EXHIBIT 3-G

Docket No. DCA-08-MR009

NATIONAL TRANSPORTATION SAFETY BOARD
WASHINGTON, D.C. 20594

General Code of Operating Rules, Operating Rule 9.9, Train Delayed Within a Block, and Metrolink Timetable No. 5, Joint Special Instructions All Subdivisions Rule 9.9 Delayed within a Block Revision

GCOR

General Code of Operating Rules

Fifth Edition

Effective April 3, 2005

These rules herein govern the operations of the railroads listed and must be complied with by all employees regardless of gender whose duties are in any way affected thereby. They supersede all previous rules and instructions inconsistent therewith.

01

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9.5.6 Track Occupancy Indicator

Where track occupancy indicators are located, employees must observe the indication before fouling a circuit or changing the derail or a main track switch.

When an occupied indication is displayed, trains or equipment must not foul the main track unless movement is properly protected.

Track occupancy indications do not authorize movement or relieve employees from protecting movements as required by the rules.

9.6 Change of Signal Indication

If a signal displaying a proceed indication changes to an indication requiring a train to stop, the train must stop at once. Report such a signal change to the train dispatcher.

9.7 Failure to Display Most Restrictive Indication

When a block is occupied, or when a switch protected by a signal is changed from its normal position and that signal fails to display its most restrictive indication, regard the signal as displaying Stop. The train must stop immediately, and employees must warn others by radio of the exact location and status of the train. Contact the train dispatcher or control operator and do not move the train without permission.

9.8 Next Governing Signal

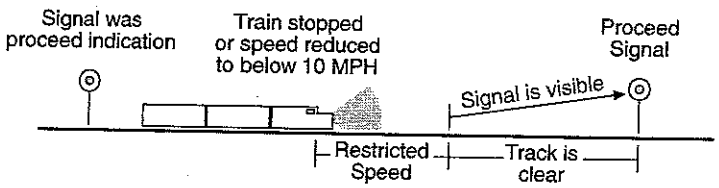
A train may comply with the next signal's indication when its aspect can be clearly seen and the signal governs the track where movement is occurring or will be made. This does not apply when a rule or previous signal indication requires movement at restricted speed.

X 9.9 Train Delayed Within a Block

If a train has entered a block on a proceed indication that does not require restricted speed, and the train stops or its speed is reduced below 10 MPH, the train must:

A. ABS

Proceed at restricted speed. The train must maintain this speed until the next signal is visible, that signal displays a proceed indication, and the track to that signal is clear.



[Diagram A.]

B. CTC or Manual Interlocking Limits

Proceed prepared to stop at the next signal until the next signal is visible and that signal displays a proceed indication.

C. ACS

Operate according to cab signal indication.

9.9.1 Passing Approach to Automatic Interlocking

A train must proceed prepared to stop at the interlocking signal when:

- Moving below 25 MPH and passing a signal displaying an indication more favorable than Approach that governs the approach to an automatic interlocking.

  or

- Speed is reduced to below 25 MPH after passing a signal displaying an indication more favorable than Approach that governs the approach to an automatic interlocking.

02

SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY

METROLINK®

TIMETABLE NO. 5

ADDITIONS AND REVISIONS
To
THE GENERAL CODE OF
OPERATING RULES

Effective Saturday, September 1, 2007 at 12:01 AM Pacific Time

SAN DIEGO NORTHERN RAILWAY

COASTER

03

Metrolink Timetable No. 5 Join Special Instructions All Subdivisions

GCOR Rule 9.9 Delayed Within the a Block

Item B is revised:

B. CTC or Manual Interlocking Limits: Proceed not exceeding 40 MPH, prepared to stop at the next signal until the next signal is visible and the signals displays a proceed indication.