE OR VAPOR CLOUDS are apparent:

1. **EXTINGUISH** ignition sources such as smoking materials and caboose stoves. Do not smoke in the vicinity. Do not light fuses.
2. **CHECK** the train list or shipping papers to determine what cars and commodities are likely involved, identify potential ignition sources such as operating refrigeration equipment and switch heaters.
3. **INSPECT** the train to determine the condition of cars involved.
 - a. Use a buddy system if possible.
 - b. Tell crew members what commodities may be involved.
 - c. Utilize emergency response information to determine what risk they may pose.
 - d. Approach from upwind (wind at your back) and uphill side.
 - e. Go no nearer than absolutely necessary to assess the condition of the cars.
 - f. Use your eyes, ears and nose to detect any fire, vapor or gas cloud, smoke, leak or unusual smells or noises. If you detect these conditions, **DO NOT GO NEAR THE CARS.** Evacuate all crew members to a safe distance.

UPDATE THE TRAIN DISPATCHER with as much information as you have gathered from inspecting the train.

1. Initials and numbers of cars involved.
2. Location of hazardous materials involved.
3. Description of hazardous materials from shipping papers.
4. Condition of each car. Is it upright or turned over; intact; punctured or leaking; on fire or near a fire; producing a vapor or gas cloud; releasing an unusual odor or unusual noise?
5. Location of people, property, or public systems (roads, power line, hospitals, etc.) which could be subject to damage.
6. Location of any nearby storm sewer, stream, river, pond or lake.
7. Location of access roads.
8. Indicate the location where the train crew will meet the emergency responders and how the train crew can be identified.
9. Any other information that will help the Train Dispatcher understand the situation.

WARN people to stay away from the emergency area.

IDENTIFY yourself by name and title when police and fire personnel arrive.

(continued on next page)

ALL SUBDIVISIONS**Special Instructions**

PROVIDE ASSISTANCE by giving them a copy of the train list, emergency response information and any notes made. The conductor should give information from waybills, but must retain them and one copy of the train documents until delivered to a responding company officer.

HELP emergency personnel determine which cars and commodities are involved.

REMAIN at the scene, at a safe distance, until relieved by a company operating officer.

A company spokesperson will handle discussing the incident with the media or other persons.

These instructions should be followed as closely as possible, however, it is realized that on the scene judgment based on actual circumstances must be the final guide for protecting lives, property and the environment.

ALWAYS CONSIDER YOUR SAFETY BEFORE ACTING.

10. HAZARDOUS MATERIAL INSTRUCTIONS

1. When initial movement of a loaded placarded rail car is a pull from an industry, the crew must have in its possession a shipping paper that shows:

1. The shipping name.
2. The hazard class.
3. The identification number (UN/NA).
4. The Packing Group number (if hazard class is described as a number).
5. Emergency contact telephone number.
6. The total quantity (by weight, volume, or as otherwise appropriate) of the hazardous material covered by the description.
7. The placard notation.
8. If the car is a placarded empty tank car, the words "residue last contained" must precede shipping name.

2. When picking up loaded placarded cars containing hazardous materials at plants, interchange points or other locations, unless otherwise provided, trainmen will make inspection to determine cars have no obvious leaks, that hand brakes, air brakes and trucks are in safe condition for movement, and that the placard identification number shown on the car is the same as shown on the shipping paper. Cars not in safe condition for movement, incompletely or inaccurately placarded, or having missing or inaccurate identification numbers must not be handled. Immediate report must be made to either the train dispatcher or supervisor as appropriate, by first available means of communication when such cars are not picked up. Report must include car number, location, and reason car cannot be moved.

3. Before coupling to any tank car on a track where tank cars are loaded or unloaded:

- (a) Any sign reading "STOP—TANK CAR CONNECTED" must first be removed by other than trainman or engineer.
- (b) Trainman must make an inspection to determine all connections have been removed and that cars to be moved are not coupled to other tank cars connected to loading or unloading fittings.

4. The following switching restrictions apply to loaded placarded cars containing hazardous materials:

- (a) A car with a placard displayed on a white square background (EXPLOSIVES A, EXPLOSIVES 1.1, EXPLOSIVES 1.2, POISON GAS or POISON), a DOT class 113 tank car containing FLAMMABLE GAS, or a flat car carrying a trailer or container displaying any hazardous material placard must not be cut off in motion nor be coupled into by any car moving under its own momentum.
- (b) When handling a car placarded EXPLOSIVES A, EXPLOSIVES 1.1 or EXPLOSIVES 1.2, it must be separated from the engine by at least one nonplacarded car.
- (c) Cars placarded EXPLOSIVES A, EXPLOSIVES 1.1 or EXPLOSIVES 1.2, while in a yard or siding must be located so that they will be safe from all probable danger of fire. They must not be placed under a bridge or overhead highway

ALL SUBDIVISIONS**Special Instructions**

5. Placarded cars must be properly positioned in a train as outlined in the timetable chart entitled "Position in Train of Placarded Cars Containing Hazardous Materials."

6. The crew of a train handling loaded placarded cars or "residue last contained" tank cars, must have in its possession:

1. For each shipment of hazardous material a copy of the shipping papers showing shipping name, hazard class, identification number (UN/NA), packing group number (if hazard class is described as a number other than any class 2 or 7 material), emergency contact telephone number, quantity, and placard notation.

2. A document indicating the position in the train of each placarded car except when the position is changed by the crew or when is picked up enroute.

7. Upon discovery of an unintentional release of material from a rail car transporting hazardous material, notify the train dispatcher or supervisor by first available means of communication, providing:

1. Your name and title.
2. Location of the leaking car.
3. Car initial and number.
4. Contents of the car.
5. Location of leak from the car.
6. Rate of leak.

11. Incorrect information following the word "TO"; on the address line of track warrant must be reported to the train dispatcher. If verbally authorized by the train dispatcher, the information may be corrected by a crew member.

12. Track Warrants with only boxes 13, 14 or 17 marked requiring speed or other restriction must be retained and compiled with during the tour of duty on which they were received.

13. In the application of Rule 104(B)(5), trains operating without a caboose must not leave siding switch used to enter siding lined and locked for the siding unless authorized by the train dispatcher.

14. In the application of Rule 26, the appropriate measures that must be taken to protect an employe performing emergency work under the provisions of item (4) are:

- (1) Engineer, or employee at the control of the engine, must make a 20 PSI service air brake application; and,
- (2) Reverser lever must be removed and placed in charge of employe performing such work.

15. Rule 104(L): All sidings have hand-thrown derails will have derail locked off rail, except when engines or cars are left unattended on siding.

16. In the application of Rule 10(C), flags may be displayed, when necessary, to the left of track as viewed from an approaching train.

17. Where CTC is in effect, when movement is being made through a hand operated switch protected by an absolute signal not controlled by the control operator, authority to occupy main track or controlled siding must be obtained from the control operator as prescribed by Rule 350(A).

If signal fails to display a proceed indication for movement to the main track or controlled siding after the switch is opened, authority to pass signal in stop position must be obtained from the control operator as prescribed by Rule 312(1).

18. In the application of Rule 408(1), when the train dispatcher instructs a train crew to report passing a designated station, if the station has a siding, the report must be made after the rear car of the train passes over the last siding switch. If the designated station does not have a siding, the report must be made when the rear car of the train passes the station sign.

ALL SUBDIVISIONS

Special Instructions

19. GRADE CROSSING ACCIDENTS

The following information is designed to serve as post grade crossing accident guidelines. It is designed to provide the utmost in safety for you and your crew.

After the accident has occurred and the train is stopped:

- Ensure the safety of crew members, accident victims, and the public.
- Meet the requirements of Rule 102(1) of the General Code of Operating Rules.
- Contact the dispatcher, communications coordinator, or any other available radio contact and advise:
 - exact location; and
 - what emergency services are needed.
- Be sure to include alternate routes for the emergency vehicles if your train is blocking road crossings.
- Assess the damage to the vehicle and train to determine if there is any danger to your crew or the public.
- Assign a crew member to monitor a radio to provide further information for emergency assistance.
- If it is safe, render assistance to accident victims. It is important not to move the victim unless a life threatening situation exists.
- Turn "off" the vehicle's ignition and inform the investigating officer you did so. Otherwise, do not disturb the accident scene.

Do not move the train unless it presents a safety problem, such as emergency vehicles need to get to the accident through a blocked crossing, etc.

h. Only give information to:

- The investigating officer
- Authorized railway officials

Cooperate with the investigating officer. Answer the officer's questions and provide as much information as you can recall.

Record the badge number and name of the investigating police officer at the scene. Witness with the officer that the headlight is on, and that the whistle and bell on lead unit are in proper working order. Also, note that the crossing warning devices are functioning.

- Assign a crew member to verify the accuracy of the wheel report. Save all wheel reports, track warrants, track condition messages, and other pertinent documents for the proper Railroad officials.
- Ascertain that no part of your train is derailed and that it will be safe to proceed once released by the investigating officer.
- Review the "Report of Accident" (Form 00700) and ascertain you have obtained all required information.
- Personal counseling will be available to any crew member who might experience post-accident trauma.




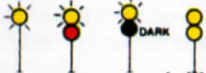






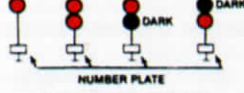


20. FREIGHT TRAIN OPERATION ON HEAVY DESCENDING GRADES:

Unless more restrictive requirements apply, on descending grades of 1.0% or more, freight train operation will be governed as follows:

- While maintaining authorized speed, if brake pipe reduction exceeds 18 psi, train must be stopped immediately and secured as prescribed by rule 904.
 - Before proceeding, brake system must be fully charged.
21. Rule books in effect on San Diego and Northern Railway
 General Code of Operating Rules SECOND EDITION effective October 29, 1989. Form 00200
 Safety and General Rules. Form 00300
 Air Brake and Train Handling Rules. Form 00400
 Rules and Instructions for Maintenance of Way and Structures. Form 00500
22. General Code of Operating Rules Changes and Additions
 Where referenced in rules and instructions "superintendent" or "division superintendent" is replaced by "Director of Operations."

**You Have The RIGHT
 And The OBLIGATION
 To Work SAFELY**

BLOCK SIGNALS

ASPECTS OF COLOR LIGHT AND SEMAPHORE SIGNALS	
	(with or without number plate)
	(with or without number plate)
	(with or without number plate)
	(with or without number plate)
	(with or without number plate)
	(with or without number plate)
	
	
	(with or without number plate)
	(with number plate)
	
	
	

RULE	NAME	INDICATION
230	CLEAR	Proceed
231	APPROACH LIMITED	Proceed prepared to pass next signal not exceeding 60 MPH and to advance on diverging route
232	ADVANCE APPROACH	Proceed prepared to pass next signal not exceeding 60 MPH and to advance on diverging route
233		
234	APPROACH MEDIUM	Proceed; approach next signal not exceeding 40 MPH and be prepared to enter diverging route at prescribed speed.
235	APPROACH RESTRICTING	Proceed prepared to pass next signal at restricted speed.
236	APPROACH	Proceed prepared to stop at next signal, trains exceeding 40 MPH immediately reduce to that speed
237	DIVERGING CLEAR	Proceed on diverging route not exceeding prescribed speed through turnout
238	DIVERGING APPROACH	Proceed through diverging route; prescribed speed through turnout; approach next signal preparing to stop, if exceeding 40 MPH immediately reduce to that speed.
239		
240	RESTRICTING	Proceed at restricted speed.
241	STOP AND PROCEED	Stop, then proceed at restricted speed.
242	STOP	Stop.
243	DISTANT SIGNAL APPROACH	Approach next signal prepared to stop short of next signal or switch point indicator. The maximum speed in interlocking limits for which Distant Signal Approach is displayed at a distant signal is 20 MPH.

NOTICE REQUIRED BY FEDERAL RAILROAD ADMINISTRATION:

NOTICE TO ALL HOURS OF SERVICE EMPLOYEES

Under Federal Railroad Administration (FRA) safety regulations, you may be required to provide a urine sample after certain accidents and incidents or at any time the Authority reasonably suspects that you are under the influence of, or impaired by, drugs while on duty. If you refuse to take this test, the Railroad will initiate a disciplinary investigation against you.

If you take the test and it is positive for drugs, you may be subject to discipline under Rule G of General Code of Operating Rules, or the Safety, and General Rules for all Employees which prohibits the illegal use of any drugs, narcotic or controlled substance at any time, either on-duty or off-duty. You are expected to know those drugs, narcotics or controlled substances which are illegal to use.

If you take the urine test, because of its sensitivity, the test may reveal whether or not you have used certain drugs within the recent past (in a rare case, up to sixty days before the sample is collected). As a general matter, the test cannot distinguish between recent use on the job and current impairment. However, the Federal regulations provide that if only the urine test is available, a positive finding on that test will support a presumption that you were impaired at the time the sample was taken.

You can avoid this presumption of impairment by demanding to provide a blood sample at the same time the urine sample is collected. The blood test will provide information pertinent to current impairment. Regardless of the outcome of the blood test, if you provide a blood sample there will be no presumption of impairment on the job from a positive urine test.

If you have used any drug off the job (other than a medication that you can prove that you possessed lawfully and that would not in any way adversely affect your alertness, coordination, reaction, response or safety on the job) in the prior sixty days, it may be in your interest to provide a blood sample. If you have not made unauthorized use of any drug in the prior sixty days, you can expect that the urine test will be negative; and you may not wish to provide a blood sample.

You should be aware that the Railroad may initiate a disciplinary investigation if your urine or blood tests positive for illegal drugs, even if a blood sample shows that illegal drugs were used off-duty but not on-duty.

You are not required to provide a blood sample at any time, except in the case of certain accidents and incidents subject to Federal post-accident testing requirements (49 C.F.R. Part 219, Subpart C).

A complete copy of this Federal Regulation will be made available for your review upon request to the Director of Human Resources.

Position in train of placarded cars containing hazardous materials

NOTES:
Cars and intermodal vehicles with the same placards may be placed next to each other.

Identification numbers shown are examples. Other numbers may appear on placards.

Intermodal vehicles (trailers, containers and tank containers) are considered "loaded cars" for use of this chart.

A placarded rail car, tank car, transport vehicle or freight container may not be transported in a passenger train.

HOW TO USE THIS CHART:

To determine where a placarded car can be placed in a train follow these steps:

- Determine the type of placard applied.
- Determine the car kind.
- Follow vertically down the chart and note which lines apply.
- The symbol X indicates that the wording at the left side applies. See footnotes for explanation.

Loaded tank cars placarded:	Loaded cars other than tanks placarded:	Loaded cars placarded:	Loaded cars placarded:	Loaded tank cars placarded:	Empty tank cars placarded:	Loaded cars other than tank cars placarded:	Loaded cars placarded:

RESTRICTIONS

Must not be nearer than the sixth car from an engine or occupied caboose. If total number of cars in train does not permit:

must be placed as near the middle of train as possible, and must not be nearer than the second car from an engine or occupied caboose.

Engine or occupied caboose	X		X		X		
Car occupied by guard or escort	X(1)		X(1)		X(1)		
Loaded plain flat car or loaded system wheel car	X		X		X		
Loaded bulkhead flat car	X(2)		X(2)		X(2)		
Open top car with shiftable load	X(2)		X(2)		X(2)		
Loaded TOFC/COFC flat car	X		X(3)		X(4)		
Fiat Car loaded with vehicles	X		X		X(5)		
Any rail car, transport vehicle or freight container with temperature control equipment or an internal combustion engine in operation.	X		X		X		
Car placarded EXPLOSIVES A, 1.1 or 1.2 (when displayed on square background)	X	X		X		X	
Car placarded POISON GAS or POISON (when displayed on square background)			X	X			X
Car placarded RADIOACTIVE	X	X	X		X		X
Any loaded placarded car (other than COMBUSTIBLE, KEEP AWAY FROM FOOD, CLASS 9 or same placard) Any car only marked with the identification number on an orange panel or white square-on-point configuration	X	X	X	X			

NO RESTRICTIONS

MUST NOT BE NEXT TO:

(1) A placarded rail car must be next to and ahead of any car occupied by guards or technical escorts accompanying the car. However, if a car occupied by guards or technical escorts has temperature control equipment in operation, it must be the fourth car behind any car placarded EXPLOSIVES A, 1.1 or 1.2.

(2) Restriction applies only when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.

(3) Cars placarded EXPLOSIVES A, 1.1 or 1.2 may be placed next to each other.

(4) Restriction applies only to loaded flat bed or open top trucks and trailers and to loaded trucks and trailers without securely closed doors.

(5) Restriction does NOT apply to a car loaded with vehicles secured by a device designed for that purpose and permanently installed on the car and of a type generally accepted for handling in interchange between railroads.

(6) Must not be placed next to car of undeveloped film.

SWITCHING RESTRICTIONS

THE FOLLOWING CARS MUST NOT BE:
CUT OFF IN MOTION, NOR BE
IMPACTED BY CARS ROLLING UNDER
THEIR OWN MOMENTUM

ANY CAR PLACARDED



OR



OR

A TOFC OR COFC VEHICLE
DISPLAYING ANY PLACARD
OR
DOT CLASS 113
TANK CAR LOAD PLACARDED FLAMMABLE GAS

SAN DIEGO SUBDIVISION PASSENGER SCHEDULES

WESTWARD

San Diego— Los Angeles STATIONS	San Diego Del Mar Oceanside County Line	571	573	575	577	579	581	585	587
Ex Sa, Su, Hol		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
5:15 am		6:30 am	8:50 am	10:45 am	12:45 pm	2:45 pm	3:40 pm	5:40 pm	6:50 pm
5:49 am		7:04 am	9:24 am	11:19 am	1:19 pm	3:19 pm	4:14 pm	5:24 pm	6:39 pm
6:06 am		7:24 am	9:41 am	11:36 am	1:36 pm	3:36 pm	4:30 pm	5:41 pm	6:56 pm
6:23 am		7:41 am	9:58 am	11:53 am	1:53 pm	3:53 pm	4:47 pm	5:58 pm	7:13 pm

EASTWARD

San Diego— Los Angeles STATIONS	San Diego Del Mar Oceanside County Line	568	570	572	574	576	578	784	586
Ex Sa, Su, Hol		DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY
8:03 am		9:35 am	11:33 am	12:40 pm	1:35 pm	3:33 pm	5:35 pm	7:35 pm	9:10 pm
7:21 am		8:53 am	10:51 am	11:56 am	12:52 pm	2:49 pm	4:52 pm	6:51 pm	8:28 pm
7:02 am		8:36 am	10:34 am	11:39 am	12:33 pm	2:32 pm	4:35 pm	6:33 pm	8:10 pm
6:45 am		8:19 am	10:17 am	11:22 am	12:16 pm	2:15 pm	4:18 pm	6:16 pm	7:53 pm

Passenger trains must stop at all stations where time is shown and must not leave that station ahead of the scheduled time, EXCEPT THAT Passenger trains need not stop nor observe times shown at County Line. Times shown at County Line are for information only.

