

LOS NIETOS SUBDIVISION (0990)

Mile Post	Rule 6.3	CP #'s	Radio Display: Bartolo to Dominguez -1414		Sta. #s	Siding Feet	
			SOUTH ▼ STATIONS ▲	NORTH ▲			
0.0	CTC	C011	BARTOLO (0.5)		CX801		
0.5		LN005	WHITTIER JCT. (2.9)				
3.4		LN034	DT JCT. (0.5)	(X)UP T (X)BNSF (M)			
3.9	TWC	LN039	PIONEER BLVD. (0.3)				
4.2			LOS NIETOS (2.1)		WH009		
6.3	CTC 2MT	LN063	NORTH STUDEBAKER (1.0)		FS008		
7.3	TWC	LN073	SOUTH STUDEBAKER (2.9)	T	FS008		
10.2			DOWNEY (2.7)		FS006		
12.9			PATATA (0.2)		FS003		
13.1			(X)UP(A) (2.8)				
15.9			FIRESTONE PARK (5.8)		JP008		
21.7			AC106	CP COMPTON		AC106	Yard
(21.7)							
SI-01 MAIN TRACK AUTHORITY							
CTC Between: MP 0.0 and MP 3.9; MP 6.3 and MP 7.3; Between BNSF crossing and connection to La Habra Sub. on Balloon track.							
TWC Between: MP 3.9 and MP 6.3; MP 7.3 and MP 21.7							
SI-02 MAXIMUM SPEED TABLE							
Maximum Speed		MPH					
Between Mileposts							
0.0 and 21.7							
(Except as Below)..... 20							
3.4 and 4.9..... 15							
15.9 and 16.5 (Firestone)..... 10							
16.5 and 21.7..... 15							
SI-03 OTHER SPEED RESTRICTIONS							
Maximum Speed		MPH					
1. Thru Sidings & Turnouts (No Exceptions.)							
2. Dual Control Switch Turnouts (No Exceptions)							
3. Misc. Speed Restrictions							
On Balloon Trk..... 15							
Thru Turnout Northward (MP 6.3)..... 15							
Studebaker Wye (MP 7.3)..... 10							
SI-04 MAIN TRACK DESIGNATIONS							
Two main tracks between MP 6.3 and MP 7.3.							
SI-05 MILEPOST EQUATIONS - None.							
SI-06 DTC BLOCK LIMITS - None.							
SI-07 ITEM 13 TRAIN DEFECT DETECTORS							
% 13.7							
% 17.7							

SI-08 RULES ITEMS		
Rule 1.47 ICTF:	The conductor and ALL crew members of inbound ICTF trains must remain with the train when arriving, entering or operating within the ICTF facility.	
	Movements within the ICTF facility will be governed by Operations Manager's instructions. Due to noise ordinance, do not start light engine movement from the north end of yard to the south end of the yard without permission from Operations Manager.	
Rule 5.13 ICTF:	A Blue Signal/ Power Derail System is in effect at the ICTF to provide protection to the equipment and personnel working within the loading/ unloading areas. The Blue Signal/Power Derail System consists of a power derail interlocked with a dwarf light type signal and a derail target to indicate the position of the derail.	
	For crews to enter a track protected by this system, be governed as follows: - Blue Signal Aspect: Movement into track prohibited - Yellow Signal Aspect: Movement into track permitted. - Dark or otherwise improperly displayed Signal aspect: Movement into track prohibited until control tower operator advises track is not under blue signal protection.	
Rule 6.5 ICTF:	The engineer of inbound ICTF trains after cutting off engine from train and clearing crossing(s) must operate from the leading unit in the direction of movement.	
Rule 7.6 ICTF:	Apply one (1) hand brake on descending end of each crossing. Engines may be detached or crossings cut before setting hand brakes on train. When necessary to release hand brakes to move a portion of the cars the same number of hand brakes must be applied on remaining cars.	
Rule 7.7 ICTF:	Kicking or dropping of cars is prohibited.	
Rule 7.12 ICTF:	When shoving cars into intermodal tracks 801 thru 812, a member of the crew must precede the movement, or take a position on the leading car, to give warning signals to lift equipment operators, hostlers and others who may foul the tracks being shoved. In addition, during night time hours, a lighted fusee must be placed on the point of the car when shoving into the above tracks.	
Rule 8.3:	Within Dolores yard limits, trains may leave main track switch lined for other than normal movement when instructed by the Yardmaster.	
SI-09 FRA EXCEPTED TRACKS - None.		
SI-10 BUSINESS TRACKS		
Track Name	MP	STA. #S
Tweedy S.....	15.5	JP010

SI-11 INDUSTRIAL LEADS

Brea Chem Industrial Lead: (0988) 12.1 miles, CP LN039 (Pioneer Blvd.) to MP 508.6. Maximum speed 20 MPH.
 Rule 6.16: The requirement to approach UP crossing MP 498.5 prepared to stop will not apply. Valla: Switching movements which require blocking Santa Fe Springs Road, MP 498.3, are prohibited from 0715 to 0830 Monday through Friday. Maximum gross weight -- 143 Tons.

Business Tracks	MP	Sta.#'s
Santa Fe Springs	497.2	WH010
Valla	498.3	WH011
Colima	500.8	WH013
Des Moines	503.7	WH016
La Habra	504.9	WH017
Fullerton Jct.	505.3	WH018

Fullerton Industrial Lead: (0989) 5.0 miles MP 10.5 and MP 15.5.
 Lead switch located at MP 505.3 off Brea Chem Lead.
 Maximum Speeds:
 MP 10.5 to MP 11.0..... 5 MPH
 MP 11.0 to MP 15.5.... 15 MPH

Business Tracks	MP	Sta.#'s
Fullerton Jct.	10.5	WH018
Basta/Fullerton	15.0	CW217

Santa Ana Industrial Lead: (0991) 26.1 miles. MP497.4 (MP7.3 South Studebaker) and MP523.0. Movements between MP512.3 (College MP170.2) and MP517.2 (Santa Ana MP175.6) is over Metrolink Trackage.
 FRA excepted Track between MP517.4 and MP523.0.
 Maximum Speeds MPH
 MP497.6 to MP512.0... 10
 MP512.0 to MP512.3.... 5
 MP517.2 to MP517.4.... 5
 MP517.4 to MP523.0... 10

Trains and engines will operate on Metrolink trackage between South Anaheim MP 512.3 (Metrolink MP 170.2) and Santa Ana MP 517.2 (Metrolink MP 175.7). Crew members of trains or engines originating at Anaheim enroute Santa Ana via SCRRA main track must contact Metrolink Train Dispatcher by phone and must obtain SCRRA Track Warrant before departing Anaheim. Metrolink Train Dispatcher phone (909)392-8740 ro 1-888-446-9716.

- Following information must be provided to Metrolink Train Dispatcher:
1. Engine Number.
 2. Name of Conductor and Engineer.
 3. On-duty Time
 4. Loads, empties, tonnage and total train length.
 5. Caboose Number.

NOTE: When practicable crews will use digital type radio. Metrolink Channel is 30-30.
 SOUTH ANAHEIM:

STOP SIGN and flop over type derail, installed at MP 512.3 and MP 517.2 to prevent unauthorized entrance to Metrolink trackage. Before passing STOP SIGN or lining derail employee must contact Metrolink San Diego Sub. Train Dispatcher for movement authority. Authority will not be required when crew is switching Metrolink interchange traffic. Metrolink Dispatcher's telephone located on opposite side of Metrolink main track.

Switches governing entrance to and departure from Metrolink main track are equipped with two (2) types of switch protective devices. A mechanical switch lock and a switch point protector lock.

A. Mechanical Switch Lock: Mechanical switch locks are equipped with a 5-minute 15-second time release feature. After obtaining authority from Metrolink Train Dispatcher, the Sergeant and Greenleaf type switch locks may be removed from switch which automatically operates a time release feature. Foot treadle must not be depressed prior to expiration of the 5-minute 15-seconds time release feature because this would reset the time release feature, thus, requiring an additional 5-minute 15-seconds wait before the time release feature would release. After time release feature functions, the foot treadle must be depressed to release switch handle to allow switch to be thrown.

NOTE:Employee must not attempt to reverse switch until switch point protector lock has been released.

B. Switch Point Protector Lock: Switch point protector locks are a low bracket type switch point locking device located at base of rail approximately 2 feet back from end of switch point and locked with Metrolink lock. The switch point protector lock must be released before attempting to reverse switch. Once the Metrolink lock has been removed and switch point protector lever has been rotated away from rail and is parallel to the ground, it must then be foot depressed below the base of the rail to properly disengage.

NOTE: Care must always be exercised to prevent injury to hands and fingers when working with metrolink switch point protector locks. Particular caution must be exercised to ensure fingers are kept clear when moving protector lock lever from beneath base or rail (disengage position) account tension causes it to snap into the locking position.)

When movement is made on Santa Ana or Olive Streets in the City of Anaheim, highly visible light or lighted fusee must be displayed to the rear of rear car from one hour before sunset to one hour after sunrise and when weather conditions restrict visibility .

Do not stop or switch over the following crossings between 0701 and 0801 daily.
 Artesia Blvd. Knott Ave.
 Western Ave. Beach Blvd.

Maximum gross weight: Between Dyer and Costa Mesa - 115 Tons.

Business Tracks	MP	Sta.#'s
Norwalk	499.1	FS010
Buena Park	504.4	FS015
Anaheim	509.0	FS019
Santa Ana	517.2	FS028
Dyer	519.4	FS031
Costa Mesa	523.0	FS034

Tustin Industrial Lead: (0992) 2.5 miles. MP512.2 (South Anaheim) and MP514.7. Entire lead FRA Excepted Track.
 Rule 9.12.2. Metrolink Crossing MP512.4 (CP College MP169.8): Crossing is under the control of Metrolink train dispatcher. Instructions for manual operation of power operated derails are located in telephone compartment of instrument case.

BNSF Crossing MP514.7: Crossing is under the control of BNSF train dispatcher. (Xing frog removed). Track out of service: MP514.7 to MP514.9 and MP514.9 to MP516.1.

Business Tracks	MP	Sta.#'s
Marlboro	514.5	FS102
Orange	515.2	FS026

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SI-11 INDUSTRIAL LEADS Cont...

Stanton Industrial Lead: (0993)

13.6 miles. MP 508.8 (Anaheim) and MP 522.6.
Entire Lead FRA Excepted Track.

Business Tracks	MP	Sta.#'s
West Anaheim	509.0	CW220
North Stanton	513.9	AS003
Los Alamitos Jct.	514.3	AS104
Westminister	517.4	AS107
Smelter	519.6	AS109
Wintersburg	520.6	AS110
Weibling	521.7	. . .

Paramount Industrial Lead: (0973)

12.6 miles. MP 507.9 (N. Stanton) and MP 495.2.
Entire Lead FRA Excepted Track. Track out of
service MP495.2 to MP496.0

Maximum gross weight: 130 Tons.

Business Tracks	MP	Sta.#'s
Paramount	496.1	CS510
Crutcher	497.0	AS014
Bellflower	498.7	AS012
Artesia	501.7	AS009
North Stanton	507.9	AS003

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight:

- Bartolo to North Studebaker - 143 tons;
- North Studebaker to Firestone Park - 134 tons;
- Firestone Park to CP Compton - 158 Tons.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

Northward Train or Engine movements routed from the north TWC limits at Los Nietos to Bartolo must not pass movement indicator (located at MP4.2) unless movement indicator displays a proceed (Flashing White) aspect or authority has been obtained from the Train Dispatcher.

ITCF: Refer to Los Nietos Subdivision SI-08 Rules Items for instructions pertaining to train operation in the ICTF plant.