



THE
WESTERN PACIFIC
RAILROAD
SACRAMENTO NORTHERN
AND
TIDEWATER SOUTHERN
RAILWAY COMPANIES
TIMETABLE

EFFECTIVE SUNDAY, OCTOBER 31, 1982
AT 12:01 A.M.
PACIFIC DAYLIGHT TIME

FOR THE GOVERNMENT AND INFORMATION OF
EMPLOYEES ONLY

C. G. YUND

Senior Vice President — Operation

R. R. GENTRY

Division Superintendent, Eastern Division, Elko

C. AADNESEN

Division Superintendent, Western Division, Sacramento

COME TO WORK ALERT, ALWAYS KEEP ALERT
AND YOU AND OTHERS WON'T GET HURT



DIRECTOR — RULES

A. KINICKISacramento

DISTRICT SUPERINTENDENTS

R. R. AHEARNOakland

C. M. PITTSStockton

R. L. MEYEROrville

CHIEF TRAIN DISPATCHER

W. F. SCHOBBERSacramento

OVERSPEED COUPLINGS ARE DAMAGING

FORM B

TO _____ DATE _____

This form is authority to proceed as prescribed by Rule 509.1.a. from absolute signal at number (_____) location(s):

BE GOVERNED BY RULE 544

DO NOT PASS ABSOLUTE SIGNAL AT _____ IF NOT

APPLICABLE, DISPATCHER WILL INSTRUCT EMPLOYEE TO ENTER D.N.A. (DOES NOT APPLY).

OK TIME _____ CHIEF TRAIN DISPATCHER

NAME OF RECEIVING EMPLOYEE _____

EMERGENCY PHONE NUMBERS

In an emergency, the fastest way to get help is to dial the number yourself, or in any emergency, dial "0" for operator. When describing the emergency, be specific, particularly with respect to location. Do not use milepost numbers with outside parties unless those parties, such as the "Forest Service" are familiar with our numbers. For easy reference, number of Chief Dispatcher is 916 442-5819.

	POLICE	FIRE AND RESCUE
San Francisco	.911	.415 861-8020
Oakland	.415 273-3211	.415 444-1616
San Leandro	.415 638-2123	.415 638-2121
Hayward	.911	.911
Union City	.911	.911
Fremont	.911	.911
Milpitas	.408 263-1212	.408 998-7212
San Jose	.408 297-3565	.408 294-4664
Pleasanton	.911	.911
Livermore	.911	.911
Tracy	.209 835-2525	.911
Lathrop	.209 944-2121	.209 823-7601
Stockton	.209 944-8383	.209 464-4646
Thornton		.209 794-2341
Elk Grove		.916 685-9501
Sacramento	.916 449-5151	.916 449-5252
Marysville	.916 743-5443	.916 742-2424
Yuba City	.916 673-1121	.916 673-1121
Oroville	.916 533-1221	.916 533-2525
Quincy	.916 283-0400	.916 283-1221
Greenville	.916 284-7222	.916 284-7777
Westwood	.916 256-3222	.916 256-3333
Bieber	.916 294-5421	
Graeagle		.916 836-2110
Portola	.916 832-4242	.916 832-4343
U.S. Forest Service	Mohawk Ranger	.916 836-2575
	Quincy	.916 283-1131
	Oroville Ranger	.916 534-6500
Reno	.702 785-2121	.702 785-2345
Herlong	.916 827-2205	.916 827-2591
Winnemucca	.911	.911
Carlin	.702 754-6710	.702 754-6710
Elko	.702 738-4011	.702 738-4011
Wells	.702 752-3333	.702 752-3333
Wendover	.801 655-2200	.801 665-2345
Grantsville	.801 822-5600	.801 884-6611
Salt Lake City	.911	.911
Emergency Heli-copter Service	Elko	.702 738-4011
	Salt Lake City (Holy Cross Hospital)	.801 350-4630
	Reno (Washoe Medical Center)	.702 785-4340
Manteca	.209 823-2101	.209 239-1351
Escalon	.209 838-7093	.209 838-2412
Ripon	.209 599-2102	.209 599-3211
Modesto	.209 524-4721	.209 523-5656
Turlock	.209 668-1200	.209 668-1200
Pittsburg	.415 439-4990	.415 432-3515
Woodland	.916 662-3922	.916 666-4464
Chico	.916 895-4911	.916 895-4911
California Highway Patrol	.ZE1-2000	
Sheriff/Fire/Ambulance	San Joaquin County	.209 944-2121
	Sacramento County	.916 441-3441
	Stanislaus County Sheriff	.209 526-6432
	Fire	.209 524-7381

CONTENTS

Emergency Phone Numbers	1
Contents	2
Speed and Car Handling Restrictions	4
Rule 10-J	5
Locomotive Specifications, Speed and Handling Restrictions	6
Tracks on which Engine Movements Restricted	8
Method for Determining Tons Per Operative Brake	9
Timetables, Speed Restrictions and Special Instructions	10
First Subdivision	10
First, Second and Third Subdivisions Yard Operations	12
Second Subdivision	12, 16
Third Subdivision	12, 22
Fourth Subdivision	26
Fifth Subdivision	30
Sixth Subdivision	34
Sixth and Seventh Subdivisions, Use of Paired Track	39
Seventh Subdivision	39, 40
San Jose Branch	46
Tracy Branch	48
Loyalton Branch	49
Reno Branch	50
Rowley Branch	52
Marblehead Branch	52
Warner Branch	53
Ellerbeck Branch	53
Sacramento Northern	54
Pittsburg Branch	54
Vacaville Branch	54
Dozier Branch	54
Montezuma Branch	54
Holland Branch	56
Woodland Branch	56
Rio Linda Branch	56
Sacramento Yard	56
Chico Branch	58
Tarke Branch	58
Pearson Branch	58
Sacramento Northern Special Instructions — General	60
Sacramento Northern — Joint Track	60
Tidewater Southern	62
Manteca Branch	62
Chemurgic Branch	62
Special Instructions, All Subdivisions	65
Dimensional Shipments	65
Table of Weight Limitations	65
Yard Limits — WP	66
Switching Limits — WP	66
Interchange Tracks — WP	66
Yard Limits — SN	67
Interchange Tracks — SN	67
Yard Limits — TS	67
Interchange Tracks — TS	67

CONTENTS, Continued

Tunnel Locations	68
Interlocking Plants and Signals and Railroad Crossings Not Interlocked	69
San Francisco	69
Oakland to Salt Lake City	70
San Jose Branch	75
Tidewater Southern	76
Sacramento Northern	76
Hot Box Detectors	78
Public Grade Crossings	80
San Francisco	80
Oakland	80
Estudillo	81
Hayward	81
Carpenter	81
Union City	82
Ayala	82
Stockton	82
Sacramento	82
Oroville Yard	82
San Jose Branch	82
Tracy Branch	82
Loyalton Branch	83
Reno Branch	83
Tidewater Southern	83
Sacramento Northern	84
WP Touchstone Fuel Saver Operation	87
UP Power Setter Fuel Saver Operation	88
Radio Communication with UP Engines and Cabooses	89
Air Brake Tests (Chart)	90
Retaining Valves	91
Emergency Action Guide for Hazardous Materials Incidents	92
Hazardous Placards and Their Meaning	94
Position in Train	98
Reference Guide for Switching Placarded Cars	100
Railroad Physicians and Oculists	102
Optometrists participating in Prescription Safety Glasses Program	103
Watch Inspectors	105
Authorized Watches	105
Safe Coupling Speed	105
Car Chart	106
System Map	108
Speed Table	Inside Back Cover
Rule 10-I	Back Cover

ALL SUBDIVISIONS
FIRST SUBDIVISION
SECOND SUBDIVISION
THIRD SUBDIVISION
FOURTH SUBDIVISION
FIFTH SUBDIVISION
SIXTH SUBDIVISION
SEVENTH SUBDIVISION
WP BRANCHES
SACRAMENTO NORTHERN
TIDEWATER SOUTHERN
RR & PUB X'INGS. HBD'S

SPEED AND CAR HANDLING RESTRICTIONS All Subdivisions and Branches INCLUDING TS AND SN WHERE APPLICABLE

GENERAL:

On curves, speed will be reduced below the maximums or restrictions provided where necessary, on all Subdivisions and Branches to insure safety.

Trains authorized to operate at Column 1 speeds but having equipment in their train covered by speed restrictions will be governed by such restrictions.

Speed restrictions listed below apply to specific equipment and conditions. In addition, compliance with other applicable speed restrictions is required.

NOTE: Restrictions on cars and equipment listed herein must be respected when operating on any foreign railroad.

Movements within the confines of car and locomotive servicing areas	5
Movements onto or off from live rails of track scales	5
The movement of freight cars and cabooses onto or over turntables is prohibited except by Mechanical Department personnel.	

MW EQUIPMENT: (SN and TS also see Pages 55, 57, 59 and 63)

	Maximum MPH
Trains handling WP derricks Nos. 37 and 79 and assigned outfits, straight track	35
On curves 5 MPH less than speed prescribed but not exceeding	30
For first five miles after leaving initial terminal.	20
Trains handling derricks (other than WP derrick Nos. 37 and 79)	30
Third and Fourth Subdivisions	25
San Jose Branch (To east switch Milpitas)	20
East switch Milpitas to end of Branch	10
Tracy Branch	10
Reno Branch	20
Loyalton Branch	10
Marblehead Branch	10
Rowley Branch	20
Ellerbeck Branch	10
Warner Branch	10
Trains handling the following on their own wheels: Power shovels, rotary plows, pile drivers and cranes except cranes 89 and 90	20
Third and Fourth Subdivisions and Branches	25
All other Subdivisions	25
Trains handling Cranes WPMW 89 and 90	25
Third and Fourth Subdivisions and Branches	35
All other Subdivisions	25
Trains handling cranes with booms leading	25
Jordan Spreaders Forward Movement	Column 2
When the plow end of Jordan Spreaders 6, 7 and 13 are to be coupled to other cars or engines, an empty flat car must be placed next to plow end, to prevent damage to engine or equipment.	
Spreaders in reverse movement	25
Trains handling air dump cars, series WP-MW 11000, loaded or empty	25
Air dump cars, loaded or empty, are to be handled near caboose except when being handled in short trains, locals, etc., or for immediate set out.	
Ribbon rail train, loaded	40

All WPMW (Maintenance of Way) cars are restricted to a maximum speed of 30 MPH and are restricted to movement in local freight or work trains unless otherwise specifically authorized by Chief Train Dispatcher, EXCEPT the following: (Does not apply to derricks and cranes. See above for restrictions.)

WPMW 0196 thru 0199	(LOCO SAND)
WPMW 0211 thru 0260	(BOX)
WPMW 0400 thru 0410	(BALLAST)
WPMW 0500	(RAIL FLAT)
WPMW 1201 thru 1299	(TANK)
WPMW 8593 thru 8599	(MATERIAL)
WPMW 8651 thru 8685	(FLAT)
WPMW 6, 7 and 13	(JORDAN SPREADERS)
WPMW 79-9	(TIE)

System Water cars (WPMW 1063, 1070, 1132, 1556, 1575, 1577, 1579, 1581 and 1583), System Diesel Fuel Cars and Journal Oil cars (WPMW 1202,

SPEED AND CAR HANDLING RESTRICTIONS, Continued

1203, 1208, 1210, 1212, 1213, 1215, 1217, 1223, 1224, 1225, 1231, 1232, 1233, 1235, 1245, 1249 and 1250) and Supply car WPMW 0291 are restricted to rear 20 cars of train. Exception, restriction does not apply to System Diesel Fuel cars and Journal Oil cars as listed above on First Subdivision. It does apply to System Water cars and Supply car on all subdivisions.

NOTE:

System Diesel Fuel cars and Journal Oil cars *not* listed by number are *not* restricted to rear 20 cars of train.

Additionally, WPMW 8004, if not moving with pile driver, is restricted to rear 20 cars of train.

Refer to preceding page for applicable speed restrictions for these cars.

	Maximum MPH
COILED STEEL:	
Trains handling coiled steel except in trailer on flat car	45
Loads of coiled steel, other than TOFC, are to be entrained on or near head end of train.	
Trains handling empty steel gons as follows: WP 4401-4425, DRGW 56344-56374 and SP 323000-323089	45
COAL AND ORE:	
Unit coal trains, loaded or empty.	50
On SP Paired Track, see Rule 33 under All Subdivisions in SP Timetable	
Unit coal trains, loaded, Third Subdivision	25
Westward trains handling 60 or more cars of COAL do not exceed 20 MPH at the following locations:	
MP 295 to MP 294	
MP 283 to MP 251.52	
MP 234 to MP 232.62	
Trains handling ore in open top cars	Column 2
Trains handling copper concentrates in 61 ft. or longer gondolas	40
COVERED HOPPERS:	
Trains handling blocks of 10 or more covered hoppers, loaded or empty	45
On Third Subdivision.	40
Westward trains handling 60 or more cars of GRAIN do not exceed 20 MPH at the following locations:	
MP 295 to MP 294	
MP 283 to MP 251.52	
MP 234 to MP 232.62	
Trains handling more than 50 covered hoppers, loaded or empty.	40
Trains handling 76 or more loaded covered hoppers on Third Subdivision	25
Covered Hopper cars, loaded, series ACFX and SHPX 25000 to 25999, in movement of silica sand from Mill Creek, Oklahoma to Berkeley, California via either UP or DRGW, equipped with friction bearings.	50
Such cars must be observed closely en route.	
	Maximum MPH
OTHER CARS:	
Trains handling empty bulkhead flats including center beam bulkhead flats	45
Scale test cars on own wheels except UP903006 must be handled next to caboose and trains handling such cars will not exceed	
Between Oakland and Roper	35
Between Keddie and Bieber	25
Branches	20
BUSINESS CARS:	
A) WP No. 1 is to be entrained only as follows:	
1) When occupied — as last car in train (behind caboose), with platform to rear.	
2) When deadheaded — on rear of train, immediately ahead of or behind caboose.	
B) Other — As directed by Chief Train Dispatcher.	

BUSINESS CARS:

A) WP No. 1 is to be entrained only as follows:

- 1) When occupied — as last car in train (behind caboose), with platform to rear.
- 2) When deadheaded — on rear of train, immediately ahead of or behind caboose.

B) Other — As directed by Chief Train Dispatcher.

RULE 10-J. The speeds shown on speed control boards are for trains authorized to operate at Column 1 speeds. Other trains must operate at Column 2 speeds. Refer to appropriate subdivision for further instructions.

Trains approaching interlocked crossings must reduce to speed shown before engine passes home signal.

LOCOMOTIVE SPECIFICATIONS, SPEED AND HANDLING RESTRICTIONS

Maximum speeds in miles per hour shown below is subject to further restrictions as shown for each subdivision or branch.

Engine Number	Maximum Speed	Length Between Pulling Faces	Classification	Model	Starting Tractive Effort	Weight of Engine	Horsepower
WP Engines							
601-606	30	44	ES412	SW 9	61,950	247,800	1,200
608	30	44	ES412	NW 2	62,000	248,000	1,200
701-713	65	56	EM415	GP 7	62,950	251,700	1,500
725-732	65	56	EM418	GP 9	61,900	247,600	1,750
917, 921	65	51	EF415	F 7	61,175	244,710	1,500
1501-1503	65	45	ES415	SW1500	64,700	257,870	1,500
2001-2010	70	56	EM420	GP 20	64,225	256,890	2,000
2251-2265	70	60	GF423	U 23 B	65,557	262,230	2,250
3001-3022	70	56	EF425	GP 35	64,650	258,975	2,500
3051-3069	70	60	GF430	U 30 B	71,500	289,000	3,000
3501-3559	70	59	EF430	GP 40	69,250	278,000	3,000
SN Engines							
607	30	44	ES412	NW 2	62,000	248,000	1,200
711-712	65	56	EM415	GP 7	61,700	246,800	1,500
UP Engines							
2400-2539	70	67	GF630	U 30C	98,250	396,000	3,000
2800-2809	70	65	GF628	U 28C	93,500	373,600	2,800
2810-2959	70	67	GF630	U 30C	97,750	391,060	3,000
3000-3122	70	66	EF630	SD 40	98,250	393,300	3,000
3123-3488	70	71	EF630	SD 40-2	97,500	390,800	3,000
3489-3808	70	71	EF630	SD 40-2	97,500	393,800	3,000
9000-9005	70	60	EF435	GP 40-X	68,750	274,000	3,500
BN Engines							
2072-2109	65	57	EF420	GP 38	55,000	265,000	2,000
2200-2254	65	56	EF423	GP 30	51,000	260,000	2,250
2500-2545	65	56	EF425	GP 35	51,200	262,000	2,500
2700-2739	65	59	EF423	GP 39-2	65,000	250,000	2,300
3000-3039	65	59	EF430	GP 40	48,000	274,000	3,000
5650-5677	65	67	GF628	U 28 C	82,000	391,000	2,800
5700-5765	65	67	GF633	U 33 C	82,000	392,200	3,300
6300-6325	65	66	EF630	SD 40	74,500	381,000	3,000
6326-6385	65	71	EF630	SD 40-2	74,500	384,000	3,000
6400-6567	65	66	EF636	SD 45	84,000	394,022	3,600
6592-6599	65	71	EF636	SDP 45	84,000	394,300	3,600
6600-6645	65	71	EF636	F 45	71,000	385,471	3,600
6700-7053	65	71	EF630	SD 40-2	84,000	412,000	3,000
7054-7160	65	71	EF630	SD 40-2	84,000	414,000	3,000
7800-7888	65	69	EF630	SD 40-2	84,000	412,000	3,000
7900-7917	65	69	EF630	SD 40-2	84,000	412,000	3,000
8000-8181	65	69	EF630	SD 40-2	84,000	412,000	3,000

Trains or engines having UP units 3123 through 3473 in engine consists, do not exceed 50 MPH while engine is passing over the following locations.
 Between MP 439 and MP 474
 Between MP 845 and MP 857

LOCOMOTIVE SPECIFICATIONS, SPEED AND HANDLING RESTRICTIONS Continued

Each lead locomotive used for controlling speeds in excess of 20 MPH must have the speed indicator tested by the engineer after departing originating terminal. Special survey-measured speed test sections listed below are to be used for speed indicator verification:

LOCATION	DIRECTION	SURVEYED M.P.
Oakland	East	M.P. 17, 18, 19
Milpitas	West	M.P. 7, 6, 5
Stockton	East	M.P. 101, 102, 103
	West	M.P. 81, 80, 79
Sacramento	East	M.P. 146, 147, 148
	West	M.P. 131, 130, 129
Oroville	East	M.P. 210, 211, 212
	West	M.P. 200, 199, 198
Bieber	West	M.P. 110, 109, 108
Portola	East	M.P. 327, 328, 329
	West	M.P. 315, 314, 313
Winnemucca	East	M.P. 545, 546, 547
	West	M.P. 523, 522, 521
Carlin	East	M.P. 657, 658, 659
Elko	East	M.P. 691, 692, 693
	West	SP M.P. 548, 547, 546
Salt Lake City	West	M.P. 906, 905, 904

Engineers noting a speed variance will report this variance on Form 2A (FRA Locomotive Daily Inspection Report).

Maximum

When operating engine from other than the lead unit in direction of movement **MPH**

On curves and approaching highway or street crossing at grade..... 20

Where conditions require, speed must be further reduced to insure safety.

Foreign railroad diesel units, when used, will be permitted maximum speeds but will not exceed maximum speed stencilled in cab of each unit.

Trains handling engines dead in train must not exceed the maximum speed for such class engine.

Locomotive consist at head end of trains must not exceed six operative units. Any units in excess of six must be isolated.

Operative dynamic brake on head end of trains must not exceed four 6-axle units, six 4-axle units, or any combination thereof which totals 24 axles.

Diesel engines may be operated through water when its depth does not exceed three inches, measured from top of rail, at a speed not exceeding five miles per hour.

825. (T) When necessary to place a helper behind a caboose, employees must vacate such caboose and ride in locomotive.

Helper engine behind a caboose shall consist of not more than two six-axle operating units totalling 179,400 pounds of tractive effort or not more than two four axle operating units totalling 135,600 pounds tractive effort or a combination of one six-axle and one four-axle unit totalling not more than 157,600 pounds tractive effort.

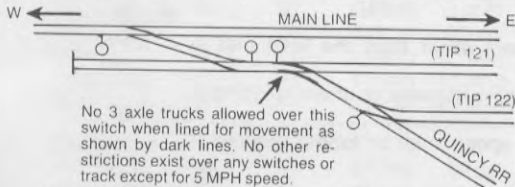
When helper is used behind a caboose, the speed of the train must not exceed 20 MPH.

Helper engines must not be used behind wooden cabooses or any wooden underframe cars.

Helper engines must not be detached from a train while it is in motion.

TRACKS ON WHICH ENGINE MOVEMENTS RESTRICTED

Location and Description of Track	Class of Engine	Prohibited
OAKLAND, Gerber Spur No. 14-783	All except 601 and 1501 class and SN607	Entire spur
RADUM	All	Beyond frog on all tracks except 1 and 2
STOCKTON Hunter Street Line	All except 601, 1501, 701 and 725 classes and SN 607, 711, 712	Entire line.
MARYSVILLE Old SN freight connections	All except 601, 1501, 701 and 725 classes and SN 607, 711, 712	Beyond frog.
CRAIG, Outfit Spur	All	Beyond restricting sign.
GRAY'S FLAT	THREE axle trucks & all over one unit.	Entire spur.
QUINCY JCT. Stock Track (TIP 071 Off Siding) House Track (TIP 121) and Interchange Track (TIP 122)	3-AXLE TRUCKS	Entire spur beyond clearance point. a) 5 MPH on both tracks. b) Second inside switch from west end when lined for Track 122: Do not operate 3-AXLE truck over this switch in this position. There is no such restriction when switch is lined for Track 121. There is no such restriction over other portions of both tracks.
SLOAT, Chip Track	All	Beyond chip loader.
JUNGO	All	West of loading ramp No. 1 or 2 spur.
LAKE POINT	All over 4 units	Beyond frog.
TRACY BRANCH, Spur MP 0.5	All	Beyond frog.
RENO BRANCH	3051 & 3501 Class Three Axle Trucks	Between MP 30 and MP 33.
LOYALTON BRANCH	3051, 3501 Class Three Axle Trucks & all over 4 units	Entire Branch
ELLERBECK BRANCH	All over 2 units	Between Flux & Dolomite



RULE 1203. Movement of any locomotive or switching of cars over live rails of Track Scales is prohibited except at following locations:

- POZLA (MP 349.1)
- DUNPHY (MP 610.12)

Engines or loads exceeding 55 tons gross weight are restricted on the following spurs to the number of feet shown from clearance point. The spurs listed, except those at Elko, are to be used only for MofW or bad order setouts.

Sand Pass	310
Sano	200
Reynard	200
Phil	500
Trego	200
Cholona	200
Floka	230
Antelope	300
Gaskell	250
Raglan	200
Ellison	150
Kampos	150
Duggan	150
Tonka	150

TRACKS ON WHICH ENGINE MOVEMENTS RESTRICTED

Continued

Elko (Voegler)	300
Elburz	150
Tulasco	150
Sage	600
Silverzone	450
Clifside	216
Ola	200
Barro	280
Low	580

TIDEWATER SOUTHERN AND SACRAMENTO NORTHERN

All six axle locomotives and all locomotives weighing in excess of 289,000 lbs. are restricted from use on the Tidewater Southern and Sacramento Northern. See page 6. All WP locomotives weigh 289,000 lbs. or less and are not restricted for use on Tidewater Southern and Sacramento Northern.

METHOD FOR DETERMINING TONS PER OPERATIVE BRAKE

To be used in connection with determining eligibility for operation at Column 1 Speeds when otherwise authorized to do so. See instructions below speed tables for First, Second, Third, Fifth, Sixth and Seventh Subdivisions.

Tons per operative brake is determined by dividing the total trailing tonnage (including gross weight of caboose but *not* locomotives) by the total number of cars in train with operating air brakes. For example:

- (a) Symbol freight TOF has 40 loads, 20 empties, 4,500 trailing tons and no cars with inoperative air brakes. Tons per operative brake are $75 (4,500 \div 60 = 75)$; according to instructions, this train is permitted Column 1 speeds.
- (b) Symbol freight OME has 45 loads and 1 empty, 3,864 trailing tons and 4 cars with inoperative air brakes, which equals 92 tons per operative brake ($45 \text{ loads} + 1 \text{ empty} = 46 \text{ cars with inoperative air brakes} = 42 \text{ cars with working air brakes}$; therefore, $3,864 \text{ trailing tons} \div 42 \text{ cars with working brakes} = 92 \text{ tons per operative brake}$). Referring to the instructions, this train will be restricted to Column 2 speeds since it exceeds the 45 cars permitted for a train with over 90 tons per operative brake.

FIRST SUBDIVISION

EASTWARD ↓			WESTWARD ↑		
Miles from Oakland	Station Numbers	Mile Post	TIMETABLE NO. 10		Miles from Stockton
			STATIONS	RULE 6-A	
0	5	4.7	OAKLAND (YD. LM.TS.)	BKFWYPO	Y a r d L i m i t s
1.1	6	5.8	SP CROSSING (Magnolia)		
1.2	6	5.9	CHESTNUT JCT. (OT Conn.)		
2.5	7	7.2	OAK ST. (SP X'ing.)		
3.0	8	7.7	CLINTON		
4.9	10	9.6	FRUITVALE		
5.9	11	10.6	MELROSE (SP X'ing.)		
6.6	12	11.3	KOHLER		
9.0	14	13.7	ELMHURST (SP X'ing.)		
15.4	20	20.1	HAYWARD		
25.0	30	29.7	FREMONT		
25.6	31	30.3	NILES TOWER (SP X'ing.)		
25.8	31	30.5	NILES JUNCTION		
33.4	38	38.1	HEARST		
38.0	43	42.7	RADUM (SP X'ing.)		
38.27	43	42.97	RADUM (SP X'ing.)		
42.3	47	47.0	LIVERMORE		
51.5	56	56.2	ALTAMONT		
58.6	63	63.3	MIDWAY		
68.1	73	72.8	TRACY		
69.35	74	74.05	SP CROSSING (Lyoth)		
77.4	82	82.1	WYCHE		
79.75	84	84.45	SP CROSSING (Lathrop)		
87.3	92	92.0	STOCKTON (Yard)		

RULES 80 and 93. Double Track Chestnut Jct. to Clinton. Oakland yard limits continuous from west end of Oakland Yard to Clinton. Traffic Control System in effect Clinton to Stockton yard inclusive. See Rule 540. Eastward signal D-74 located at MP 7.4 is the distant signal for absolute signal at Clinton.

RULES 105 and 340-A. Siding Tracy is a controlled siding.

RULE T-82-A. Eastward trains do not require a clearance at Oakland.

RULE 541. Before departing Oakland Conductor (or Engineer if there is no Conductor) will contact train dispatcher for instructions for movement Clinton to Stockton. Dispatcher will then issue verbal authority to enter T.C.S. at Clinton.

Conductors will retain orders on inbound train for comparison with train dispatcher for eastbound movement.

SPURS AND COMMERCIAL TRACKS

STATIONS	MILE POST	Connected	Capacity in Feet	Station No.
SAN LEANDRO	14.69	Both Ends	435	15
ESTUDILLO	16.14	Both Ends	3850	16
CARPENTER	24.9	Both Ends	1688	25
UNION CITY	25.9	Both Ends	1888	26
PABRICO	26.96	W	1230	28
PLEASANTON	41.7	W	500	41
RADUM	43.4	Both Ends	1758	43
TREVARNO				
Interchange	49.0	W	1402	49
Drill Track	49.16	W	6434	1049
LOX	50.3	W	1850	50
AYALA	70.92	E	5700	71
LYOTH				
U.S.Q.M.&SP Conn.	73.8	W	—	74
(Spur leads from east end Tracy siding)				
COCHRAN	75.6	Both Ends	759	76
ARMY SUPPLY DEPOT				
(LATHROP)	85.76	Both Ends	6241	86
FRENCH CAMP	88.35	Both Ends	1557	88

Footage figures shown are for the tracks directly connecting to the main track and do not include additional auxiliary trackage.

FIRST SUBDIVISION

MAXIMUM SPEEDS IN MILES PER HOUR Between	1	2
	First Subdivision	
Chestnut Jct. and MP 7.7 Clinton	10	10
MP 7.7 Clinton and SP Crossing MP 10.6	20	20
SP Crossing MP 10.6 and MP 15.2 Williams St. San Leandro	35	35
MP 15.2 and MP 29.25	60	50
MP 29.25 and MP 34.4	40	30
MP 34.4 and MP 45.0	45	45
MP 45.0 and MP 52.3	50	50
MP 52.3 and MP 58.2	35	35
MP 58.2 and MP 67.0	40	40
MP 67.0 and MP 74.05 SP Crossing	60	55
Over MP 74.05 SP Crossing	50	50
MP 74.05 SP Crossing and MP 84.45 SP Crossing	60	50
Over MP 84.45 SP Crossing	30	30
MP 84.45 SP Crossing and MP 90.4	60	50
MP 90.4 and MP 90.85	45	35
MP 90.85 and MP 95.2	20	20
Other Tracks	10	10

Other Maximum Speeds

Through turnouts, crossovers, on wyes, on sidings and on all inside tracks (except as otherwise provided for) 10

On inside tracks when curvature or other conditions require, speed will be further reduced to insure safe operation.

Through turnouts with power-operated switches in reverse position, as follows:

Kohler to Wyche inclusive, except Fremont and east leg of Wye switch, Niles Junction.

Westward trains leaving Stockton Yard, after receiving signal from rear to indicate rear end has passed Industrial Way, and

Through the sidings at the stations and within the limits listed above 20

Trains must move with extreme care not exceeding 3 MPH while moving over frogs and switches and around curves on Tomato Spurs, Tracy.

All freight trains will operate at Column 2 speeds (considering other restrictions, if any) unless they are authorized to operate at Column 1 speeds as described below.

Freight trains authorized to operate at Column 2 speeds are, unless otherwise instructed by Chief Train Dispatcher, further restricted to a maximum speed of 45 MPH for fuel conservation. However, these freight trains (if not otherwise restricted) may operate at speeds up to 55 MPH (but not to exceed Column 2 track speed) at locations where locomotive is in Dynamic Brake, Idle or Run 1. In undulating territory or where an individual sag is encountered, power may be worked and speed may exceed 45 MPH (but not to exceed Column 2 track speed) for very short distances (generally not to exceed twice the length of the train) when pulling up the ascending side of sags to minimize slack action.

Freight trains bearing symbol OMW, FF, OME or TOF (if not otherwise restricted) will operate at Column 1 speeds PROVIDED they meet the conditions shown in the following table:

Tons Per Operative Brake*	Maximum Number of Cars (Including Caboose)
80 or less	70
80+ to 85	55
85+ to 90	50
90+ to 95	45
95+ to 100	40

*In the Table, 80+ tons per operative brake represents any value over exactly 80.0 (similarly for the 85+, 90+ and 95+ tons per operative brake table values).

See page 9 for method of computing tons per operative brake.

FIRST, SECOND AND THIRD SUBDIVISIONS YARD OPERATIONS

OAKLAND — BETWEEN CLINTON AND EAST SWITCHING LIMIT
STOCKTON — BETWEEN WEST AND EAST SWITCHING LIMITS
SACRAMENTO — BETWEEN WEST AND EAST SWITCHING LIMITS
ORVILLE — BETWEEN WEST AND EAST SWITCHING LIMITS

RULE 547. Will apply within these limits, with work authority limited to not more than four blocks at any one time. Yard conductor must obtain authority from train dispatcher whenever switching is to be done in a block or blocks and, when switching is completed, yard conductor personally must release block or blocks to the train dispatcher.

When initially entering a block at a switch where there is no signal or electric lock, permission must be obtained from the train dispatcher and five minutes must elapse after switch is opened before engine or cars foul main track.

A yard engine may be granted work authority including a block in which a train is standing (provided such train has not been granted block work authority) for the purpose of switching such train. When such authority is granted, signal indication is not required for entrance to the block nor must five minutes elapse after opening switch not protected by signal or electric lock to enter the block provided train to be switched can be seen stopped in the block. If it becomes necessary to switch such train from both ends or for a second engine to enter the same block on end of train opposite the end on which train is to be worked, to perform other work, both engines may be granted authority to work in the same block. Under such arrangements a portion of the train must be left at all times in the block originally occupied and after switching is completed, the work authority must be released to the dispatcher by both engines.

Certain switches within above limits are not electrically locked or signalled. Yard crews using such switches within a block under work authority may leave and return to the main track without additional authority from the train dispatcher, provided they have left a car or cars on main track or main track switch open with a man in charge.

If main track has been cleared and switches restored to normal position, new authorization must be obtained from the train dispatcher before returning to the main track.

Yard conductor must notify train dispatcher when leaving or intending to leave main track at an intermediate switch except when working under work authority. A block must not be released to the train dispatcher in advance when work authority has been granted but blocks must be released promptly when switching has been completed or specified time has expired in order to avoid delay to trains.

SPECIAL INSTRUCTIONS — FIRST SUBDIVISION

For Table of Weight Limitations, Yard Limits, Switching Limits, and Interchange Tracks, and for information and instructions concerning Interlocking Plants and Signals and Railroad Crossings Not Interlocked, Hot Box Detectors, Public Grade Crossings, Emergency Action Guide, Radio Communication with UP Engines and Caboose, and Retaining Valves, see appropriate following section.

OAKLAND

RULES 80 and 93. Before trains are authorized to move against the current of traffic between Clinton and Chestnut Jct., train dispatcher must first contact yardmaster Oakland Yard advising him of such impending train movement. After yardmaster has informed train dispatcher yard engines have been notified and track to be used is clear, train movement against the current of traffic will be authorized as follows:

Westward: By signal indication per Rule 292-A at absolute signal Clinton.

Eastward: Verbal authority from yardmaster after he receives concurrence from train dispatcher, has notified yard engines and track to be used is clear.

Yard engines must move with the current of traffic when practicable, using crossovers to move to other track to perform work. Before fouling or using crossover or before moving against the current of traffic, conductor must receive information from yardmaster or train dispatcher that no opposing train will be encountered.

RULE 103-B. Radio communication is now available with Magnolia Tower. In no way will such communication change the authority of the yardmaster to

SPECIAL INSTRUCTIONS — FIRST SUBDIVISION Continued

control movement of trains in and out of Oakland Yard. The sole purpose of communication with Magnolia Tower is to prevent blocking of El Dorado Road and Ferro Street in the case of Eastbounds, and Oak Street to Filbert Street inclusive, in the case of Westbounds, when towerman is unable to give WP train the route across SP.

RULE 104-D. Spring switch located at end of double track Clinton normally lined for westward main track and may be trailed through eastward on eastward main track.

"S" Unit must be illuminated per Rule 292-A before spring switch is reversed. Trains or engines moving from eastward main track to westward main track or vice versa, must move beyond signal and receive proper signal indication for reverse movement. If authorized to pass this signal in STOP position, spring switch must be examined and points found to fit properly for movement desired.

RULE 105. Joint WP and SP drill track between Melrose and Elmhurst must not be used for meeting or passing trains.

RULE 228-Z. Dimensional Shipments. If train has car or cars of excessive dimensions, after determining that a high-wide message is on file authorizing movement and after notifying train dispatcher, yardmaster, yard or station forces will issue message Form T-5 on blue paper, with a copy of high-wide message attached, to conductor and engineer. A copy of Form T-5 and high-wide message must also be attached to waybill.

RULE 540. T.C.S. blocks within Oakland switching limits as follows:

Clinton MP 7.7 to absolute signal MP 8.8
Absolute signal MP 8.8 to MP 9.9
Absolute signal MP 9.9 to west switch Kohler
West switch Kohler to east switch Kohler
East switch Kohler to absolute signal MP 13.7

Train dispatcher must be notified when yard engines intend to enter T.C.S. on main track at Clinton and thereafter signal indications will govern.

Westward Absolute Signal east of switch, Clinton, is a single unit signal with "S" unit on mast. This signal will display aspects per Rule 292, 292-A and 288. All westward movements will be authorized by flashing red aspect per Rule 288.

RULE 547. See instructions on Page 12 under "YARD OPERATIONS."

HAYWARD

RULES 103B and 271. A lunar white marker light on 7-foot mast is located to the right of the siding at MP 20.15. Eastward trains moving on siding finding this lunar white marker light illuminated may proceed to east siding switch and be governed by signal indication displayed there. Eastward trains finding this marker light extinguished must stop before passing it and contact train dispatcher for instructions.

Train dispatcher's telephone is located in booth adjacent to marker light mast.

RULES 103B and 509. Eastward absolute signal located to right of main track at "A" Street, MP 20.1. Eastward trains moving on main track finding aspect displayed per Rule 292 will be governed by Rule 509.

FREMONT

RULE 105B. Train dispatcher must be notified when cars are left on siding Fremont.

Train dispatcher's telephone located inside east end of station building.

When making delivery to SP at Shinn siding, cars must be placed with a clearance of not less than two car lengths from dwarf signal at east end of Shinn siding. Do not enter SP Main track.

Derail located at clearance point at west end of Shinn siding.

When cars are placed on Shinn siding, towerman Niles Tower must be notified.

NILES JCT. (Also see Page 47, San Jose Branch)

RULE 550. An electrically locked switch is at west end west leg of wye and an electrically locked switch point derail is located at clearance point.

SPECIAL INSTRUCTIONS — FIRST SUBDIVISION
Continued

BRIDGE 35.09 ALAMEDA CREEK

RULE 14-C. "W" Sign — Whistle board is placed approximately one-quarter mile in advance of bridge. Whistle signal as prescribed by Rule 14.16, a succession of short sounds, will be sounded approaching bridge.

PERMASCO CAR SKATES

RULE 103-C. Located at Hearst and Midway as follows:
Hearst in phone booth at West Hearst.
Midway in phone booth at East Midway.

When setting cars out on these sidings, skates must be used. If cars already on siding, arrange to couple cars to be set out with the cars already there, resetting skates under outside pair of wheels of truck of first car on the down hill side. When coupling into car or cars on siding make coupling carefully and see skates removed before cars are pulled or pushed. When all cars are removed from siding replace the skates in the phone booths at West Hearst and East Midway.

In addition to the use of Permasco car skates, a sufficient number of hand brakes must be set. Cars must be coupled if practicable. Wheels must be further blocked if necessary to prevent their movement.

TREVARNO

RULE 550. Drill track. Switch is electrically-locked and is protected by hand-throw derail. Derail is not electrically-locked and must remain in derailing position until release of electrically-locked switch is obtained. Derail actuates signals on main track when not in derailing position.

TRACY (LYOTH)

RULE 545. Main track and inside crossover switches at Lyoth on east end Tracy siding are dual-control. When either switch is placed in hand-throw position the other switch is disconnected from power operation and it is then unnecessary to place it in hand-throw position.

Signals governing movement over inside dual-control switch are controlled by train dispatcher. When signals display aspect per Rule 288, movements may be made to or from SP interchange and engines may drill over this switch without placing it in hand-throw position. If signals display STOP aspect per Rule 292 and reason is not apparent or if call light is lighted on adjacent telephone booth, train dispatcher must be contacted promptly.

ARMY SUPPLY DEPOT (LATHROP)

RULE 104-A. At west end, normal position of all switches in switching lead lined for switching lead. Do not exceed 10 MPH on switching lead or interchange trackage with Army Supply Depot.

Tracks 2 and 3 are to be used for setting out and picking up cars.

STOCKTON YARD

RULE 104-A. Switch leading to Tidewater Southern main track off No. 3 lead, just west of Bridge 90.4, normal position lined for Tidewater Southern.

Diverging switch between No. 1 and No. 2 leads at east end of Bridge 90.4, normal position toward No. 2 lead and trains entering No. 1 lead at this point must be sure switch lined back to normal position.

RULE 540. Block limits are as follows:

East switch Wyche to MP 90

MP 90 to MP 90.85

MP 90.85 to Charter Way

Charter Way to AT&SF Crossing

RULE 545. MP 90.85 Main track and inside crossover switches at west end of train yard, MP 90.85, are dual-control. When either switch is placed in hand-throw position the other switch is disconnected from power operation and it is then unnecessary to place it in hand-throw position.

Dwarf signals governing movement on No. 1 lead track over inside switch of power-operated crossover MP 90.85, are absolute signals controlled by the train dispatcher. When these signals display aspect per Rule 288, movement may be made over this switch without placing it in hand-throw position.

SPECIAL INSTRUCTIONS — FIRST SUBDIVISION
Continued

These signals may be set to display STOP per Rule 292 by the train dispatcher at any time. If these signals display STOP indication per Rule 292 and reason is not apparent, or if call light is lighted on signal house north of main track, contact train dispatcher promptly by telephone.

Charter Way. Westward signal is a two-unit signal and diverging route may be to either "B" lead or Track 1.

Normal position for dual control switch at Charter Way from B Lead to Santa Fe connection is for movement to Santa Fe. Upper unit of two unit dwarf signal governs movement from B Lead to main track and lower unit governs movement from B Lead to Santa Fe and will display aspect per Rule 288 to permit movement to Santa Fe. Dwarf signal on Santa Fe connection near Charter Way governs movement from Santa Fe to B Lead and will display aspect per Rule 288 for such movement. Power operated switch operates in tandem with main track switch to B Lead. When either of these switches or the switch from main track to No. 1 track is in hand throw, power is disconnected from the other switches in the circuit and other switches need not be placed in hand throw unless they must be thrown. See Rule 545.

RULE 547. Flashing red indicator lights are located at MP 91.02 and at MP 91.88. When flashing, per Rule 288, these indicator lights authorize switching movements between absolute signals at MP 90.85 and Charter Way MP 92.7 without contacting Train Dispatcher. All movements so authorized must be made at yard speed. It will not be necessary to wait five minutes before entering main track after opening non electrically-locked switches in this block when flashing red aspect is displayed on the indicator.

When the flashing red aspect is extinguished, it will terminate the authority and main track must be cleared as promptly as possible. If unable to clear main track within five minutes, the Train Dispatcher must be contacted.

Except when Signal Aspect per Rule 288 is displayed, permission may be granted by yardmaster upon authority from train dispatcher to use main track between the points named above. When such authority has been obtained, a Form U is not required and that portion of Rule 547 is modified accordingly.

Also see instructions on Page 12 under "YARD OPERATIONS."

RULE 887. Eastward trains, caboose hops and light engines will be governed by signal indication entering Stockton Yard.

Eastward trains which head in at MP 90, call yardmaster on phone located near absolute signal for track instructions.

Eastward trains which head in at MP 90.85, call yardmaster on talk-back speaker for track instructions.

Clear radio instruction from yardmaster may be acted upon in lieu of calling on phone or speaker. See Rule 40.

Unless instructed by yardmaster, No. 4 lead will not be used for train movements.

RULE 1165. Running or Standing Freight Train Air Brake Test will be made in the vicinity of:

Eastbound: MP 56

Westbound: MP 57

SECOND SUBDIVISION

EASTWARD ↓

↑ **WESTWARD**

Miles from Stockton		Station Numbers		Mile Post		TIMETABLE NO. 10		SDGS in Feet	Miles from Oroville Yard
						STATIONS			
0.0	92	92.0	STOCKTON (Yard)	1.2	TO-BKFTWYPO				110.9
1.2	93	93.2	AT&SF CROSSING	0.6	IP				109.7
1.8	94	93.8	WEBER AVE. (SP X'ing.)	0.5	IP				109.1
2.3	94	94.3	FLORA STREET	0.8	P				108.6
3.1	95	95.1	EL PINAL (SP X'ing.)	1.1	IP				107.8
4.2	96	96.2	NORTH CHANNEL	1.7	P				106.7
5.9	98	97.9	HAMMER LANE	6.8	P	5895			105.0
12.7	104	104.7	KINGDON	9.2	P				98.2
21.9	114	113.9	THORNTON	8.0	P	3638			89.0
29.9	122	121.9	PHILLIPS	10.5	P	6250			81.0
40.4	132	132.4	POLLOCK	3.6	P	4874			70.5
44.0	136	136.0	SOUTH SACRAMENTO	2.0	BKFWPO				66.9
46.0	138	138.0	"R" ST. (SP X'ing.)	1.5	IYP	Yard			64.9
47.5	140	139.5	HAGGIN (SN & SP Conns.)	1.2	P				63.4
48.7	141	140.7	GLOBE	2.9	P				62.2
51.6	144	143.6	DEL PASO	8.9	P	6247			59.3
60.5	153	152.5	SANKEY (SN Conns.)	4.0	P				50.4
64.5	156	156.5	PLEASANT GROVE	5.5	P	6242			46.4
70.0	162	162.0	TROWBRIDGE	10.85	P				40.9
80.85	173	172.85	MOUNKES	2.78	P	7290			30.05
83.63	176	175.63	CLEVELAND (SN Conn.)	3.17	P				27.27
86.8	179	178.8	MARYSVILLE (SN Conn.)	1.4	IP	5055			24.1
88.2	180	180.2	BINNEY JCT. (SP X'ing.)	0.22	P				22.7
88.42	180	180.42	SP CONNECTION	5.18	P				22.48
93.6	186	185.6	TAMBO	7.4	P				17.3
101.0	193	193.0	CRAIG	9.9	P	6155			9.9
110.9	203	202.9	OROVILLE YARD		TO-BKFTWYPO				0.0

RULE 14-A. At South Sacramento and Sacramento, engine whistle or horn should be used only when necessary and then kept as soft as possible consistent with the particular requirement.

Traffic Control System in effect Stockton Yard to Oroville Yard inclusive. See Rule 540.

SPURS AND COMMERCIAL TRACKS

STATIONS	MILE POST	Connected	Capacity in Feet	Station No.
KINGDON	104.7	Both Ends	897	104
TERMINOUS JCT.	105.3			105
Track 1		W	1200	—
Track 2		W	3360	—
VILLINGER	107.8	W	641	108
LAGUNA CREEK	129.76	E	1400	129
KENWOOD	133.17	E	717	133
BOMBAY	146.6	E	510	147
PERMANEER	201.18	E	510	201

Footage figures shown are for the tracks directly connecting to the main track and do not include additional auxiliary trackage.

SECOND SUBDIVISION

**MAXIMUM SPEEDS
IN MILES PER HOUR
Between**

	1	2
Second Subdivision		
MP 90.85 and MP 95.2 over SP Crossing	20	20
Other Tracks	10	10
MP 95.2 and MP 97.3	50	45
MP 97.3 and MP 115.35	60	55
MP 115.35 and MP 116.7	60	40
MP 116.7 and MP 129.0	60	55
MP 129.0 and MP 135.2	40	40
MP 135.2 and "C" St. Sacramento	20	20
"C" St. Sacramento and MP 141.8	35	35
MP 141.8 and MP 177.5	50	40
MP 177.5 and MP 181.1	30	30
MP 181.1 and MP 201.7	50	50
MP 201.7 and MP 201.9 on curve	40	35
MP 201.9 and MP 205.47	45	35

NOTE: Do not exceed 10 MPH while any portion of train is passing Oroville Yard office.

**Maximum
MPH**

Other Maximum Speeds

Through turnouts, crossovers, on Wyes, on sidings and on all inside tracks (except as otherwise provided for) 10

On inside tracks when curvature or other conditions require, speed will be further reduced to insure safe operation.

Through turnouts with power-operated switches in reverse position, as follows:

Hammer Lane, Phillips, Del Paso, Pleasant Grove, Mounkes and Craig, and through the sidings at the stations listed 20

All freight trains will operate at Column 2 speeds (considering other restrictions, if any) unless they are authorized to operate at Column 1 speeds as described below.

Freight trains authorized to operate at Column 2 speeds are, unless otherwise instructed by Chief Train Dispatcher, further restricted to a maximum speed of 45 MPH for fuel conservation. However, these freight trains (if not otherwise restricted) may operate at speeds up to 55 MPH (but not to exceed Column 2 track speed) at locations where locomotive is in Dynamic Brake, Idle or Run 1. In undulating territory or where an individual sag is encountered, power may be worked and speed may exceed 45 MPH (but not to exceed Column 2 track speed) for very short distances (generally not to exceed twice the length of the train) when pulling up the ascending side of sags to minimize slack action.

Freight trains bearing symbol OMW, FF, OME or TOF (if not otherwise restricted) will operate at Column 1 speeds PROVIDED they meet the conditions shown in the following table:

Tons Per Operative Brake*	Maximum Number of Cars (Including Caboose)
80 or less	70
80 + to 85	55
85 + to 90	50
90 + to 95	45
95 + to 100	40

*In the Table, 80+ tons per operative brake represents any value over exactly 80.0 (similarly for the 85+, 90+ and 95+ tons per operative brake table values).

See page 9 for method of computing tons per operative brake.

SPECIAL INSTRUCTIONS — SECOND SUBDIVISION

For Table of Weight Limitations, Yard Limits, Switching Limits, and Interchange Tracks, and for information and instructions concerning Interlocking Plants and Signals and Railroad Crossings Not Interlocked, Hot Box Detectors, Public Grade Crossings, Emergency Action Guide, Radio Communication with UP Engines and Caboose, and Retaining Valves, see appropriate following section.

EASTWARD		SECOND SUBDIVISION		WESTWARD	
Miles from Stockton	Station Numbers	Mile Post	TIMETABLE NO. 10	SDGS in Feet	Miles from Oroville Yard
			STATIONS	RULE 6-A	
0.0	92	92.0	STOCKTON (Yard)	TO-BKFTWYPO	110.9
1.2	93	93.2	AT&SF CROSSING	IP	109.7
1.8	94	93.8	WEBER AVE. (SP X'ing.)	IP	109.1
2.3	94	94.3	FLORA STREET	P	108.6
3.1	95	95.1	EL PINAL (SP X'ing.)	IP	107.8
4.2	96	96.2	NORTH CHANNEL	P	106.7
5.9	98	97.9	HAMMER LANE	P	105.0
12.7	104	104.7	KINGDON	P	98.2
21.9	114	113.9	THORNTON	P	89.0
29.9	122	121.9	PHILLIPS	P	81.0
40.4	132	132.4	POLLOCK	P	70.5
44.0	136	136.0	SOUTH SACRAMENTO	BKFWPO	66.9
46.0	138	138.0	"R" ST. (SP X'ing.)	IYP	64.9
47.5	140	139.5	HAGGIN (SN & SP Conns.)	P	63.4
48.7	141	140.7	GLOBE	P	62.2
51.6	144	143.6	DEL PASO	P	59.3
60.5	153	152.5	SANKEY (SN Conns.)	P	50.4
64.5	156	156.5	PLEASANT GROVE	P	46.4
70.0	162	162.0	TROWBRIDGE	P	40.9
80.85	173	172.85	MOUNKES	P	30.05
83.63	176	175.63	CLEVELAND (SN Conn.)	P	27.27
86.8	179	178.8	MARYSVILLE (SN Conn.)	P	24.1
88.2	180	180.2	BINNEY JCT. (SP X'ing.)	IP	22.7
88.42	180	180.42	SP CONNECTION	P	22.48
93.6	186	185.6	TAMBO	P	17.3
101.0	193	193.0	CRAIG	P	9.9
110.9	203	202.9	OROVILLE YARD	TO-BKFTWYPO	0.0

RULE 14-A. At South Sacramento and Sacramento, engine whistle or horn should be used only when necessary and then kept as soft as possible consistent with the particular requirement.

Traffic Control System in effect Stockton Yard to Oroville Yard inclusive. See Rule 540.

SPURS AND COMMERCIAL TRACKS

STATIONS	MILE POST	Connected	Capacity in Feet	Station No.
KINGDON	104.7	Both Ends	897	104
TERMINOUS JCT.	105.3			
Track 1		W	1200	—
Track 2		W	3360	—
VILLINGER	107.8	W	641	108
LAGUNA CREEK	129.76	E	1400	129
KENWOOD	133.17	E	717	133
BOMBAY	146.6	E	510	147
PERMANEER	201.18	E	510	201

Footage figures shown are for the tracks directly connecting to the main track and do not include additional auxiliary trackage.

SECOND SUBDIVISION		MAXIMUM SPEEDS IN MILES PER HOUR Between	
		1	2
Second Subdivision		20	20
MP 90.85 and MP 95.2 over SP Crossing		10	10
Other Tracks		50	45
MP 95.2 and MP 97.3		60	55
MP 97.3 and MP 115.35		60	40
MP 115.35 and MP 116.7		60	55
MP 116.7 and MP 129.0		40	40
MP 129.0 and MP 135.2		20	20
MP 135.2 and "C" St. Sacramento		35	35
"C" St. Sacramento and MP 141.8		50	40
MP 141.8 and MP 177.5		30	30
MP 177.5 and MP 181.1		50	50
MP 181.1 and MP 201.7		40	35
MP 201.7 and MP 201.9 on curve		45	35
MP 201.9 and MP 205.47			

THE WESTERN PACIFIC RAILROAD COMPANY
SACRAMENTO NORTHERN RAILWAY
TIDEWATER SOUTHERN RAILWAY COMPANY
OPERATING DEPARTMENT

Oakland - June 5, 1983

TIMETABLE NO. 10

BULLETIN NO. 40

ALL CONCERNED:

Refer to page 16, SECOND SUBDIVISION. From table of Stations--

DELETE: NORTH CHANNEL (and all references thereto)

Refer to page 16, SECOND SUBDIVISION. Below table of stations--

ADD: Eastward and westward Absolute Signals at MP 96.2 are removed. Westward Absolute Signal at West Hammer Lane governs train movements to westward Absolute Signal at El Pinal. Eastward Absolute Signal at El Pinal governs train movements to eastward Absolute Signal at West Hammer Lane.

Refer to page 16, SPECIAL INSTRUCTIONS--SECOND SUBDIVISION. From RULE 540--

DELETE: East switch Flora Street to North Channel Line
North Channel Line to west switch Hammer Lane

ADD: East switch Flora Street to west switch Hammer Lane

R. R. GENTRY
Division Superintendent
Eastern Division

C. M. PITTS
Division Superintendent
Western Division

POSTED _____

TIME _____ DATE _____

SPECIAL INSTRUCTIONS — SECOND SUBDIVISION
Continued

STOCKTON YARD

RULE 104-A. Switch leading to Tidewater Southern main track off No. 3 lead, just west of Bridge 90.4, normal position lined for Tidewater Southern.

Diverging switch between No. 1 and No. 2 leads at east end of Bridge 90.4, normal position toward No. 2 lead and trains entering No. 1 lead at this point must be sure switch lined back to normal position.

RULE 540. Block limits are as follows:

East switch Wyche to MP 90

MP 90 to MP 90.85

MP 90.85 to Charter Way

Charter Way to AT&SF Crossing

AT&SF Crossing to Weber Avenue Crossing

Weber Avenue Crossing to west switch Flora Street

West switch Flora Street to east switch Flora Street

East switch Flora Street to North Channel Line

North Channel Line to west switch Hammer Lane.

RULE 545. Charter Way. Westward signal is a two-unit signal and diverging route may be to either "B" lead or Track 1.

Normal position for dual control switch at Charter Way from B Lead to Santa Fe connection is for movement to Santa Fe. Upper unit of two unit dwarf signal governs movement from B Lead to main track and lower unit governs movement from B Lead to Santa Fe and will display aspect per Rule 288 to permit movement to Santa Fe. Dwarf signal on Santa Fe connection near Charter Way governs movement from Santa Fe to B Lead and will display aspect per Rule 288 for such movement. Power operated switch operates in tandem with main track switch to B Lead. When either of these switches or the switch from main track to No. 1 track is in hand throw, power is disconnected from the other switches in the circuit and other switches need not be placed in hand throw unless they must be thrown. See Rule 545.

MP 90.85 Main track and inside crossover switches at west end of train yard, MP 90.85, are dual-control. When either switch is placed in hand-throw position the other switch is disconnected from power operation and it is then unnecessary to place it in hand-throw position.

Dwarf signals governing movement on No. 1 lead track over inside switch of power-operated crossover MP 90.85, are absolute signals controlled by the train dispatcher. When these signals display aspect per Rule 288, movement may be made over this switch without placing it in hand-throw position.

These signals may be set to display STOP per Rule 292 by the train dispatcher at any time. If these signals display STOP indication per Rule 292 and reason is not apparent, or if call light is lighted on signal house north of main track, contact train dispatcher promptly by telephone.

RULE 547. Flashing red indicator lights are located at MP 91.02 and at MP 91.88. When flashing, per Rule 288, these indicator lights authorize switching movements between absolute signals at MP 90.85 and Charter Way MP 92.7 without contacting Train Dispatcher. All movements so authorized must be made at yard speed. It will not be necessary to wait five minutes before entering main track after opening non electrically-locked switches in this block when flashing red aspect is displayed on the indicator.

When the flashing red aspect is extinguished, it will terminate the authority and main track must be cleared as promptly as possible. If unable to clear main track within five minutes, the Train Dispatcher must be contacted.

Except when Signal Aspect per Rule 288 is displayed, permission may be granted by yardmaster upon authority from train dispatcher to use main track between the points named above. When such authority has been obtained, a Form U is not required and that portion of Rule 547 is modified accordingly.

Also see instructions on Page 12 under "YARD OPERATIONS."

RULE 887. Westward trains, caboos hops and lite engines will be governed by signal indication entering Stockton Yard.

Trains heading in at Charter Way will call Yardmaster on phone at Charter Way for instructions unless instructions have been received by radio prior to reaching Charter Way.

Clear radio instruction from yardmaster may be acted upon in lieu of calling on phone or speaker. See Rule 40.

Unless instructed by yardmaster, No. 4 lead will not be used for train movements.

SPECIAL INSTRUCTIONS — SECOND SUBDIVISION
Continued

ATSF Conn: Train and yard movements are prohibited with cars 61 feet or longer on track between W.P. main and ATSF.

Weber Ave. Line. Western Pacific, Santa Fe and Southern Pacific have joint operating rights over the Weber Ave. Line which extends from the switch on Santa Fe near Commerce St. to Weber Ave. Industries.

THORNTON

RULE 14A. Sound Whistle Signal 14.11 approaching MP 114, Thornton Cannery.

RULE 103C. An electrically-operated steel pedestrian bridge over cannery track is located about two car lengths west of Door No. 12. This bridge is controlled by electric switch pushbuttons inside a wall box, secured by switch lock, adjacent to bridge.

Before commencing switching on this track, crew must insure that bridge is in fully raised position. If bridge is in down position, press electric pushbutton marked "Raise" until bridge comes to rest in fully raised position.

LAGUNA CREEK

RULES 103C-104A. Four wheel chocks are provided to block spotted cars. Each wheel chock is equipped with metal stand which clamps on the rail and displays a 10-inch circular metal disc painted yellow with black lettering: "CHOCKS."

Hayes No. 5 toad type derails installed to protect spotted cars on the right hand rail on both spurs are equipped with clamp-on rail stands displaying a 12" x 14" rectangular target painted blue with white lettering: "STOP — TANK CAR CONNECTED."

SOUTH SACRAMENTO

RULE 103C. When setting out on or switching any tracks at South Sacramento Yard, it must be determined that a sufficient number of hand brakes, not less than three (3), have been set on the extreme east cars on the track.

Carmen, when bleeding a cut of cars, will leave air in the east five (5) cars until it is ascertained that a sufficient number of hand brakes, not less than three (3), have been set to secure these cars, and must notify yardmaster.

RULE 540. Block limits are as follows:

East switch Pollock to west switch South Sacramento

West switch South Sacramento to east switch South Sacramento

East switch South Sacramento to absolute signal SP Crossing R Street

Absolute signal SP Crossing R Street to absolute signal west switch Haggin

Absolute signal west switch Haggin to absolute signal east switch Haggin

Absolute signal east switch Haggin to absolute signal Globe

Absolute signal Globe to absolute signal West switch Del Paso

RULE 547. See instructions on Page 12 under "YARD OPERATIONS."

Flashing red aspect displayed by indicator on signal mast beneath Sutterville overpass, authorizes switching movements between absolute signals at east and west ends of train yard without contacting train dispatcher. All movements so authorized must be made at yard speed. It will not be necessary to wait five minutes before entering main track after opening non-locked switches in this block when flashing red aspect is displayed on the indicator.

When the flashing red aspect is extinguished it will terminate the authority and main track must be cleared as promptly as possible. If unable to clear the main track within five minutes, the train dispatcher must be contacted.

Except when Signal Aspect per Rule 288 is displayed, permission may be granted by yardmaster upon authority from train dispatcher to use main track between the points named above. When such authority has been obtained, a Form U is not required and that portion of Rule 547 is modified accordingly.

RULES 545-546-A. Dual control power operated switch to safety track at clear point east end siding. Switch to safety track operates in conjunction with power operated main track switch. When east switch is hand operated, power operated switch to safety track must also be hand operated. It is permissible for a yard engine to make an eastward move over it by signal indication, then, without reaching main track move westward without placing the switch to safety track in hand-throw position. However, if there are a series of such moves, the switch to safety track must be placed in hand-throw position to avoid hazard of train dispatcher changing lineup during the switching operations.

RULES 545-547. At South Sacramento authority to place power switch at east end in hand-throw position will carry with it authority to switch in the block between east switch South Sacramento and eastward absolute signal at R

SPECIAL INSTRUCTIONS — SECOND SUBDIVISION

Continued

Street and at west end authority to switch in the block between west switch South Sacramento and Pollock. This means that two yard engines may be granted authority to switch over power switches at opposite ends of South Sacramento at the same time but, only the yard engine which has specific authority from the train dispatcher to do so may use the main track block between east and west switches. The foregoing not in conflict with instructions under Rule 547.

It will not be necessary for train dispatcher to record switching authority in connection with permission to use these power switches except when authority includes the main track block between east and west switches.

A yard conductor may permit road crews to use his switching authority for moves, such as engine to or from train, etc., or other switch crews crossing over, but must insure that there is no hazard by reason of his own switching operations.

RULE 550. Campbell Soup Co. track. West crossover switches both electrically-locked. After lock is released main track switch must be opened before inside switch can be opened and inside switch must be closed before main track switch can be closed.

SACRAMENTO

RULE 104-A. Normal position of switch at tail of wye "R Street Line" is lined for west leg of wye.

HAGGIN

RULE 541. Eastward SN trains and engines at Haggin must contact train dispatcher for instructions to move Haggin to Sankey or beyond.

RULE 104-A. In order to operate toward SP Transfer at East Haggin obtain permission from Dispatcher to operate derail. After derail is removed, aspect per Rule 287 can be displayed. After movement to SP transfer is completed, restore derail to derailing position and notify dispatcher.

SANKEY

RULES 509, 545 and 546.

Sacramento Northern:

Westward — Inoperative distant semaphore signal located 3385 feet east of absolute signal.

Absolute Signal is a two-unit signal. Upper unit governs movements to WP main track. Lower unit governs movements on SN to Sankey.

Eastward — Absolute Signal governs movements to SN Rio Linda Branch.

Western Pacific:

Westward — Absolute Signal is a two-unit signal. Upper unit governs movements on WP main track. Lower unit governs movements to SN Rio Linda Branch.

Dual control switches provide entrance to SN main track. Instructions for operating Dual Control switches by hand are posted in telephone booth adjacent to the switches.

MARYSVILLE

RULES 340-A and 541. SN trains or engines must contact train dispatcher for permission to enter siding and for instructions to move Marysville to Cleveland or beyond.

RULE 540. Block limits are:

Absolute signal at Cleveland to west siding switch Marysville

West siding switch Marysville to east siding switch Marysville

East siding switch Marysville to Tambo

RULE 547. Yard conductor must obtain authority from train dispatcher whenever switching is to be done in a block or blocks and when switching is completed, engine foreman personally must release block or blocks to the train dispatcher.

A yard engine may be granted work authority including a block in which a train is standing (provided such train has not been granted block work authority) for the purpose of switching such train.

Work authority is not required for straight moves across WP main track through switches protected by electric locks.

RULE 550. Instructions for operating electric locks are posted in telephone booths adjacent thereto.

Permission must be obtained from train dispatcher before electric locks can

SPECIAL INSTRUCTIONS — SECOND SUBDIVISION

Continued

be released and he must be notified after movement is completed and electric lock has been locked.

Inside crossover switch on siding and hand-throw tandem derails on east end of tracks 1 and 2 are not electrically-locked and must NOT be operated before obtaining electric lock D-26.

RULE 104-A. SN connection switch on siding must be locked for siding when not in use. All movements on siding must be made at yard speed.

BINNEY JCT.

SP Connection MP 180.42

RULE 550. The hand-operated switch is east connected to main track, equipped with electric lock and protected by separate hand-operated derail located on turnout approximately 110 feet west of main track switch.

Instructions for operation of electric lock located in telephone box adjacent to main track switch. Electric lock switch must be operated before derail, otherwise electric lock will not release.

RULE 541. Eastward SP trains and engines at MP 180.42 must contact train dispatcher to obtain permission to operate electric lock and for instructions to move MP 180.42 to Oroville Yard.

OROVILLE YARD

RULE 540. Block limits as follows:

East Craig to West Oroville Yard

West Oroville Yard to East Oroville Yard

East Oroville Yard to Mitchell Ave.

Mitchell Ave. to West Oroville Depot

West Oroville Depot to East Oroville Depot

East Oroville Depot to West Kramm

RULE 541. Westward SP trains and engines must contact train dispatcher for instructions to move Oroville to MP 180.42.

RULE 545. Main track and inside crossover switches at east end of train yard, MP 203.75, are dual-control. When either switch is placed in hand-throw position, the other switch is disconnected from power operation and it is then unnecessary to place it in hand-throw position.

Signals governing movement over inside dual-control switch are controlled by the train dispatcher. When these signals display aspect per Rule 288, movements may be made over this switch without placing it in hand-throw position. If signals display STOP aspect per Rule 292 and reason is not apparent, or if call light is lighted on adjacent telephone booth, train dispatcher must be contacted promptly.

RULE 547. See instructions on Page 12 under "YARD OPERATIONS."

RULE 26-C (b) 3. The 50-foot requirement when using a derail to provide blue signal protection for workmen on the short dead end track, known as the "Pit Track" within engine servicing and maintenance facility at Oroville, is **not** required subject to the following conditions:

1. When the length of locomotive and/or the position of the locomotive over the inspection pit will permit, the end of the locomotive to be protected must be at least 50 feet from the derail.

2. When the length of the locomotive and/or the position of the locomotive over the inspection pit does not permit the end of the locomotive to be 50 feet from the derail, the maximum distance possible must be maintained.

3. The derail being utilized to provide protection must be permanently installed on the pit track on the end of the track adjoining the turntable as close as possible to the edge of the turntable. Use of a portable derail is prohibited.

RULE 1165. No Running or Standing Freight Train Air Brake Test is required on Second Subdivision under Rule 1165.

THIRD SUBDIVISION

EASTWARD ↓

↑ WESTWARD

TIMETABLE NO. 10						SDGS in Feet	Miles from Portola	Miles from Bieber via KdWye
Miles from Oro- ville Yard	Station Numbers	Mile Post	STATIONS	RULE 6-A				
0.0	203	202.9	OROVILLE YARD	TO-BKFTWYPO		114.5	185.4	
2.2	205	205.1	OROVILLE DEPOT	WP	4687	112.3	183.2	
7.0	214	213.9	KRAMM	P	6311	107.5	178.4	
13.1	220	220.0	ELSEY	P	6385	101.4	172.3	
19.1	226	226.0	JAMES	WP	6515	95.4	166.3	
28.0	235	234.9	POE	P	6739	86.5	157.4	
32.6	240	239.5	PULGA	WP	6091	81.9	152.8	
36.6	244	243.5	CRESTA	P		77.9	148.8	
40.7	248	247.6	MERLIN	P	3683	73.8	144.7	
48.7	255	255.6	CAMP RODGERS	P	6713	65.8	136.7	
53.2	260	260.1	BELDEN	P	4573	61.3	132.2	
57.6	265	264.5	RICH BAR	WP		56.9	127.8	
63.6	270	270.5	VIRGILIA	P	9810	50.9	121.8	
70.4	277	277.3	PAXTON	FWYP	4202	44.1	115.0	
74.6	281	281.5	KEDDIE	P	7169	39.9		
81.0	288	287.9	QUINCY JUNCTION	P	3843	33.5		
89.5	296	296.4	SPRING GARDEN	P	4610	25.0		
95.0	302	301.9	SLOAT	WP	7892	19.5		
103.5	310	310.4	BLAIRSDEN	P	4869	11.0		
114.5	321	321.4	PORTOLA	TO-BKFWYP	10771	0.0		

Traffic Control System in effect Oroville Yard to Portola inclusive. See Rule 540.
Equation MP 205.47 equals MP 209.51, which are identical points. Equation is a result of Oroville line change being 4.04 miles shorter than original route.

RULES 105 and 340-A. Sidings Oroville Depot to Blairsden inclusive are controlled sidings.

RULES T-82 and 204. Train orders will be issued at Oroville Yard and Portola which affect movement on Fourth Subdivision. Train orders will be issued at Bieber which affect movement on Third Subdivision. Clearance is not required at Keddie.

SPURS AND COMMERCIAL TRACKS

STATIONS	MILE POST	Connected	Capacity in Feet	Station No.
TOBIN	253.1	E	1982	253
GRAY'S FLAT	272.6	W	546	273
TWAIN	273.9	Both Ends	3504	274
MABIE	318.3	W	4158	319

Footage figures shown are for the tracks directly connecting to the main track and do not include additional auxiliary trackage.

THIRD SUBDIVISION

MAXIMUM SPEEDS IN MILES PER HOUR Between	1	2
	Third Subdivision	
MP 201.9 and MP 205.47	45	35
MP 205.47 and MP 215.4	45	40
MP 215.4 and MP 215.6	35	35
MP 215.6 and MP 224.25	45	40
MP 224.25 and MP 227.3	35	35
MP 227.3 and MP 232.2	45	35
MP 232.2 and MP 300.0	25	25
Grays Flat Spur	5	5
West Wye Switch Keddie, diverging route	10	10
MP 300.0 and MP 318.4	30	25
MP 318.4 and MP 321.4	30	30

NOTE: Do not exceed 10 MPH while any portion of train is passing Oroville Yard office.

Other Maximum Speeds

Through turnouts, crossovers, on Wyes, on sidings and on all inside tracks (except as otherwise provided) 10

On inside tracks when curvature or other conditions require, speed will be further reduced to insure safe operation.

Through turnouts with power-operated switches in reverse position, as follows:

East Switch Oroville Depot Siding, Elsey, James, Portola and through the sidings at the stations listed 20

All freight trains will operate at Column 2 speeds (considering other restrictions, if any) unless they are authorized to operate at Column 1 speeds as described below.

Freight trains bearing symbol OMW, FF, OME or TOF (if not otherwise restricted) will operate at Column 1 speeds PROVIDED they meet the conditions shown in the following table:

Tons Per Operative Brake*	Maximum Number of Cars (including Caboose)
80 or less	70
80 + to 85	55
85 + to 90	50
90 + to 95	45
95 + to 100	40

*In the Table, 80 + tons per operative brake represents any value over exactly 80.0 (similarly for the 85 +, 90 + and 95 + tons per operative brake table values).

See page 9 for method of computing tons per operative brake.

SPECIAL INSTRUCTIONS — THIRD SUBDIVISION

For Table of Weight Limitations, Yard Limits, Switching Limits, and Interchange Tracks, and for information and instructions concerning Interlocking Plants and Signals and Railroad Crossings Not Interlocked, Hot Box Detectors, Public Grade Crossings, Emergency Action Guide, Radio Communication with UP Engines and Caboose, and Retaining Valves, see appropriate following section.

OROVILLE YARD

RULE 540. Block limits as follows:

East Craig to West Oroville Yard
West Oroville Yard to East Oroville Yard
East Oroville Yard to Mitchell Ave.
Mitchell Ave. to West Oroville Depot
West Oroville Depot to East Oroville Depot
East Oroville Depot to West Kramm

RULE 545. Main track and inside crossover switches at east end of train yard, MP 203.75, are dual-control. When either switch is placed in hand-throw position, the other switch is disconnected from power operation and it is then unnecessary to place it in hand-throw position.

Signals governing movement over inside dual-control switch are controlled by the train dispatcher. When these signals display aspect per Rule 288, movements may be made over this switch without placing it in hand-throw position. If signals display STOP aspect per Rule 292 and reason is not apparent, or if call light is lighted on adjacent telephone booth, train dispatcher must be contacted promptly.

RULE 547. See instructions on Page 12 under "YARD OPERATIONS."

RULE 26-C (b) 3. The 50-foot requirement when using a derail to provide blue signal protection for workmen on the short dead end track, known as the "Pit Track" within engine servicing and maintenance facility at Oroville, is **not** required subject to the following conditions:

1. When the length of the locomotive and/or the position of the locomotive over the inspection pit will permit, the end of the locomotive to be protected must be at least 50 feet from the derail.
2. When the length of the locomotive and/or the position of the locomotive over the inspection pit does not permit the end of the locomotive to be 50 feet from the derail, the maximum distance possible must be maintained.
3. The derail being utilized to provide protection must be permanently installed on the pit track on the end of the track adjoining the turntable as close as possible to the edge of the turntable. Use of a portable derail is prohibited.

GRAYS FLAT SPUR, MP 272.6

Cars must not be left at top of hill or on descending grade on this spur.

TWAIN

RULE 550. Electric locked switches. Hand operated derail at west end is connected to track circuits. Derail must not be thrown until electric locked switch has been unlocked and must be placed in derailing position before locking main track switch.

KEDDIE

RULE 14.6. When calling in flagman from east on Fourth Subdivision, enginemen will sound six long blasts of whistle.

RULE 104-A. All switches leading in or out of siding (No. 1 track), must be left lined for the siding.

RULE 545. Inside crossover switch at the west end of siding is dual-control power-operated and, when in power position, works simultaneously with west siding main track crossover switch. When west siding main track crossover switch is in hand-operated position, inside crossover switch must also be hand-operated.

See Page 28, Keddie, under Special Instructions — Fourth Subdivision.

PORTOLA

RULE 105-B. No. 1 track designated as siding, to include drill tracks to main track at each end of yard.

SPECIAL INSTRUCTIONS — THIRD SUBDIVISION Continued

RULE 545. Derail at west end siding Portola is power operated and when switch is in hand operated position, derail, if used, must also be hand operated.

RULE 104-A. Derail at west end of west siding is hand operated, independent of switch. Derail will actuate signals on main track when not in derailing position.

PERMASCO CAR SKATES

RULE 103-C. Located at Twain and Paxton — approximately 15 car lengths east of west switch and 15 car lengths west of east switch. Mabie — on south side at clear point, west end.

In addition, Permasco Car Skates are in place on tie posts at the following locations: West Oroville Depot — South Side; East Oroville Depot — North Side; West Kramm — South Side; East Kramm — North Side; West Elsey — North Side; East Elsey — South Side; West James — South Side; East James — North Side.

The posts are placed approximately 250 feet (5 car lengths) East of the West siding signals and approximately 500 feet (10 car lengths) West of the East siding signals.

When setting out cars on any of these sidings, see that skates are used. If cars already on siding, arrange to couple cars to be set out with the cars already there, resetting skates under outside pair of wheels of truck of first car on the down hill side. When coupling into car or cars on siding make coupling carefully and see skates removed before cars are pulled or pushed.

When all cars are removed from siding crews making pick up will see skates are re-hung on post or pole in place provided.

In addition to the use of Permasco skates a sufficient number of hand brakes must be set. Cars must be coupled if practicable. Wheels must be further blocked if necessary to prevent their movement.

DETECTOR DEVICES

RULE 288. At locations listed below, aspect per Rule 288 will indicate a detector device has been actuated and train may proceed not exceeding restricted speed looking out for rocks on track or other condition which would have actuated the detector device.

Eastward Absolute Signal at Rich Bar and Westbound Signal 2675.

Eastbound Signal 2576 and Westbound Absolute Signals at West Belden.

Eastbound Signals 2362 and 2368, Westbound Signals 2371 and 2379 and Westbound Absolute Signals at West Pulga.

DRAGGING EQUIPMENT DETECTORS

West switch Poe. Indicator lamp 50 feet west of detector.

Signal 2238. Indicator lamp 50 feet east of detector.

When indicator lamp is actuated it will display a lighted "D" and trains must be stopped promptly before reaching West Branch Bridge, and inspection made.

MP 241.5 between Pulga and Cresta.

MP 245.6 between Cresta and Merlin.

MP 249.3 between Merlin and Tobin.

MP 253.46 at Tobin.

MP 257.7 between Camp Rodgers and Belden.

MP 262.5 between Belden and Rich Bar.

MP 267.4 between Rich Bar and Virgilia.

MP 273.5 at Twain.

MP 275.5 between Twain and Paxton.

MP 279.4 between Paxton and Keddie.

When head end of train passes detector, lunar indicator lights adjacent to detector location will give steady aspect. If the detector is activated, the lunar indicator lights will flash. When indicator lights are flashing, train must be stopped promptly and inspection made.

RULE 1165. Running or Standing Freight Train Air Brake Test will be made in the vicinity of:

Eastbound: None

Westbound: As soon as practicable between MP 321.4 (Portola) and MP 319, or at Portola by outbound crew just prior to departing.

FOURTH SUBDIVISION

Miles from Oroville Yard	Station Numbers	Mile Post	TIMETABLE NO. 10		SDGS in Feet	Miles from Bieber	SECOND CLASS						
			STATIONS	RULE 6-A			5	7	9	11			
							Daily	Daily	Daily	Daily			
	281	0.0	KEDDIE	FPY		111.8							
79.8	6281	6.2	MOCCASIN	P	4208	105.6							
82.2	9281	8.6	CRESCENT MILLS	P	620	103.2							
88.3	15281	14.7	GREENVILLE	WP	4236	97.1							
99.3	25281	25.7	ALMANOR	YP	7942	86.1							
108.8	35281	35.2	CLEAR CREEK JCT	P		76.6							
113.0	39281	39.4	WESTWOOD	P	4388	72.4	AM	AM	PM	PM			
117.4	44281	43.8	ROBBERS CREEK	P	7245	68.0	2.15	8.15	2.15	8.15			
136.5	63281	62.9	LODGEPOLE	YP	4235	48.9	1.50	7.50	1.50	7.50			
150.1	76281	76.5	HALLS FLAT	WP	6756	35.3	1.30	7.30	1.30	7.30			
168.4	95281	94.8	LITTLE VALLEY	TO-R-BKWYP	4251	17.0	12.40	6.40	12.40	6.40			
185.4	112281	111.8	BIEBER (Yd. Limits)			0.0	12.01	6.00	12.01	6.00			

RULE 540. Traffic Control System in effect Keddie to MP 55.8. Westward signal located at MP 57.5 is Distant Signal for Absolute Signal at MP 55.8.

Westward trains do not require clearance or train order authority to operate in TCS territory west of Robbers Creek and will be identified as "Extras West."

RULES T-82-A and 204. Train orders will be issued at Oroville Yard and Portola which affect movement on Fourth Subdivision. Train orders will be issued at Bieber which affect movement on Third Subdivision. Clearance is not required at Keddie. TCS Signals will govern movements between MP 55.8 and Oroville Yard or Portola. Eastward Trains will check with Fourth Sub Dispatcher and Westward Trains with Third Sub Dispatcher to determine they have all applicable Form "Z" orders before leaving Keddie.

RULES T-83-A and T-83-B Robbers Creek. Westward Trains will report arrival Robbers Creek to Fourth Sub Dispatcher when engine passes east switch. Refer to Rule 40. Radio Communication will be utilized when available. If not available, telephone communication will be used.

RULE T-97. Eastward Trains must not pass absolute signal at East Robbers Creek unless train order authority to do so including train order form "G" or "H" has been received unless movement is not to go beyond MP 55.8. TCS signals must be respected.

RULES 105 and 340-A. Sidings Almanor and Robbers Creek are Controlled Sidings.

RULE 301. Signal governing eastward movement from siding at east end of Robbers Creek is located on left side of track.

RULE 288. Eastward signal at MP 55.8 marks the east end of TCS and may display signal aspect per Rule 292 or Rule 288. Signal may be passed at authorized speed when aspect per Rule 288 is displayed provided necessary train order authority has been received. Rule 509 applies.

SPURS AND COMMERCIAL TRACKS

STATIONS	MILE POST	Connected	Capacity in Feet	Station No.
INDIAN CREEK.....P	3.1	W	781	3281
WILLOW SPRINGS.....P	89.8	W	448	90281
LITTLE VALLEY LUMBER CO.....P	95.4	W	387	96281

Footage figures shown are for the tracks directly connecting to the main track and do not include additional auxiliary trackage.

FOURTH SUBDIVISION

**MAXIMUM SPEEDS
IN MILES PER HOUR
Between**

Fourth Subdivision		
MP 0.0 and MP 1.95	.....	10
MP 1.95 and MP 6.19	.....	25
MP 6.19 and West Switch Greenville	.....	40
West Switch Greenville and MP 16.0	.....	35
MP 16.0 and MP 34.55	.....	25
MP 34.55 and MP 37.3	.....	30
MP 37.3 and MP 78.71	.....	45
MP 78.71 and MP 93.4	.....	25
MP 93.4 and MP 98.1	.....	30
MP 98.1 and MP 106.53	.....	25
MP 106.53 and MP 111.81	.....	30

**Maximum
MPH**

Other Maximum Speeds

Through turnouts, crossovers, on wyes, on sidings and on all inside tracks 10

On inside tracks when curvature or other conditions require, speed will be further reduced to insure safe operation.

FOURTH SUBDIVISION

SPECIAL INSTRUCTIONS — FOURTH SUBDIVISION

For Table of Weight Limitations, Yard Limits, Switching Limits, and Interchange Tracks and for information and instructions concerning Interlocking Plants and Signals and Railroad Crossings Not Interlocked, Hot Box Detectors, Public Grade Crossings, Emergency Action Guide, Radio Communication with UP Engines and Caboose, and Retaining Valves, see appropriate following section.

KEDDIE

RULE 14.6. When calling in flagmen from east on Fourth Subdivision, enginemen will sound six long blasts of horn.

RULE 301. Upper unit of 2-unit absolute signal governs eastward movement from inside tracks Keddie to the Fourth Subdivision.

RULE 288. Absolute dwarf signal on Fourth Subdivision lead when displaying aspect per **RULE 288** will govern westward movement from Fourth Subdivision to siding or yard.

See Page 24, Keddie, under Special Instructions, Third Subdivision.

RULE 552.

Applies at Crescent Mills, Almanor Wye, Almanor House Track, and Clear Creek Jct. Hand throw switches not equipped with electric locks. Trains and engines must not clear the main track at these switches.

CLEAR CREEK JUNCTION

RULE 93. The 33-car siding is the interchange track with Almanor Railroad Company and trackage between Western Pacific main track switch and yard limit board 2000 feet beyond end of the 33-car siding toward Chester is joint track for interchange purposes. Movements over this trackage are under operating rules governing operations within yard limits. Switch point derail on Almanor RR main track 400 feet from junction switch.

RULE 104-A. Normal position junction switch lined for Western Pacific main track. Rule 552 applies.

WESTWOOD

RULE 105-B. No. 2 track and old electric siding connected with No. 2 track at west end will be used as siding.

RULE 104-A. Derail on west end old electric siding must be kept in derail position except when being used. Both siding switches equipped with electric locks. West switch must be unlocked before removing derail. East switch of old electric siding must be left lined for siding.

BIEBER

BN RULE 93. Trains will be governed by Burlington Northern Inc. timetable and transportation rules. Applicable portion of Rule 93, Burlington Northern Inc. Rules reads as follows:

Yard limits will be indicated by yard limit signs. Within yard limits the main track may be used, clearing first class trains when due to leave the last station where time is shown. Protection against second and third class trains, extra trains and engines is not required.

In Non-ABS territory, in case of failure to clear the time of first class trains, protection must be provided as described by Rule 99.

Second and third class trains, extra trains and engines must move within yard limits at reduced speed unless the main track is known to be clear. BN definition of reduced speed: Proceed prepared to stop short of train, engine or obstruction.

DIAL PHONES

Located at East Keddie Wye, West and East Moccasin, Crescent Mills, East Greenville, West and East Almanor and middle of siding Almanor, Clear Creek Jct., MP 38.6, booth east end of Westwood, West and East Robbers Creek and Highway 44 (MP 55.8). To contact 4th Sub Dispatcher, dial "7" on message line. To contact 3rd Sub Dispatcher, dial "6" on message line.

SPECIAL INSTRUCTIONS — FOURTH SUBDIVISION Continued

PERMASCO CAR SKATES

RULE 103-C. Located at Moccasin, Greenville, Robbers Creek, Lodge Pole, and Little Valley.

When setting cars out on any of these sidings, see that they are used. If cars already on siding, arrange to couple cars to be set out with the cars already there, resetting skates under outside pair of wheels of truck of first car on down hill side. When coupling into car or cars on siding, make coupling carefully and see skates removed before cars are pulled or pushed.

When all cars are removed from siding, crew making pickup will see skates are re-hung on post or pole in place provided.

In addition to the use of Permasco skates, a sufficient number of hand brakes must be set. Cars must be coupled if practicable. Wheels must be further blocked if necessary to prevent their movement.

RULE 1165. Running or Standing Freight Train Air Brake Test will be made in the vicinity of:

Eastbound: MP 71

Westbound: MP 110; MP 56; MP 28

EASTWARD		FIFTH SUBDIVISION		WESTWARD		
Miles from Portola	Station Numbers	Mile Post	TIMETABLE NO. 10		SDGS in Feet	Miles from Winnemucca
			STATIONS	RULE 6-A		
				TO-BKFWYP		
0.0	321	321.4	PORTOLA	P	10771	210.9
6.1	328	327.5	HAWLEY	P	5770	204.8
17.7	339	339.1	CHILCOOT	YP	6245	193.2
20.4	342	341.8	RENO JCT.	P	3000	190.5
24.2	346	345.6	SCOTTS	P	6126	186.7
30.8	353	352.2	RED ROCK	WP		180.1
41.2	363	362.6	DOYLE	P	6369	169.7
50.3	372	371.7	HERLONG (Cal.)	P	4193	160.6
62.1	384	383.5	FLANIGAN (Nev.)	P	6162	148.8
63.0	384	384.4	SP CONNECTION	P		147.9
72.3	394	393.7	SAND PASS	P	6162	138.6
83.3	405	404.7	SANO	P	6152	127.6
94.9	416	416.3	REYNARD	P	5647	116.0
109.4	431	430.8	PHIL	WYP	6160	101.5
116.5	438	437.9	GERLACH	P	6289	94.4
129.8	451	451.2	TREGO	P	6145	81.1
139.9	461	461.3	CHOLONA	P	6150	71.0
149.2	471	470.6	RONDA	P	6158	61.7
158.0	479	479.4	FLOKA	P	6167	52.9
166.2	488	487.6	ANTELOPE	P	6156	44.7
175.2	497	496.6	JUNGO	P	6163	35.7
187.2	509	508.6	GASKELL	P	6148	23.7
197.8	519	519.2	RAGLAN	P	6145	13.1
210.9	532	532.3	WINNEMUCCA	BKWYP	Yard	0.0

Traffic Control System in effect Portola to Winnemucca inclusive. See Rule 540. Division point between Eastern and Western Divisions is MP 384.38.

Winnemucca. RULE T-82-A. No clearance is required at WP Winnemucca for movement to Fifth or Sixth Subdivisions.

Outbound crew members will contact train dispatcher prior to arrival of their train and train dispatcher will advise the order numbers or other instructions the train received prior to arrival Winnemucca. Train dispatcher will issue any further instructions and will give verbal authority to depart Winnemucca. Crew members will check the order numbers and messages against orders and instructions on the train.

Train orders or other written instructions regarding track conditions, underfoot conditions load dimensions, train movement, work to be performed, or other instructions concerning Fifth or Sixth Subdivisions will be issued to Westward WP Trains at Elko and Carlin and to Eastward WP Trains at Portola. At Winnemucca, inbound engineer leave such information on locomotive and inbound conductor leave such information in desk drawer of caboose. Additional clearance issued at Elko to Westward Trains will list orders in effect on Fifth Subdivision and additional clearance issued at Portola to Eastward Trains will list orders in effect on Sixth Subdivision.

RULES 105 and 340-A. North siding Winnemucca is a controlled siding.

SP TRAINS

Wendel. RULES T-82 and 204. SP trains will be authorized by clearance at Wendel which will be authority for movement on WP track Flanigan to Carlin. Train orders may be issued at Wendel which will affect movement Flanigan to Carlin.

Carlin. RULE 204. Train orders may be issued to westward SP trains at SP Carlin which will affect their movement between Weso and Flanigan.

Winnemucca. RULE T-82-A. Clearance not required.

SPURS AND COMMERCIAL TRACKS

STATIONS	MILE POST	Connected	Capacity in Feet	Station No.
POZLA	OP	Both Ends	1670	349

Footage includes tail track.

FIFTH SUBDIVISION

MAXIMUM SPEEDS IN MILES PER HOUR Between	1	2
	Fifth Subdivision	
MP 321.4 and MP 324.8	40	30
MP 324.8 and MP 340.3	60	55
MP 340.3 and MP 356.0	40	40
MP 356.0 and MP 384.3	60	55
MP 384.3 WP-SP Conn. using turnout	20	20
MP 384.3 and MP 390.7	60	55
MP 390.7 and MP 397.8	35	35
MP 397.8 and MP 404.7	50	50
MP 404.7 and MP 488.3	60 ^①	55 ^①
MP 488.3 and MP 489.9	50	50
MP 489.9 and MP 494.5	35	35
MP 494.5 and MP 494.9	45	45
MP 494.9 and MP 495.6	55	55
MP 495.6 and MP 508.5	60	55
MP 508.5 and MP 532.3 Winnemucca	50	50

Other Maximum Speeds

Through turnouts, crossovers, on Wyes, on sidings and on all inside tracks (except as otherwise provided) 10

On inside tracks when curvature or other conditions require, speed will be further reduced to insure safe operation.

Through turnouts with power-operated switches in reverse position Portola to Raglan inclusive and North Siding Winnemucca and through the sidings at these stations 20
EXCEPTION — Reno Jct. 10

Note 1 — Trains or engines having UP units 3123 through 3473 in engine consists, do not exceed 50 MPH while engine is between MP 439 and MP 474.

All freight trains (including SP freight trains) will operate at Column 2 speeds (considering other restrictions, if any) unless they are authorized to operate at Column 1 speeds as described below.

Freight trains (including SP freight trains) authorized to operate at Column 2 speeds are, unless otherwise instructed by WP Chief Train Dispatcher, further restricted to a maximum speed of 45 MPH for fuel conservation. However, these freight trains (if not otherwise restricted) may operate at speeds up to 55 MPH (but not to exceed Column 2 track speed) at locations where locomotive is in Dynamic Brake, Idle or Run 1. In undulating territory or where an individual sag is encountered, power may be worked and speed may exceed 45 MPH (but not to exceed Column 2 track speed) for very short distances (generally not to exceed twice the length of the train) when pulling up the ascending side of sags to minimize slack action.

Freight trains bearing symbol OMW, FF, OME or TOF (if not otherwise restricted) will operate at Column 1 speeds PROVIDED they meet the conditions shown in the following table:

Tons Per Operative Brake*	Maximum Number of Cars (Including Caboose)
80 or less	70
80 + to 85	55
85 + to 90	50
90 + to 95	45
95 + to 100	40

*In the Table, 80+ tons per operative brake represents any value over exactly 80.0 (similarly for the 85+, 90+ and 95+ tons per operative brake table values).

See page 9 for method of computing tons per operative brake.

NOTE: Locomotive and car speed restrictions which apply to Southern Pacific trains on the Southern Pacific also apply to Southern Pacific trains on the Western Pacific.

SPECIAL INSTRUCTIONS — FIFTH SUBDIVISION

For Table of Weight Limitations, Yard Limits, Switching Limits, and Interchange Tracks, and for information and instructions concerning Interlocking Plants and Signals and Railroad Crossings Not Interlocked, Hot Box Detectors, Public Grade Crossings, Emergency Action Guide, Radio Communication with UP Engines and Cabooses, and Retaining Valves, see appropriate following section.

PORTOLA

RULE 105-B. No. 1 track designated as siding, to include all drill tracks to main track at each end of yard.

RULE 545. Derail at west end siding Portola is power operated and when switch is in hand operated position, derail, if used, must also be hand operated.

RULE 104-A. Derail at west end of west siding is hand operated, independent of switch. Derail will actuate signals on main track when not in derailing position.

TUNNEL 37

RULE 288. Slide detector device is in service in Tunnel 37. Eastward absolute signals at East Chilcoot and Westward absolute signals at Reno Jct. may display aspect per Rule 288, which will indicate a detector device has been actuated and trains may proceed not exceeding restricted speed.

POZLA

RULES 104-A and 552. Split point derail east end. Switches are not electrically locked. Do not clear main track unless main track switch is open continuously. See Rule 552.

FLANIGAN

Connection to SP at MP 384.4. Connection switch east connected and is equipped with a dual-control power-operated switch.

Westward absolute signal governing movement over connection is a two-unit signal. Upper unit governs movement to WP main track. Lower unit has lunar light indicators mounted on signal mast which indicate as follows:

Lunar light illuminated to the right of the mast indicates route lined to SP connection.

Lunar light illuminated to the left of the mast indicates route lined for WP into Flanigan siding.

Movement through connection to WP main track is governed by absolute signal located at clear point west end SP double track Flanigan, (SP MP 336.51).

RULE 509. All signals governing movement through SP connection MP 384.4 are absolute signals under control of WP train dispatcher. "SA" and "P" apply to SP trains only. **WP Rule 509** applies.

RULE 542. SP train may enter or leave WP track on PROCEED signal indication, without member of crew contacting train dispatcher, but must contact WP train dispatcher promptly if they are unable to comply with authority granted by signal aspect.

GERLACH

RULE 105. U.S. Gypsum Co. engine uses east end of siding Gerlach as a tail track when delivering or receiving cars from WP Co. When using siding Gerlach, approach east end of siding looking out for U.S. Gypsum Co. engine.

RULE 104-A. Switch at west leg of wye and Balloon Track is to be left lined and locked for Balloon Track. This does not relieve employees using this switch from knowing its position prior to use.

WINNEMUCCA

RULE 105-B. First track south of main track will be used as a siding for the meeting and passing of trains. All switches except main track switches must be left lined for this track when switches are not in use.

RULES 104-A, 26-C(c)(1). A second derail has been installed on H&H Spur, Winnemucca, to protect unloading of tank cars. The two derails are located 400 feet and 795 feet from clear point of H&H switch off North Siding.

SPECIAL INSTRUCTIONS — FIFTH SUBDIVISION Continued

PERMASCO SKATES

RULE 103-C. Hawley: At east end of run-around track and at west end of Stock Track.

Reno Jct.: On post at clear point between east leg of Wye and Reno branch. See section entitled "Permasco skates" under Third Subdivision on page 25 for instructions regarding their use.

RULE 1165. Running or Standing Freight Train Air Brake Test will be made in the vicinity of:

Eastbound: WP trains MP 338; SP trains MP 385

Westbound: WP and SP trains MP 497

WESTWARD ↓ SIXTH SUBDIVISION ↑ WESTWARD

PSGR Daily	Miles from Winnemucca	Station Numbers	Mile Post	TIMETABLE NO. 10		SDGS in Feet
				STATIONS	RULE 6-A	
PM	0.0	532	532.3	WINNEMUCCA	BKWYP	Yard
10:31	3.7	536	536.0	WESO (SP Conn.)	P	
	39.9	572	572.2	VALMY (SP Conn.)	P	6268
11:05	43.1	575	575.4	ELLISON	TO-P	
11:42	87.2	620	619.5	BEOVAWE (SP Conn.)	P	5999
11:53	98.2	631	630.5	BARTH (SP Conn.)	I	
s12:09	111.1	643	643.4	WEST CARLIN (SP Conn.)	R-BWP	Yd. Lmts.
12:14	112.3	645	644.6	CARLIN	P	
s12:38	113.7	646	646.0	EAST CARLIN (SP Conn.)	TO-R-BKFWYP	
AM	133.1	665	665.4	ELKO (SP Conn.)		

Be governed by current time table, bulletins and rules of Southern Pacific Company, on SP track between Elko and Weso.

All Tracks In Feet	Mile Post	SP Co. Stations	Station Numbers
300W	420.9	Weso (WP Conn)	536
1640W	422.8	Tule	423536 (Spur)
4924W	434.0	Golconda	434536 (Spur)
	448.1	Iron Point	448554 (Spur)
	457.4	Valmy (WP Conn)	572
245W	461.3	Valmy	461554 (Spur)
6205W	466.3	Mote	466554 (Spur)
6500	475.8	Battle Mountain	476554
1459W	477.2	Hilltop	477554 (Spur)
1686W	478.5	Imco	478554 (Spur)
3165W	487.7	Argenta (Old)	488554 (Spur)
1685W	489.3	Argenta (Milchem)	489554 (Spur)
7543	492.9	Mosel	493554
9231	508.2	Beowawe (WP Conn)	620
2666W	520.3	Barth (WP Conn)	631 (Spur)
7355W	525.7	Palisade	526631 (Spur)
Yd. Limits	534.5	Carlin (WP Conn)	534645
1666W	537.5	Vivian	537645 (Spur)
5430	556.2	Elko (WP Conn)	665

Traffic Control System in effect Winnemucca to Weso. See Rule 540.
Automatic Block Signal System extends from Weso to Elko, Eastward only.

RULES 105 and 340-A. North siding Winnemucca is a controlled siding.

SPURS AND COMMERCIAL TRACKS

STATIONS	MILE POST	Connected	Capacity in Feet	Station No.
GOLCONDA	548.8	E	5020	548
RED HOUSE	562.97	E	5375	562
KNIGHT	570.1	E	316	570
VALMY (SP Conn)	572.2	E	4.95 miles to SP	572
(Sierra Pacific Plant)	572.2	E	9733 (To end of spur in plant)	572
RUSSELL	582.5	E	341	583
RENNOX	591.3	E	5860	591
KAMPOS	601.3	E	5143	601
DUNPHY*	610.12	E	5340	610
CLURO	627.14	E	5335	627
DUGGAN	631.9	E	1018	632
CARLIN	644.6	E	1296	645
TONKA	650.1	E	1248	650
HUNTER	656.97	E	6065	656

Footage figures are for tracks connected directly to main track and do not include additional auxiliary trackage.

*Track Scale, Dunphy located 1,700 feet from fouling point of main track switch.

SIXTH SUBDIVISION

MAXIMUM SPEEDS IN MILES PER HOUR Between	1	2
	Sixth Subdivision	
MP 532.3 Winnemucca and MP 536.0	55	55
Using turnouts, Weso	25	25
MP 536.0 and MP 628.3	60	55
MP 628.3 and MP 637.7	45	45
MP 637.7 and West Carlin	60	55
West Carlin and East Carlin	50	50
Using turnouts, West and East Carlin	15	15
East Carlin and MP 650.4	60	55
MP 650.4 and MP 650.8	50	45
MP 650.8 and MP 664.4	60	55
MP 664.4 and MP 665.4 Elko Yard	— Yard Speed —	

Maximum speed westbound on WP, between Elko and Weso, passenger trains and light engines — 59, freight trains — 49.

Other Maximum Speeds

Westward Trains on Western Pacific Track over Dual Control Switches at East Carlin Detour and Valmy 20
Through turnouts, crossovers, on wyes, on sidings and on all inside tracks (except as otherwise provided for) 10
On inside tracks when curvature or other conditions require, speed will be further reduced to insure safe operation.
Through turnouts with power-operated switches in reverse position at East end North siding Winnemucca and Valmy, and through North Siding Winnemucca and Sierra Pacific track Valmy which extends between SP and WP main tracks 20
Movements on all industry tracks at Valmy are to be made at yard speed.

All freight trains (including SP freight trains) will operate at Column 2 speeds (considering other restrictions, if any) unless they are authorized to operate at Column 1 speeds as described below.

Freight trains (including SP freight trains) authorized to operate at Column 2 speeds are, unless otherwise instructed by WP Chief Train Dispatcher, further restricted to a maximum speed of 45 MPH for fuel conservation. However, these freight trains (if not otherwise restricted) may operate at speeds up to 55 MPH (but not to exceed Column 2 track speed) at locations where locomotive is in Dynamic Brake, Idle or Run 1. In undulating territory or where an individual sag is encountered, power may be worked and speed may exceed 45 MPH (but not to exceed Column 2 track speed) for very short distances (generally not to exceed twice the length of the train) when pulling up the ascending side of sags to minimize slack action.

Freight trains bearing symbol OMW, FF, OME or TOF, or SP symbol CPEFF, OACHT, RVNPP** or RVOGP** (if not otherwise restricted) will operate at Column 1 speeds PROVIDED they meet the conditions shown in the following table:

Tons Per Operative Brake*	Maximum Number of Cars (Including Caboose)
80 or less	70
80+ to 85	55
85+ to 90	50
90+ to 95	45
95+ to 100	40

*In the Table, 80+ tons per operative brake represents any value over exactly 80.0 (similarly for the 85+, 90+ and 95+ tons per operative brake table values).

** SP trains RVNPP and RVOGP that do not meet the conditions shown in the above table are authorized to operate at Column 1 speeds PROVIDED:

- 1) If 80 tons per operative brake or less, train contains no more than 100 cars and at least 75 percent mechanical reefers; or
- 2) If over 80 tons per operative brake, train complies with the provisions of SP Air Brake Rule 33.

See page 9 for method of computing tons per operative brake.

NOTE: Locomotive and car speed restrictions which apply to Southern Pacific trains on the Southern Pacific also apply to Southern Pacific trains on the Western Pacific.

Effective 12:01AM 4-24-83

EASTWARD		SIXTH SUBDIVISION		WESTWARD	
First Class	Miles from Winnemucca	Station Numbers	Mile Post	TIMETABLE NO. 10	SDGS in Feet
6				STATIONS RULE 6-A	
SP PSGR					
Daily					
PM	0.0	532	532.3	WINNEMUCCA	BKWYP
9:51	3.7	536	536.0	WESO (SP Conn.)	P
10:25	39.9	572	572.2	VALMY (SP Conn.)	P
11:02	43.1	575	575.4	ELLISON	TO-P
11:13	87.2	620	619.5	BEOWAWE (SP Conn.)	P
s11:29	111.1	643	643.4	BARTH (SP Conn.)	I
11:34	98.2	631	630.5	WEST CARLIN (SP Conn.)	R-BWP
s11:58	113.7	646	646.0	CARLIN	P
PM	133.1	665	665.4	EAST CARLIN (SP Conn.)	TO-R-BKFWYP
				ELKO (SP Conn.)	Yd. Lmts.

Be governed by current time table, bulletins and rules of Southern Pacific Company, on SP track between Elko and Weso.

All Tracks In Feet	Mile Post	SP Co. Stations	Station Numbers
300W	420.9	Weso (WP Conn.)	536
1640W	422.8	Tule	423536 (Spur)
4924W	434.0	Golconda	434536 (Spur)
245W	448.1	Iron Point	448554 (Spur)
6205W	457.4	Valmy (WP Conn.)	572
6500	461.3	Valmy	461554 (Spur)
1459W	466.3	Mote	466554 (Spur)
1686W	475.8	Battle Mountain	476554
3165W	477.2	Hilltop	477554 (Spur)
1685W	478.5	Imco	478554 (Spur)
7543	487.7	Argenta (Old)	488554 (Spur)
9231	489.3	Argenta (Milchem)	489554 (Spur)
2666W	492.9	Mosel	493554
7355W	508.2	Beowawe (WP Conn.)	620
Yd. Limits	520.3	Barth (WP Conn.)	631 (Spur)
1666W	525.7	Palisade	526631 (Spur)
5430	534.5	Carlin (WP Conn.)	534645
	537.5	Vivian	537645 (Spur)
	556.2	Elko (WP Conn.)	665

Traffic Control System in effect Winnemucca to Weso. See Rule 540.

Automatic Block Signal System extends from Weso to Elko, Eastward only.

RULES 105 and 340-A. North siding Winnemucca is a controlled siding.

SPURS AND COMMERCIAL TRACKS

STATIONS	MILE POST	Connected	Capacity in Feet	Station No.
GOLCONDA	548.8	E	5020	548
RED HOUSE	562.97	E	5375	562
KNIGHT	570.1	E	316	570
VALMY (SP Conn.)	572.2	E	4.95 miles to SP	572
(Sierra Pacific Plant)	572.2	E	9733 (To end of spur in plant)	572
RUSSELL	582.5	E	341	583
RENNOX	591.3	E	5860	591
KAMPOS	601.3	E	5143	601
DUNPHY*	610.12	E	5340	610
CLURO	627.14	E	5335	627
DUGGAN	631.9	E	1018	632
CARLIN	644.6	E	1296	645
TONKA	650.1	E	1248	650
HUNTER	656.97	E	6065	656

Footage figures are for tracks connected directly to main track and do not include additional auxiliary trackage.

*Track Scale, Dunphy located 1,700 feet from fouling point of main track switch.

SIXTH SUBDIVISION

MAXIMUM SPEEDS IN MILES PER HOUR Between	1	2
Sixth Subdivision		
MP 532.3 Winnemucca and MP 536.0	55	55
Using turnouts, Weso	25	25
MP 536.0 and MP 628.3	60	55
MP 628.3 and MP 637.7	45	45
MP 637.7 and West Carlin	60	55
West Carlin and East Carlin	50	50
Using turnouts, West and East Carlin	15	15
East Carlin and MP 650.4	60	55
MP 650.4 and MP 650.8	50	45
MP 650.8 and MP 664.4	60	55
MP 664.4 and MP 665.4 Elko Yard	— Yard Speed —	

Maximum speed westbound on WP, between Elko and Weso, passenger trains and light engines — 59, freight trains — 49.

Other Maximum Speeds

Maximum MPH

THE WESTERN PACIFIC RAILROAD COMPANY
SACRAMENTO NORTHERN RAILWAY
TIDEWATER SOUTHERN RAILWAY COMPANY
OPERATING DEPARTMENT

San Francisco - October 31, 1982

TIMETABLE NO. 10

BULLETIN NO. 3

ALL CONCERNED:

Refer to Page 34, SIXTH SUBDIVISION, SPURS AND COMMERCIAL TRACKS. Below table of stations --

ADD: Knight Spur spiked and out of service account frog removed.

ADD: Tonka Spur spiked and out of service account frog removed.

Refer to Page 50, RENO BRANCH. Below table of stations --

ADD: Switch to track 871 (MP 31.7) out of service account dirt fouling track.

Refer to Page 53, ELLERBECK BRANCH. Below table of stations --

ADD: East leg of wye out of service; bumper installed from 220 feet east of west wye switch.

R. R. GENTRY
Division Superintendent
Eastern Division

C. AADNESEN
Division Superintendent
Western Division

POSTED _____
TIME _____ DATE _____

SIXTH SUBDIVISION
Continued

PASSENGER TRAINS

Sixth Subdivision

Using Turnouts Weso .....	.25
Between:	
MP 536.0 and MP 628.3 .....	.70-Note 1
MP 628.3 and MP 637.7 .....	.45
MP 637.7 and MP 638.3 .....	.60-Note 2
MP 638.3 and West Carlin .....	.70
West Carlin and East Carlin .....	.50
Using Turnouts, West and East Carlin .....	.15
East Carlin and MP 650.4 .....	.60-Note 3
MP 650.4 and MP 650.8 .....	.50
MP 650.8 and MP 652.5 .....	.60-Note 3
MP 652.5 and MP 664.4 .....	.70
MP 664.4 and MP 665.4 Elko Yard	Yard Speed
AMTRAK locomotives Series 500 through 649 are further restricted as follows:	
Between:	
Note 1 MP 536.0 and MP 537.1 .....	.50
Mixed Note 1 MP 625.3 and MP 625.8 .....	.50
Note 2 MP 637.7 and MP 638.3 .....	.50
Note 3 MP 648.1 and MP 652.5 .....	.50

WESTWARD MOVEMENT ON WP TRACK ELKO TO WESO

When moving westward on WP track between Elko and Weso, maximum speed of passenger trains and light engines is 59 MPH, and for freight and mixed trains 49 MPH, but all other speed restrictions must be observed. Unless proceed signal received or it is known that warning devices are operating, such trains and engines must stop approaching road crossings where automatic warning devices are installed, and may proceed after member of crew protects crossing. In addition to street crossings within Elko city limits the following road crossings are protected by automatic warning devices.

Eden Valley Road	MP 548.02
Preble Road	MP 553.60
Highway 21	MP 618.59
Highway 51	MP 642.61

Do not exceed 20 MPH westward over dual control switches at East Carlin Detour and Valmy on WP track.

Refer to sections on Elko, West Carlin and Valmy for instructions concerning westbound movements on WP track at those points.

Winnemucca. Rule T-82-A. No clearance is required at WP Winnemucca for movement to Fifth or Sixth Subdivisions.

WP outbound crew members will contact train dispatcher prior to arrival of their train and train dispatcher will advise the order numbers or other instructions the train received prior to arrival Winnemucca. Train dispatcher will issue any further instructions and will give verbal authority to depart Winnemucca. Crew members will check the order numbers and messages against orders and instructions on the train.

Train orders or other written instructions regarding track conditions, underfoot conditions load dimensions, train movement, work to be performed, or other instructions concerning Fifth and Sixth Subdivisions will be issued to Westward WP Trains at Elko and Carlin and to Eastward WP Trains at Portola. At Winnemucca, inbound engineer leave such information on locomotive and inbound conductor leave such information in desk drawer of caboose. Clearance issued at Elko to Westward Trains will list orders in effect on Fifth Subdivision and between Weso and Winnemucca and additional clearance issued at Portola to Eastward Trains will list orders in effect on Sixth Subdivision.

Valmy. Rules T-82-A, T-86. Trains operating via SP Elko to Valmy, thence WP, Valmy to Elko will not require clearance at Valmy. WP clearance and applicable train orders covering eastward trip Valmy to Elko will be received by WP trains at Elko. Prior to leaving Valmy, crew member must contact train dispatcher for any further instructions. Trains finding leaving signal at Valmy displaying proceed indication may run ahead of any eastward superior trains.

Elko. Rule T-82-A. Westward WP trains require a WP clearance in addition to an SP clearance. Train orders to be received at Elko will cover Weso to Winnemucca and Fifth Subdivision, when applicable.

SIXTH SUBDIVISION
Continued

Rule T-82-A. SP trains which are to operate east of Weso on WP must, unless otherwise instructed, receive WP clearance at Sparks, Lovelock, Wendel or SP Winnemucca. Clearance at WP Winnemucca is not required.

A clearance authorizing an eastward SP first-class train at Sparks for movement over the WP at Weso will apply only to Carlin, where another clearance must be obtained authorizing train Carlin to Alazon.

Rule T-86. Eastward SP inferior trains arriving Weso may run ahead of superior trains Weso to Carlin when T.C.S. signal at Weso displays PROCEED indication. Under the same conditions, eastward inferior WP trains may run ahead of superior trains Weso to Alazon. Eastward inferior SP trains receiving proceed signal at East Carlin may run ahead of eastward superior trains Carlin to Alazon. Eastward superior trains must run expecting to find inferior trains running ahead under these conditions.

Carlin. Rule T-83-A. Register station for eastward first-class trains only. Registration will be by ticket and SP operator will enter same on joint register SP station Carlin.

Elko. Rule T-83-A. Eastward SP first-class trains register by ticket. Other eastward SP trains will not register.

Rule T-83-B. When an eastward schedule or section is checked on register at Sparks, or visual identification is made between Sparks and Weso, such identification or register check may be applied at Weso.

When an eastward schedule or section is checked on register at Carlin, or visual identification is made between Carlin and Elko, such identification or register check may be applied at Elko.

RULE T-83-B. Second paragraph will not apply at Carlin to work extras and westward extras. Such trains must not leave Carlin until it has been ascertained whether all regular trains due have arrived or left.

RULE T-96. Sections of regular trains may be created Weso to West Carlin or Carlin.

RULE T-97. Eastward extras between Weso and Alazon may be authorized by clearance as follows:

Eastward SP extras may be authorized by clearance issued at Sparks, Lovelock or Wendel which will confer authority to run extra Weso to Carlin.

Eastward SP extras may be authorized by clearance issued at Carlin which will confer authority to run extra Carlin to Alazon.

Eastward WP extras may be authorized by clearance issued at Portola which will confer authority to run extra Weso to Elko.

Eastward WP extras may be authorized by clearance at Elko which will confer authority to run extra Elko to Alazon.

Other eastward extra movements may be authorized verbally by train dispatcher. Such oral authorization will confer authority to run extra to Elko unless otherwise specified.

When necessary to annul the authority of an extra which has been authorized, either verbally or by clearance, a train order will be issued in the following form:

"Eng is annulled as an extra from"

RULE 204. Train orders may be issued to eastward SP trains at Sparks, Lovelock and Wendel which will affect their movement between Weso and Carlin.

Train orders may be issued to eastward SP trains on Sixth Subdivision which will affect their movement on the Seventh Subdivision between Elko and Alazon.

Train orders may be issued to westward SP and WP trains at SP Carlin and Westward WP trains at Elko which will affect their movement on WP between Weso and Flanigan and Weso and Portola.

Train orders may be issued to eastward WP trains at Portola which will affect their movement between Weso and Elko.

RULE 540. Weso. Westward trains may leave Weso without contacting the train dispatcher when westward signal indicates PROCEED and will retain their identity.

SPECIAL INSTRUCTIONS — SIXTH SUBDIVISION

For Table of Weight Limitations, Yard Limits, Switching Limits, and Interchange Tracks, and for information and instructions concerning Interlocking Plants and Signals and Railroad Crossings Not Interlocked, Hot Box Detectors,

SPECIAL INSTRUCTIONS — SIXTH SUBDIVISION Continued

Public Grade Crossings, Emergency Action Guide, Radio Communication with UP Engines and Caboose, and Retaining Valves, see appropriate following section.

WINNEMUCCA

RULE 105-B. First track south of main track will be used as a siding for the meeting and passing of trains. All switches except main track switches must be left lined for this track when switches not in use.

RULES 104-A, 26-C(c)(1). A second derail has been installed on H&H Spur, Winnemucca, to protect unloading of tank cars. The two derails are located 400 feet and 795 feet from clear point of H&H switch off North Siding.

WESO

RULES 509-540. T.C.S. controlled by WP train dispatcher. Westward home signal governs movements to SP or to enter T.C.S. on WP main track. When STOP indication is displayed and movement via WP is desired, WP Rule 509 will apply. When STOP indication is displayed and movement via SP is desired, SP Rule 776 will apply.

When eastward signal on SP is at stop and movement is desired to WP, Rule 509 applies and application will be made as though signal bore the letter "A."

Westward movement from WP A.B.S.S. to WP "enter T.C.S." will be made by signal indication. If signal fails to display proceed indication WP Rule 509 will apply.

SP RULE 776. Obtain permission from the WP train dispatcher for movement from WP track to SP track over crossovers and be governed by SP Rule 776.

RULE 545. Switches on SP end of crossovers are dual-control. Permission of WP train dispatcher is required for hand operation.

RULE 104-D. Spring switches on WP end of crossovers are normally lined for WP track.

RULES 545 and 550. Electric lock on west crossover spring switch releases when the power switch on this crossover has been reversed by the WP train dispatcher.

Instructions for operation of dual-control switches and electric switch locks are posted in telephone booths located at signal.

VALMY

RULE 509. Power switch and associated eastward and westward absolute signals bearing letter "A" are located at Valmy, MP 572.2 serving Sierra Pacific Power. Rule 509 applies.

Westward absolute signal at Valmy may display aspects per Rules 288, 288-A and 292 and governs movements over switch only.

IMPAIRED CLEARANCES

Valmy. Impaired clearance on west side of coal unloading structure at North Valmy Power station. Automatic unloading feature is operated by a live third rail which makes physical contact with actuating shoes on each car. Members of crew must not use walkways or ride on the sides or tops of cars while train is being operated over trestle.

WEST CARLIN

RULE 663. Main track detour switch at MP 643.4 is interlocked. Interlocking limits extend from home signal MP 643.4, located 100 feet west of remote-controlled switch, to dwarf home signal, located 350 feet east on main track, governing westward movements, and to dwarf home signal, located 350 feet east on detour, governing westward movements to main track. Dwarf signals will display aspects per Rule 288 or 292 only and govern only to end of interlocking limits opposite eastward home signal where non-block signal territory commences.

If signals indicate STOP be governed by Rule 663. If route is not properly lined, call signal operator and obtain authority to operate this dual-controlled switch by hand.

SP passenger trains and light engines, and other trains when so instructed, are authorized to use WP main track at Carlin provided Signal 643.4 indicates proceed on WP main track. If signal 643.4 indicates movement over west detour to SP yard, such trains will enter detour and proceed to SP yard at Carlin.

SPECIAL INSTRUCTIONS — SIXTH SUBDIVISION, Continued

West Carlin detour extends from remote-controlled switch on WP main track at West Carlin to connection with SP main track at west end of Carlin yard.

CARLIN

RULE 334. When trains on which crew changes are made at Carlin are departing, they must move at restricted speed until reaching a point where next signal indication can be clearly seen and intervening track can be seen to be clear.

RULE 99.3. All SP switch movements on WP main track between West Carlin and East Carlin must be made with authority of WP train dispatcher and under provisions of Rule 99.

EAST CARLIN

RULE 509. Detour extends from East lead on SP to East Carlin on WP. Movements over dual-controlled power operated switch are governed by absolute signals bearing the letter "A." Trains or engines finding these signals displaying aspect per Rule 292 will be governed by WP Rule 509.

ELKO

RULE 550. Crossover, Third St. WP Elko yard. Inside siding switch of crossover electrically-locked. Release of electric lock must be obtained before main track switch is lined. Instructions for operating the lock are posted in electric lock case.

Dwarf signal governing westward movements, located between main track and siding, at MP 665.5. Approaching lighting circuit starts 300 feet east of Signal 6655.

For additional instructions relating to Elko, see SPECIAL INSTRUCTIONS — SEVENTH SUBDIVISION.

RULE 1165. No Running or Standing Freight Train Air Brake Test is required on Sixth Subdivision under Rule 1165.

SIXTH AND SEVENTH SUBDIVISIONS Use of WP Portion of Paired Track Between Weso and Alazon Inclusive

Between Weso and Alazon, track of WP and SP will be used jointly. All eastward trains of both companies will use WP track, and all westward trains of both companies will use SP track, unless otherwise instructed.

Movements against current of traffic.

Current of traffic on WP track, Weso to Alazon, is eastward. Movements against the current of traffic must not be made except under flag protection or as authorized by train order.

Rule 408. Manual block may be established by train order.

Rule 228-G,H. Train dispatchers will use following form of train order to authorize movement of a westward train or to create a work extra.

Example 1: "Eng run extra on WP track to"

Example 2: "Eng works extra on WP track M until and"

RULE 19. When the rear car of an SP passenger train is equipped with a combination oscillating red light and auxiliary green marker light, oscillating red light must be displayed by day as well as by night when train is on main track, and when so displayed, will be considered as markers. Oscillating red light must be extinguished and green marker light displayed when train has stopped clear of main track to be met or passed by another train.

RULE 21. Suspended between Weso and Alazon. Extra trains will be identified by engine number. See Rule 24.

RULE 825 (T). Southern Pacific trains operating on WP track between Carlin and Alazon that have a helper behind a caboose consisting of not more than one (1) unit are exempt from complying with that part of Rule 825 reading — "Employees must vacate such caboose and ride in locomotive" and that part reading — "When helper is used behind a caboose the speed of the train must not exceed 20 MPH."

RULE 14. ENGINE WHISTLE SIGNALS.

Carlin: Westward: Approaching east end yard:

SP freight trains, o — o.

WP trains, — o.

Alazon: Eastward WP trains must sound whistle signal o — — at sign reading "WP WHISTLE" located at MP 706 Pole 21.

EASTWARD		SEVENTH SUBDIVISION		WESTWARD				
First Class	Miles from Elko	Station Numbers	Mile Post	TIMETABLE NO. 10		SDGS in Feet	Miles from Roper	
6				STATIONS	RULE 6-A			
\$11:59PM	0.0	665	665.4	ELKO (SP Conn.)	TO-R-BKFWYP	Yd Lmts.	264.9	
	17.7	683	683.1	SP CONN		P	247.2	
12:15AM	17.9	683	683.3	ELBURZ		P	247.0	
12:30	34.6	700	700.0	DEETH		P	230.3	
	35.6	701	701.0	SP CONN		P	229.3	
12:44 AM	48.2	714	713.6	ALAZON (SP Conn.)		P	216.7	
	52.3	718	717.7	WELLS		WP	212.6	
	62.7	728	728.1	RUBY		P	202.2	
	72.8	738	738.2	VENTOSA		P	192.1	
	81.8	747	747.2	SPRUCE		P	183.1	
	92.1	758	757.5	SAGE		P	172.8	
	100.5	766	765.9	NN CROSSING		P	164.4	
	101.0	766	766.4	SHAFTER (NN Conn.)		P	163.9	
	107.0	772	772.4	SILVER ZONE		P	157.9	
	115.7	781	781.1	CLIFSIDE		P	149.2	
	123.5	789	788.9	PILOT		P	141.4	
	133.2	799	798.6	OLA (Nev.)		P	131.7	
	141.2	806	806.6	WENDOVER (Utah)		WYP	123.7	
	150.1	816	815.5	SALDURO		P	114.8	
	159.7	825	825.1	ARINOSA		P	105.2	
	169.5	835	834.9	BARRO		P	95.4	
	179.9	845	845.3	KNOLLS		P	85.0	
	188.8	854	854.2	CLIVE		P	76.1	
	200.7	866	866.1	LOW		P	64.2	
	213.2	878	878.6	DELLE		YP	51.7	
	227.5	893	892.9	ELLERBECK		P	37.4	
	231.7	897	897.1	BURMESTER		WYP	33.2	
	246.04	911	911.44	SMELTER (WP-UP Jct.)		P	18.9	
	247.8	913	913.2	GARFIELD (UP Conn.)		P	17.1	
	261.2	927	926.6	WP-UP JUNCTION		P	3.7	
	261.3	927	926.7	WP-UP JUNCTION (10th West)		P	3.6	
	261.8	927	927.2	POLLARD JCT.		IP	3.1	
	263.2	929	928.6	UP CROSSING		AI	1.7	
	264.9	930	930.3	ROPER (Salt Lake City)		KFWYPO	0.0	
				Stations UP Trackage				
		768911	768.2	GARFIELD				
		778911	777.6	CENTENNIAL PARK				
		779911	778.5	BUENA VISTA				
		2927	783.6	NORTH YARD		TO-BKFWYPO		

Be governed by current timetable, bulletins and rules of Southern Pacific Company on SP track between Alazon and Elko.

SEVENTH SUBDIVISION

MAXIMUM SPEEDS IN MILES PER HOUR Between	1	2
	Seventh Subdivision	
@ MP 665.4 and MP 666.4 Elko Yard	15	15
MP 666.4 and MP 674.8	60	55
MP 674.8 and MP 681.0	55	45
MP 681.0 and Alazon	60	55
Using cross-over Alazon	25	25
Alazon and MP 753.0	60	55
MP 753.0 and MP 755.2	40	40
MP 755.2 and MP 765.78 NN Crossing	60	55
Over MP 765.78 NN Crossing	50	45
MP 765.78 NN Crossing and MP 775.3	60	55
MP 775.3 and MP 784.5	25	25
MP 784.5 and MP 799.5	45	45
MP 799.5 and MP 800.0	35	35
MP 800.0 and MP 864.3	60	55
MP 864.3 and MP 868.8	50	50
MP 868.8 and MP 926.5	60	55
MP 911.4 WP-UP Conn. using Crossover	35	35
MP 926.5 and Pollard Jct.	20	20
Pollard Jct. and Roper Yard	15	15

@ When engine on eastward train on main track passes the limits of the 15 MPH restriction at MP 666.4, speed may be increased to 30 MPH until rear of train has passed MP 666.4.

Trains or engines trailing through spring switch old main track to main track East Elko must not exceed 5 MPH until engine is on 12th St. Crossing then 20 MPH through switch.

NOTE 1: Trains or engines having UP units 3123 through 3473 in engine consists, do not exceed 50 MPH while engine is passing between MP 845 and MP 857.

Maximum speed westbound on WP, Alazon to Elko, passenger trains and light engines — 59, freight trains — 49.

Other Maximum Speeds

	Maximum MPH
Westward Trains on Western Pacific track over Dual Control Switch at MP 670.7	20
Through turnouts, crossovers, on wyes, on sidings and on all inside tracks (except as otherwise provided for)	10
On inside tracks when curvature or other conditions require, speed will be further reduced to insure safe operation.	
Through turnouts with power-operated switches in reverse position.	
West switch Wells to Pollard Jct., inclusive and through sidings at the stations listed	20
Shafter, NN Yard. Straight track 10 MPH, curves 5 MPH.	
All freight trains (including SP freight trains) will operate at Column 2 speeds (considering other restrictions, if any) unless they are authorized to operate at Column 1 speeds as described below.	

Freight trains (including SP freight trains) authorized to operate at Column 2 speeds are, unless otherwise instructed by WP Chief Train Dispatcher, further restricted to a maximum speed of 45 MPH for fuel conservation. However, these freight trains (if not otherwise restricted) may operate at speeds up to 55 MPH (but not to exceed Column 2 track speed) at locations where locomotive is in Dynamic Brake, Idle or Run 1. In undulating territory or where an individual sag is encountered, power may be worked and speed may exceed 45 MPH (but not to exceed Column 2 track speed) for very short distances (generally not to exceed twice the length of the train) when pulling up the ascending side of sags to minimize slack action.

SEVENTH SUBDIVISION

SEVENTH SUBDIVISION

Automatic Block Signal System extends from Elko to Alazon, Eastward only. Traffic Control System in effect Alazon to Eastward Interlocking Home Signal, Pollard Jct., MP 927.2. See Rule 540.

Current UP-WP Joint Pamphlet is Union Pacific-Western Pacific Joint Pamphlet No. 2 (effective October 15, 1972) as amended by Joint Bulletin No. 1 dated July 24, 1980. This Joint Bulletin is posted at North Yard, Roper and Elko; be governed by Rule 4-C.

See page 45, SPECIAL INSTRUCTIONS — SEVENTH SUBDIVISION, for instructions concerning movement between Pollard Jct. and Roper.

Feet Capacity	Mile Post	SP Co. Stations	Station Number
5430	556.2	Elko (WP Conn.)	665
300W	564.8	Osino	565665 (Spur)
7000	573.1	Elburz (WP Conn.)	683
4650	576.7	Halleck	577683
	589.6	Death	590683
	591.1	WPRR Connection	701
	603.6	Alazon (WP Conn.)	714

Refer to Page 40, SEVENTH SUBDIVISION:

DELETE:

EASTWARD		SEVENTH SUBDIVISION		WESTWARD			
First Class	Miles from Elko	Station Numbers	Mile Post	TIMETABLE NO. 10		SDGS in Feet	Miles from Roper
6				STATIONS	RULE 6-A		
SP PSGR							
Daily							
AM	0.0	665	665.4	ELKO (SP Conn.)	TO-R-BKFWYP	Yd. Lmts.	264.9
s12:39	17.7	683	683.1	17.7 SP CONN	P		247.2
	17.9	683	683.3	0.2 ELBURZ	P	5844	247.0
12:55	34.6	700	700.0	16.7 DEETH	P	5769	230.3
1:10	35.6	701	701.0	1.0 SP CONN	P		229.3
1:24 AM	48.2	714	713.6	12.6 ALAZON (SP Conn.)	P		216.7

ADD:

Effective 12:01AM 4-24-83

EASTWARD		SEVENTH SUBDIVISION		WESTWARD			
First Class	Miles from Elko	Station Numbers	Mile Post	TIMETABLE NO. 10		SDGS in Feet	Miles from Roper
6				STATIONS	RULE 6-A		
SP PSGR							
Daily							
s11:59PM	0.0	665	665.4	ELKO (SP Conn.)	TO-R-BKFWYP	Yd. Lmts.	264.9
	17.7	683	683.1	17.7 SP CONN	P		247.2
12:15AM	17.9	683	683.3	0.2 ELBURZ	P	5844	247.0
12:30	34.6	700	700.0	16.7 DEETH	P	5769	230.3
	35.6	701	701.0	1.0 SP CONN	P		229.3
12:44 AM	48.2	714	713.6	12.6 ALAZON (SP Conn.)	P		216.7

Gummed stickers covering the above changes will be furnished which must be placed in correct positions on Pages 34 and 40 of Timetable 10.

R. R. GENTRY
Division Superintendent
Eastern Division

C. M. PITTS
Division Superintendent
Western Division

**SEVENTH SUBDIVISION
Continued**

Freight trains bearing symbol OMW, FF, OME or TOF, or SP symbol CPEFF, OACHT, RVNPP** or RVOGP** (if not otherwise restricted) will operate at Column 1 speeds PROVIDED they meet the conditions shown in the following table:

Tons Per Operative Brake*	Maximum Number of Cars (Including Caboose)
80 or less	70
80 + to 85	55
85 + to 90	50
90 + to 95	45
95 + to 100	40

* In the Table, 80 + tons per operative brake represents any value over exactly 80.0 (similarly for the 85 +, 90 + and 95 + tons per operative brake table values).

** SP trains RVNPP and RVOGP that do not meet the conditions shown in the above table are authorized to operate at Column 1 speeds PROVIDED:

- 1) If 80 tons per operative brake or less, train contains no more than 100 cars and at least 75 percent mechanical reefers; or
- 2) If over 80 tons per operative brake, train complies with the provisions of SP Air Brake Rule 33.

See page 9 for method of computing tons per operative brake.

NOTE: Locomotive and car speed restrictions which apply to Southern Pacific trains on the Southern Pacific also apply to Southern Pacific trains on the Western Pacific.

PASSENGER TRAINS

Seventh Subdivision

Between:

MP 664.4 and MP 666.4 Elko Yard	Yard Speed
After engine passes MP 666.4 speed may be increased to 35 MPH.	
MP 666.4 and MP 674.7	.70
MP 674.7 and MP 681.0	.55 Note 1
MP 681.0 and Alazon	.70
Using crossover Alazon	.25

NOTE 1. AMTRAK locomotives Series 500 through 649 are further restricted as follows:

Between:

MP 674.7 and MP 681.0	.50
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WESTWARD MOVEMENT ON WP TRACK, ALAZON TO ELKO

When moving westward on WP track between Alazon and Weso, maximum speed of passenger trains and light engines is 59 MPH, and for freight and mixed trains 49 MPH, but all other speed restrictions must be observed. Unless proceed signal received or it is known that warning devices are operating, such trains and engines must stop approaching road crossings where automatic warning devices are installed, and may proceed after member of crew protects crossing. In addition to street crossings within Elko city limits the following road crossings are protected by automatic warning devices.

Highway 11	MP 687.37
Deeth-Star Valley Road	MP 699.20

Do not exceed 20 MPH westward over dual control switch at MP 670.7 on WP Track.

Refer to section on Elko in SPECIAL INSTRUCTIONS — SEVENTH SUBDIVISION for instructions concerning westbound movements on WP track at Elko.

SPURS AND COMMERCIAL TRACKS

	STATIONS	MILE POST	Connected	Capacity in Feet	Station No.
A					
F	PROJECT TRACK	670.7	E	800	671
	PARDO*	673.6	E	2100	674
	TULASCO	708.8	E	1026	709
2	BLAIR	808.7	W	4070	809
T	ARAGONITE	861.5	E	440	862
	MARBLEHEAD	870.8	Both Ends	1737	871
in	TIMPIE	885.7	W	3500	886
	SOLAR	893.4	W	2246	894

**SEVENTH SUBDIVISION,
Continued**

SPURS AND COMMERCIAL TRACKS, Continued

STATIONS	MILE POST	Connected	Capacity in Feet	Station No.
LAKE POINT	906.3	E	5030	906
GARFIELD PIT	911.7	Both Ends	3397	912
TERMINAL	922.1	W	480	922
BUENA VISTA — SLG&W TFR	923.94	W	1080	924

Footage figures shown are for the tracks directly connecting to the main track and do not include additional auxiliary trackage.

* Track Scales Pardo located 1,178 feet from fouling point of main track switch.

RULE T-82-A. A clearance authorizing an eastward SP first-class train at Sparks for movement over the WP at Weso will apply only to Carlin, where another clearance must be obtained authorizing train Carlin to Alazon.

RULES T-82-A and T-83 will not apply to SP trains at Elko, but they will be governed by train-order signal.

RULE T-86. Eastward inferior trains may run ahead of eastward superior trains Elko to Alazon. Eastward superior trains must run expecting to find inferior trains running ahead.

RULES T-83-A, T-83-B. Elko. Eastward SP first-class trains register by ticket. Other eastward SP trains will not register.

RULE T-83-B. When an eastward schedule or section is checked on register at Carlin, or visual identification is made between Carlin and Elko, such identification or register check may be applied at Elko.

RULE T-97. Eastward extras between Elko and Alazon may be authorized by clearance as follows:

Eastward SP extras may be authorized by clearance issued at Carlin which will confer authority to run extra Carlin to Alazon.

Eastward WP extras may be authorized by clearance at Elko which will confer authority to run extra Elko to Alazon.

Other eastward extra movements may be authorized verbally by train dispatcher.

When necessary to annul the authority of an extra which has been authorized by clearance or verbally, a train order will be issued in the following form:

"Eng is annulled as an extra from"

RULE 204. Train orders may be issued to eastward SP trains on Sixth Subdivision which will affect their movement on the Seventh Subdivision between Elko and Alazon.

RULE 221. Applies only to eastward SP trains at Elko.

RULE 204. Train orders may be issued at North Yard and Elko which cover speed restrictions and track conditions on UP portion of joint track between Smelter and North Yard, and DRGW portion of track between Roper and 10th West.

SALT LAKE CITY — RULE T-82-A. All trains departing Roper or North Yard which may operate via UP North Yard to Smelter must, in addition to WP Clearance, receive a UP Clearance at North Yard together with any orders in effect between 10th West and Smelter. Any trains which will operate via SP Alazon to Elko in addition to WP Clearance must receive SP Clearance at North Yard together with any orders in effect between Alazon and Elko.

Elko Rule T-82-A. Eastward trains which may operate via UP Smelter to 10th West must, in addition to WP clearance, receive a UP clearance at Elko together with any orders in effect between Smelter and 10th West.

SPECIAL INSTRUCTIONS — SEVENTH SUBDIVISION

For Table of Weight Limitations, Yard Limits, Switching Limits, and Interchange Tracks, and for information and instructions concerning Interlocking Plants and Signals and Railroad Crossings Not Interlocked, Hot Box Detectors, Public Grade Crossings, Emergency Action Guide, Radio Communication with UP Engines and Caboose, and Retaining Valves, see appropriate following section.

ELKO

RULE 550. Crossover, Third St. WP Elko yard. Inside siding switch of crossover electrically-locked. Release of electric lock must be obtained before

**SEVENTH SUBDIVISION
Continued**

Freight trains bearing symbol OMW, FF, OME or TOF, or SP symbol CPEFF, OACHT, RVNPP** or RVOGP** (if not otherwise restricted) will operate at Column 1 speeds PROVIDED they meet the conditions shown in the following table:

Tons Per Operative Brake*	Maximum Number of Cars (Including Caboose)
80 or less	70
80 + to 85	55
85 + to 90	50
90 + to 95	45
95 + to 100	40

*In the Table, 80 + tons per operative brake represents any value over exactly 80.0 (similarly for the 85 +, 90 + and 95 + tons per operative brake table values).

**SP trains RVNPP and RVOGP that do not meet the conditions shown in the above table are authorized to operate at Column 1 speeds PROVIDED:

- 1) If 80 tons per operative brake or less, train contains no more than 100 cars and at least 75 percent mechanical reefers; or
- 2) If over 80 tons per operative brake, train complies with the provisions of SP Air Brake Rule 33.

See page 9 for method of computing tons per operative brake.

NOTE: Locomotive and car speed restrictions which apply to Southern Pacific trains on the Southern Pacific also apply to Southern Pacific trains on the Western Pacific.

PASSENGER TRAINS

Seventh Subdivision

Between:

MP 664.4 and MP 666.4 Elko Yard Yard Speed

After engine passes MP 666.4 speed may be increased to 35 MPH.

MP 666.4 and MP 674.7 70

MP 674.7 and MP 681.0 55 Note 1

MP 681.0 and Alazon 70

Using crossover Alazon 25

NOTE 1. AMTRAK locomotives Series 500 through 649 are further restricted as follows:

Between:

MP 674.7 and MP 681.0 50

WESTWARD MOVEMENT ON WP TRACK, ALAZON TO ELKO

When moving westward on WP track between Alazon and Weso, maximum speed of passenger trains and light engines is 59 MPH, and for freight and mixed trains 49 MPH, but all other speed restrictions must be observed. Unless proceed signal received or it is known that warning devices are operating, such trains and engines must stop approaching road crossings where automatic warning devices are installed, and may proceed after member of crew protects crossing. In addition to street crossings within Elko city limits the following road crossings are protected by automatic warning devices.

Highway 11 MP 687.37

Deeth-Star Valley Road MP 699.20

Do not exceed 20 MPH westward over dual control switch at MP 670.7 on WP Track.

Refer to section on Elko in SPECIAL INSTRUCTIONS — SEVENTH SUBDIVISION for instructions concerning westbound movements on WP track at Elko.

SPURS AND COMMERCIAL TRACKS

STATIONS	MILE POST	Connected	Capacity in Feet	Station No.
PROJECT TRACK P	670.7	E	800	671
PARDO* OP	673.6	E	2100	674
TULASCO P	708.8	E	1026	709
BLAIR P	808.7	W	4070	809
ARAGONITE P	861.5	E	440	862
MARBLEHEAD P	870.8	Both Ends	1737	871
TIMPIE P	885.7	W	3500	886
SOLAR P	893.4	W	2246	894

**SEVENTH SUBDIVISION,
Continued**

SPURS AND COMMERCIAL TRACKS, Continued

STATIONS	MILE POST	Connected	Capacity in Feet	Station No.
LAKE POINT P	906.3	E	5030	906
GARFIELD PIT P	911.7	Both Ends	3397	912
TERMINAL P	922.1	W	480	922
BUENA VISTA — SLG&W TFR P	923.94	W	1080	924

Footage figures shown are for the tracks directly connecting to the main track and do not include additional auxiliary trackage.

THE WESTERN PACIFIC RAILROAD COMPANY
SACRAMENTO NORTHERN RAILWAY
TIDEWATER SOUTHERN RAILWAY COMPANY
OPERATING DEPARTMENT

San Francisco - December 21, 1982

TIMETABLE NO. 10

BULLETIN NO. 15

ALL CONCERNED:

Refer to Page 42, SEVENTH SUBDIVISION SPURS AND COMMERCIAL TRACKS. In table of stations --

ADD:

DYKE P 795.7 W 1800 796

Refer to Page 40, SEVENTH SUBDIVISION. Below table of stations --

ADD: RULE 552. West-connected hand-throw switch at Dyke (MP 795.7) between Pilot and Ola is in service. This switch is not electrically locked and trains or engines must not clear main track at this station.

sp
sr
R. R. GENTRY
Division Superintendent
Eastern Division

C. AADNESEN
Division Superintendent
Western Division

eff
AL

POSTED _____
TIME _____ DATE _____

UP Engines and Caboose, and Retaining Valves, see appropriate following section.

ELKO
RULE 550. Crossover, Third St. WP Elko yard. Inside siding switch of crossover electrically-locked. Release of electric lock must be obtained before

SEVENTH SUBDIVISION

SPECIAL INSTRUCTIONS — SEVENTH SUBDIVISION
Continued

main track switch is lined. Instructions for operating the lock are posted in electric lock case.

Dwarf signal governing westward movements, located between main track and siding, at MP 665.5. Approach lighting circuit starts 300 feet east of Signal 6655.

RULE 104-D. Spring switch, 12th Street, east end of old main track, WP Elko yard, normally lined for eastward main track and may be trailed through eastward onto main track.

Trains or engines trailing through spring switch old main track to main track East Elko must not exceed 5 MPH until engine is on 12th St. Crossing then 20 MPH through switch.

Westward trains and engines must stop and examine switch points before moving over spring switch, East Elko.

RULE 291. Eastward trains leaving Elko on old main track finding Signal 6660 displaying aspect per Rule 291, must stop short of signal and operate push button. Eastward trains leaving Elko on main track finding Signal 6662 displaying aspect per Rule 291 must stop and operate push button when there is an eastward train on old main track. Instructions for operating push buttons are posted in push button housings.

Telephone located on instrument case south side of tracks opposite Signal 6662 for purpose of contacting train dispatcher when Signal 6660 or 6662 does not clear promptly after push button operation. If signal continues to display aspect per Rule 291 after expiration of time release interval, train may proceed at restricted speed after obtaining permission from train dispatcher.

Dwarf signal located 250 feet west of spring switch at east end of old main track Elko, governs movements against current of traffic on main track to dwarf signal 6655 located at 4th St., Elko.

East detour extends from SP siding to WP freight yard, Elko.

PROJECT TRACK, MP 670.7

RULE 545. Dual control switch at MP 670.7 is locked in hand-throw position. Permission from train dispatcher to use is not required.

ELBURZ

RULE 292. When signal indicates STOP and train dispatcher knows there is no opposing movement involved, he may orally authorize train to proceed at restricted speed to the next governing signal. When member of crew is unable to contact train dispatcher within five minutes, train may proceed at restricted speed to the next governing signal without sending a flagman ahead.

ALAZON

RULE 509, SP RULE 776. C.T.C. controlled by SP dispatcher, Eastward home signal governs movements to SP or to enter T.C.S. on WP main track. When STOP indication is displayed and movement via WP is desired, WP Rule 509 will apply. When STOP indication is displayed and movement via SP is desired, SP Rule 776 will apply.

("A" applies to WP only and "SA" applies to SP only.)

SP RULE 772. Dual-control switches are under control of SP dispatcher. When necessary to hand-throw these switches, permission must be obtained from dispatcher and be governed by SP Rule 772.

SP RULE 535. West switch of crossover between SP and WP main track is a spring switch and normal position is for SP main track. Movements over this switch must be made in accordance with SP Rule 535.

RULE 540. Eastward trains may leave Alazon without contacting the train dispatcher when eastward home signal indicates PROCEED and will retain their identity.

FOR ADDITIONAL INSTRUCTIONS APPLICABLE TO PAIRED TRACK, SEE PAGE 39.

SHAFTER

Engines must not exceed 10 MPH on straight track and 5 MPH on turnouts in NN yard and are prohibited from using NN rip track.

RULE 103-B. Nevada Northern crossing must not be blocked while switching.

FLOOD DETECTORS

Located on south side of track at twenty-five points between MP 788.46

SPECIAL INSTRUCTIONS — SEVENTH SUBDIVISION
Continued

and MP 797.50, interconnected with signal system.

GARFIELD PIT, KCC INTERCHANGE

RULES 550, 550-A, 551, and 551-A. Pit Tracks 1 and 2, TIP 801 and 802, north of WP main track at MP 911.7, will be used for interchange of cars with KCC. KCC trains and engines will contact WP train dispatcher for authority to use joint track between eastward absolute signal at Smelter and eastward absolute signal at West Garfield.

POLLARD JCT. AND ROPER YARD INSTRUCTIONS

Eastward and westward freight trains will enter and leave D&RGW running tracks through interlocking between Pollard Jct. and 1st So. St., Salt Lake City. Trains must keep to the right. Movement against current of traffic on these two running tracks will be made in accordance with D&RGW Operating Rule 93. Eastward trains arriving Roper, unless otherwise instructed, will stop at 21st So. St. and get track instructions from yardmaster through the two-way speaker located near 21st So. St.

Audible annunciator located 430 feet west of 13th South St. A sign reading, "Grant Tower Annunciator" has been installed at this location and the following whistle signals will be given:

WP trains and engines departing. o o o o .

Ogden trains and engines departing _____ .

WP engines moving Roper to North Yard. o o .

RULE 701. When operating in joint yard territory east of T.C.S. limits, Pollard Jct. (MP 927.2), WP crews will obey instructions of terminal officers, including D&RGW officers having supervision over the terminal and, in addition to WP rules, will be governed by D&RGW Rule 93, which reads as follows:

Yard limit rules will be indicated by yard limit signs and designated in the timetable.

Within yard limits main tracks may be used without protecting against other trains or locomotives.

All trains and locomotives must move within yard limits at restricted speed, prepared to stop within one half the range of vision unless main track is known to be clear by ABSS indication.

Movement against the current of traffic on the main tracks must not be made unless authorized and protected by Yardmaster or other designated official.

Restricted speed. Speed that permits stopping short of another train or obstruction, but not to exceed 20 MPH.

RULE 1165. Running or Standing Freight Train Air Brake Test will be made in the vicinity of:

Eastbound: MP 745

Westbound: MP 866

SPECIAL INSTRUCTIONS — SAN JOSE BRANCH

For Table of Weight Limitations, Yard Limits, Switching Limits, and Interchange Tracks, and for information and instructions concerning Interlocking Plants and Signals and Railroad Crossings Not Interlocked, Public Grade Crossings, Emergency Action Guide, Radio Communication with UP Engines and Caboose, and Retaining Valves, see appropriate following section.

DIMENSIONAL SHIPMENTS

RULE 228-Z. If train has car or cars of excessive dimensions, after determining that a high-wide message is on file authorizing movement and after notifying train dispatcher, yardmaster, yard or station forces will issue message Form T-5 on blue paper, with a copy of high-wide message attached, to conductor and engineer. A copy of Form T-5 and high-wide message must also be attached to waybill.

NILES JUNCTION (Also see Page 13)

RULE 103-B. Westward Automatic Signal Number 08 located MP Branch 0.8 just east of Morrison Canyon Road governs approach to absolute signal at Niles Jct. and may display aspects per Rules 281, 285 or 291.

Trains in excess of 4100 Ft. in length including caboose which find this signal displaying aspect per Rule 291 or Rule 285 must stop and contact train dispatcher for instructions so as to not block Morrison Canyon Road unnecessarily.

RULE 540. When aspect per Rule 283 is displayed on westward main track absolute signal, East Niles Junction, this will authorize movement from Niles Junction to Curtner.

Tail of wye switch hand operated; normally lined for east leg of wye. Trains or engines using west leg of wye must do so at yard speed and must not operate tail of wye switch or pass clearance point without permission of train dispatcher.

MILPITAS

RULE 104-A. Derailed on west leg of wye located at clearance point. Derailed on east leg of wye located 392 feet west of main track switch.

MILPITAS — FORD PLANT

At the Ford plant there are electrically-locked derails on Tracks F-1 and F-2, located 200 feet west of the west track entrance and 227 feet east of the east track entrance to the assembly building. The doors to the track entrances at each end of the building cannot be closed until the derails are lined in derailing position and locked. Unless requested by the Ford Motor Co. cars must not be left on either track at either end of the building between the derails and point of entrance to the building.

In addition, at the west end, not more than two cars may be left (while switching or otherwise) on either Tracks F-1 or F-2 between the diverging switch to these tracks and the derails. If Ford Co. orders two cars left on either Tracks F-1 or F-2 as above, the east car must be left as close to derail as safety permits to allow clearance on west end of these cars.

Hayes type derails installed on Track F-4, 388 feet east of west switch to Track F-3 and on Track F-5, 238 feet east of entrance switch.

Gates, doors to buildings and derails on both east and west ends of Ford plant are controlled and operated by Ford security police except that East Gate 11 will be operated by trainmen.

EASTWARD ↓		SAN JOSE BRANCH		↑ WESTWARD	
TIMETABLE NO. 10					
Station Numbers	Mile Post	STATIONS		RULE 6-A	SDGS in Feet
				YP	
				P	
31	0.0	NILES JUNCTION	.....	
		3.3	.....	
3031	3.3	IRVINGTON	.....		E534
		1.6	.....	
5031	4.9	INLAND STEEL	.....		488
		2.1	.....	
7031	7.0	WARM SPRINGS	.....		1830
		1.0	.....	
8031	8.0	CURTNER	.....	BKWYP	E830
		3.5	.....		3440E
12031	11.5	MILPITAS	.....		4415W
		2.6	.....	
14031	14.1	BERRYESSA	.....	BKFWP	E631
		3.4	.....	
18031	17.5	SAN JOSE (Yard)	.....		Yard
		2.1	.....	
19031	19.6	VALBRICK (SP X'ing.)	.....	Al	
		0.8	.....	
20031	20.4	WILLOW GLEN (SP X'ing.)		
		1.9		
22031	22.3	WEST SAN JOSE (SP X'ing.)		
		0.7		
23031	23.0	SAN JOSE (End of branch)		Yard

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RULE 540. Traffic Control System extends from Niles Jct. to Absolute Signals at MP 10.1. Eastward signal at MP 10.1 displays aspects per Rules 288 or 292 only.

RULE 93. San Jose yard limits extend from MP 10.1 to MP 23.0, San Jose Branch.

RULE T-82-A. Trains do not require a clearance at San Jose or Milpitas.

RULE 541. Trains in turnaround service from First Subdivision will retain orders, and before departing Milpitas, Conductor (or Engineer if there is no Conductor) will contact Train Dispatcher before entering T.C.S. for any additional instructions.

RULE 541. Trains originating at Milpitas will contact Train Dispatcher before entering T.C.S. for any instructions.

MAXIMUM SPEEDS IN MILES PER HOUR Between

San Jose Branch

MP 0.0 and MP 0.3 including East and West legs of Wye Niles Jct.	10
MP 0.3 and MP 7.5	35
MP 7.5 and MP 10.1	25
MP 10.1 and City Limits	
San Jose MP 15.7	20
MP 15.7 and MP 23 within City Limits, San Jose	10

Other Maximum Speeds

Through turnouts, crossovers, on Wyes, on sidings and on all inside tracks	10
On inside tracks when curvature or other conditions require, speed will be further reduced to insure safe operation.	

SUBDIVISION

MP BRANCHES

EASTWARD ↓		TRACY BRANCH		↑ WESTWARD	
Station Numbers	Mile Post	TIMETABLE NO. 10		SDGS in Feet	
		STATIONS	RULE 6-A		
			WYP		
73	0.0	TRACY		10688	
2073	1.7	KERLINGER		1746	
2073	1.92	TEEKAY (End of Branch)			

RULE 201. Train order authority is not required on Tracy Branch and all movements on branch must be made at yard speed.
Stop and inspect for material covering rail before crossing at MP 0.8.

MAXIMUM SPEEDS IN MILES PER HOUR

Tracy Branch	10
Kellogg Spur	5

Other Maximum Speeds

On inside tracks when curvature or other conditions require, speed will be further reduced to insure safe operation.

EASTWARD ↓		LOYALTON BRANCH		↑ WESTWARD	
Station Numbers	Mile Post	TIMETABLE NO. 10		SDGS in Feet	
		STATIONS	RULE 6-A		
328	0.0	HAWLEY	P	5770	
12328	11.8	LOYALTON		1554	

RULE 201. Train order authority is not required on Loyalton Branch and all movements on branch must be made at yard speed.

RULE 104-A. Split point derail installed about 210 feet west of chip track switch, TIP 713, Loyalton. Derail must be in derailing position except when main track is being used.

MAXIMUM SPEEDS IN MILES PER HOUR

Loyalton Branch	15
Other Maximum Speeds	
Through turnouts, crossovers, on Wyes, on sidings and on all inside tracks	10
On inside tracks when curvature or other conditions require, speed will be further reduced to insure safe operation.	

RULE 10-H. The first part of the first paragraph of Rule 10-H is modified as follows on the Loyalton Branch.

A metal banner at right of track displaying yellow indicates that trains must reduce speed over track to 10 miles per hour until rear of train has passed temporary resume speed signal unless otherwise directed by train order or bulletin. Such signal must be placed one-fourth (1/4) mile before the location is reached where speed of trains must be reduced.

SPECIAL INSTRUCTIONS — RENO BRANCH

For Table of Weight Limitations, Yard Limits, Switching Limits, and Interchange Tracks, and for information and instructions concerning Public Grade Crossings, Emergency Action Guide, Radio Communication with UP Engines and Caboose, and Retaining Valves, see appropriate following section.

ROCKY MOUNT NO. 2

RULE 103-C. No derail, keep hand brakes set and do not leave cars east of first road crossing.

PERMASCO CAR SKATES

RULE 1107. Permasco car skates must be used under locomotive at North Reno when it is left unattended. In addition one hand brake must be set on each locomotive unit.

RULE 103-C. Permasco car skates must be used at Martin, Panther run-around, Cal-Gas and Petrolane on Sierra Pacific Spur.

When setting cars out on any of these tracks, see that skates are used. If cars already on siding, arrange to couple cars to be set out with the cars already there, resetting skates under outside pair of wheels of truck of first car on the down hill side. When coupling into car or cars on siding, make coupling carefully and see skates removed before cars are pulled or pushed.

In addition to the use of Permasco skates, a sufficient number of hand brakes must be set. Cars must be coupled if practicable. Wheels must be further blocked if necessary to prevent their movement.

DERAILS ON MAIN TRACK, MP 28.85, MP 30.7 and MP 31.67.

RULE 104-A. Derails must remain in derailing position except when track is in use at point of derail and must be returned to derailing position as soon as movement has passed. Signs reading "Derail 200 feet" are located 200 feet in advance of each derail in both directions.

EASTWARD		RENO BRANCH		WESTWARD	
Station Numbers	Mile Post	TIMETABLE NO. 10		SDGS in Feet	
		STATIONS	RULE 6-A		
			YP		
342	0.0	RENO JUNCTION		3000	
		10.1			
10342	10.1	PEAVINE (Cal.)		480	
		8.7			
19342	18.8	ANDERSON (Nev.)		1229	
		2.5		2000	
21342	21.3	MARTIN		E17424#	
		2.07			
23342	23.37	PANTHER		419	
		2.03			
25342	25.4	COUGAR		E640	
		2.9			
29342	28.3	NORTH RENO	TO-R-BKWP	2200	
		2.0			
30342	30.3	COMSTOCK		632	
		0.3			
31342	30.6	SIERRA PACIFIC		W1933	
		0.1			
31342	30.7	VAUGHN MILL NO. 1		W 939	
		0.5			
31342	31.2	VAUGHN MILL NO. 2		W 903	
		0.22			
31342	31.42	ROCKY MOUNT NO. 1		W1033	
		0.15			
31342	31.57	ROCKY MOUNT NO. 2		E 830	
		1.53			
33342	33.1	RENO			

Reno Yard limits extend from MP 21.3 to Reno.

#Station "Leareno (yard)" Sta. No. 203342, located at end of spur from Martin.

Westward signal at MP 0.1 is Distant Signal for westward absolute signal governing entrance to main track, Fifth Subdivision, Reno Junction.

MAXIMUM SPEEDS IN MILES PER HOUR Between

Reno Branch

Reno Jct. between main track switch and tail of Wye switch	10
Tail of Wye switch Reno Jct. and MP 21.3	25
Martin Spur	10
MP 21.3 and MP 30	20
MP 30 and Reno	10
SP-WP Interchange Connection, Reno	5

Other Maximum Speeds

Through turnouts, crossovers, on Wyes, on sidings and on all inside tracks (except as otherwise provided for). On inside tracks when curvature or other conditions require, speed will be further reduced to insure safe operation.	10
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THE WESTERN PACIFIC RAILROAD COMPANY
SACRAMENTO NORTHERN RAILWAY
TIDEWATER SOUTHERN RAILWAY COMPANY
OPERATING DEPARTMENT

San Francisco - February 23, 1983

TIMETABLE NO. 10

BULLETIN NO. 22
ALL CONCERNED:

Refer to Page 50, RENO BRANCH --

DELETE: Entire page.

ADD:

EASTWARD		RENO BRANCH		WESTWARD	
Third Class	Station Numbers	Mile Post	TIMETABLE NO. 10		Second Class
210			STATIONS	RULE 6-A	209
AM 3:20	342	0.0	RENO JUNCTION	* YP	AM 2:20
3:45	10342	10.1	10.1 PEAVINE (Cal.)	480	1:58
4:02	19342	18.8	8.7 ANDERSON (Nev.)	1229	1:38
4:10	21342	21.3	2.5 MARTIN	2000	1:30
4:20	23342	23.37	2.07 PANTHER	419	1:20
4:30	25342	25.4	2.03 COUGAR	E640	1:10
4:40 AM	29342	28.3	2.9 NORTH RENO	-R-BKWP	1:00 AM
DAILY	30342	30.3	2.0 COMSTOCK	632	DAILY
EXCEPT SUNDAY	31342	30.6	0.3 SIERRA PACIFIC	W1933	EXCEPT SUNDAY
	31342	30.7	0.1 VAUGHN MILL NO. 1	W 939	
	31342	31.2	0.5 VAUGHN MILL NO. 2	W 903	
	31342	31.42	0.22 ROCKY MOUNT NO. 1	W1033	
	31342	31.57	0.15 ROCKY MOUNT NO. 2	E 830	
	33342	33.1	1.53 RENO		

Reno Yard limits extend from MP 21.3 to Reno.
 #Station "Leareno (yard)" Sta. No. 203342, located at end of spur from Martin.
 Westward signal at MP 0.1 is Distant Signal for westward absolute signal governing entrance to main track, Fifth Subdivision, Reno Junction.
 T-82-A Reno Local run No. 5743 will assume schedule of No. 209 at North Reno and will not require a clearance at North Reno. Conductor No. 209 must contact train dispatcher before leaving North Reno.
 Reno Local run No. 5743 will assume schedule of No. 210 at Reno Junction and will not require a clearance at Reno Junction. Conductor No. 210 must contact train dispatcher before leaving Reno Junction.

MAXIMUM SPEEDS
IN MILES PER HOUR
Between

Reno Branch	
Reno Jct. between main track switch and tail of Wye switch	10
Tail of Wye switch Reno Jct. and MP 21.3	25
Martin Spur	10
MP 21.3 and MP 30	20
MP 30 and Reno	10
SP-WP Interchange Connection, Reno	5
Other Maximum Speeds	
Through turnouts, crossovers, on Wyes, on sidings and on all inside tracks (except as otherwise provided for)	10
On inside tracks when curvature or other conditions require, speed will be further reduced to insure safe operation.	

R. R. GENTRY
Division Superintendent
Eastern Division

C. M. PITTS
Division Superintendent
Western Division

EASTWARD ↓		ROWLEY BRANCH		↑ WESTWARD	
Station Numbers	Mile Post	TIMETABLE NO. 10		SDGS in Feet	
		STATIONS	RULE 6-A		
878	0.0	DELLE	YP	8080	
11878	10.6	10.6 ROWLEY		3380	
11878	11.2	0.6 END OF BRANCH			

RULE 104-A. Rowley Branch. Derails located on east end of run-around track and on both legs of wye Delle.

RULE 201. Train order authority is not required on Rowley Branch. All movements on Branch must be made at yard speed.

EASTWARD ↓		MARBLEHEAD BRANCH		↑ WESTWARD	
Station Numbers	Mile Post	TIMETABLE NO. 10		SDGS in Feet	
		STATIONS	RULE 6-A		
871	0.0	MARBLEHEAD	P	1738	
5871	4.66	4.66 PLANT		1230	
5871	4.87	0.21 END OF BRANCH			

RULE 201. Train order authority is not required on Marblehead Branch and all movements on branch must be made at yard speed.

RULES 103-C, 104-A. Marblehead Branch. Normal position of switch for the east connected spur 3491 feet east of Marblehead siding will be in a position lined and locked for the spur, and this switch must be left in this position also while switching at the plant. Trainmen must insure that all cars set out are properly secured. Derail located 108 feet west of west switch of run-around track at plant must be left in derailing position, except when train is being switched. Look out for drifted sand on rails of this branch.

MAXIMUM SPEEDS IN MILES PER HOUR

Rowley Branch	20
Marblehead Branch	10

Other Maximum Speeds

Through turnouts, crossovers, on Wyes, on sidings and on all inside tracks	10
On inside tracks when curvature or other conditions require, speed will be further reduced to insure safe operation.	

RULE 10-H. The first part of the first paragraph of Rule 10-H is modified as follows on the Rowley Branch.

A metal banner at right of track displaying yellow indicates that trains must reduce speed over track to 10 miles per hour until rear of train has passed temporary resume speed signal unless otherwise directed by train order or bulletin. Such signal must be placed one-fourth (¼) mile before the location is reached where speed of trains must be reduced.

EASTWARD ↓		WARNER BRANCH		↑ WESTWARD	
Station Numbers	Mile Post	TIMETABLE NO. 10		SDGS in Feet	
		STATIONS	RULE 6-A		
897	0.0	BURMESTER	WYP	6168	
7897	7.0	7.0 MARSHALL		942	
14897	13.5	6.5 CONN. TOOEE ARMY DEPOT		1254	
16897	15.5	2.0 WARNER			

RULE 201. Train order authority is not required on Warner Branch and all movements on branch must be made at yard speed. Dispatchers phone located on east leg of wye Warner Branch at Burmester. Trains arriving from Warner Branch must be governed by Rule 340-A.

MARSHALL

Gate installed across track at MP 6.8 just west of Highway 40 crossing. Gate must be opened to permit train movement and must be closed as soon as movement has passed.

EASTWARD ↓		ELLERBECK BRANCH		↑ WESTWARD	
Station Numbers	Mile Post	TIMETABLE NO. 10		SDGS in Feet	
		STATIONS	RULE 6-A		
893	0.0	ELLERBECK	Y		
2893	2.7	2.7 WYE			
3893	3.7	1.0 FLUX		1965	
5893	4.7	2.0 DOLOMITE		134	

RULE 201. Train order authority is not required on Ellerbeck Branch and all movements on branch must be made at yard speed.

RULE 104-A. Wye. East switch east leg of Wye must be left lined for straight track as derail.

Dolomite. Look out for poor footing both sides of track on curve just east of plant, and all tracks vicinity plant. Main track and No. 1 track are out of service 630 feet east of west switch acc't dirt on and along tracks.

Flux. Main track out of service 200 feet west of east switch, run around track.

MAXIMUM SPEEDS IN MILES PER HOUR

Ellerbeck Branch	20
Warner Branch	20

Other Maximum Speeds

Through turnouts, crossovers, on Wyes, on sidings and on all inside tracks	10
On inside tracks when curvature or other conditions require, speed will be further reduced to insure safe operation.	

RULE 10-H. The first part of the first paragraph of Rule 10-H is modified as follows on the Warner and Ellerbeck Branches.

A metal banner at right of track displaying yellow indicates that trains must reduce speed over track to 10 miles per hour until rear of train has passed temporary resume speed signal unless otherwise directed by train order or bulletin. Such signal must be placed one-fourth (¼) mile before the location is reached where speed of trains must be reduced.

EASTWARD ↓		SACRAMENTO NORTHERN PITTSBURG BRANCH		↑ WEST- WARD	
		TIMETABLE NO. 10			
Station Numbers	Mile Post	STATIONS		RULE 6-A	
37093	37.21	CLYDE	1.82		Yard
39093	39.03	PORT CHICAGO	2.16		680
41093	41.19	NICHOLS	1.27		Yard
42093	42.46	McAVOY	1.13		Yard
44093	43.59	SHELL POINT	1.33		830
45093	44.92	WEST PITTSBURG	1.32		Yard
	46.24	AT&SF CROSSING	0.71		510
47093	46.95	PITTSBURG	0.44		Yard
	47.39	AT&SF CROSSING	0.67		
	48.06	AT&SF CROSSING (10.85)	0.4		
48093	48.46	ATSF ABS	0.4	EAST PITTSBURG JCT. AT&SF	Yard
92		WPTCS		STOCKTON YD.	Yard
136				SO. SACRAMENTO	Yard

VACAVILLE BRANCH

605140	4.21	VACAVILLE	4.21		Yard
508140	7.60	VACAVILLE JCT.	2.34		205
	7.87	SP ABSS		CANNON, JCT. SPCO	Yard
				ELMIRA	Yard
				DIXON	Yard
				DAVIS	Yard
	94.98			19TH ST., JCT. SPCO	Yard
140	95.49	HAGGIN	0.51		Yard

DOZIER BRANCH

458140	6.94	CANNON	6.94		Yard
465140	64.55	DOZIER	9.57		965
474140	74.12	LIBFARM	1.34		1425
	75.46	END OF TRACK (17.85)			

MONTEZUMA BRANCH

750140	49.98	MONTEZUMA	1.99		
752140	51.97	MOLENA	5.81		786
758140	57.78	RIO VISTA JCT.	6.77		W 320
465140	64.55	DOZIER			700

RULE 201. Train order authority is not required between Clyde and Pittsburg, between Vacaville and Cannon and on the Dozier and Montezuma Branches. All movements must be made at yard speed.

Dozier Branch. Track out of service between Northgate Road, MP 6.4, and Dozier.

Montezuma Branch. Track between Rio Vista Jct., MP 57.78 and Montezuma is out of service. Before movements are made between Dozier and Rio Vista Jct., Roadmaster's permission must be secured.

RULE 701. Movements over SPT or ATSF trackage are governed by their respective rules and timetables.

ADDITIONAL STATIONS

STATIONS	Station Number	Mile Post	Facilities
MONTEZUMA BRANCH			
Creed-Atlas Powder Co.	761140	59.80	680W

SACRAMENTO NORTHERN

SPEED RESTRICTIONS — In Miles Per Hour

Pittsburg Branch	Yard Speed
Norman Road, MP 37.8	15
Main St., Port Chicago, MP 39.2	Stop and Flag
West Pittsburg, wye tracks	5
ATSF Crossing MP 46.24	10
Montezuma St. MP 46.66 to Pittsburg 48.06	10
Pittsburg All Street crossings	10
ATSF Crossing Harbor St. MP 47.39	Stop and flag
ATSF Crossing Columbia St. MP 48.06	Stop and flag
Vacaville Branch	Yard Speed
Cannon to Vacaville Jct. MP 7.60	Yard Speed
Vacaville Jct. to Vacaville MP 4.21	Yard Speed
Dozier Branch	10
Cannon to Saxon	Stop and flag
Northgate Road MP 6.4	Stop and flag
Montezuma Branch	10
Dozier to Montezuma (MP 49.98)	Stop and flag
Gum Grove Highway Crossing (MP 53.9)	Stop and flag

Other Maximum Speeds

Through turnouts, crossovers, on sidings and other tracks	10
On curves, speed will be reduced where necessary to insure safety.	

ADDITIONAL SPEED RESTRICTIONS

When Handling —

Derricks (other than Nos. 37 and 79)	20 MPH
On SN trackage	30 MPH
On SN trackage rights via AT & SF or SP	30 MPH
Power Shovels, etc.	20 MPH
On SN trackage	25 MPH
On SN trackage rights via AT & SF or SP	25 MPH
Derricks Nos. 37 and 79	
Limit to a maximum of 10 MPH, where following weights authorized by Chief Engineers Office:	
379,000 lbs. gross on rail @ 19' - 10" truck centers	
Under no circumstance will derricks Nos. 37 and 79 be used without weight restriction clearance.	

SPECIAL INSTRUCTIONS — SN PITTSBURG, VACAVILLE, DOZIER AND MONTEZUMA BRANCHES

See Page 60 for Sacramento Northern General Instructions and Joint Track.

PITTSBURG BRANCH

Shell Point — Signs reading — Cars must not be switched beyond this point by S.P. Co. — S.N. Ry. — are located on track 1 at the Shell Chemical Plant, Shell Point.

RULE 14.11. During periods of heavy fog or when visibility is restricted, sound crossing whistle when approaching and before passing over private roadway northeast corner Shell Chemical plant, Shell Point.

DEF. YARD SPEED. The tracks at the Shell Chemical Company's plant at Shell Point are used jointly by the Sacramento Northern and Southern Pacific. All movements over these tracks must be made at yard speed. Several derrails, properly signed, are installed on the various tracks.

RULE 1117. Pittsburg — Eastward trains will make air brake test as prescribed in Rule 1117, Initial Terminal Road Train Air Brake Test, at Pittsburg, before entering Santa Fe main track.

VACAVILLE AND DOZIER BRANCHES

RULE 1117. Eastward trains will make air brake test as prescribed in Rule 1117, Initial Terminal Road Train Air Brake Test, before entering Southern Pacific main track at Cannon.
East leg of Wye Vacaville Junction is out of service and cannot be used.

EASTWARD ↓		SACRAMENTO NORTHERN HOLLAND BRANCH		↑ WESTWARD	
		TIMETABLE NO. 10		SDGS in Feet	
Station Numbers	Mile Post	STATIONS		RULE 6-A	
92140	92.30	BRODERICK	0.74	Y	Yard ABS
92140	91.56	WESTGATE	4.61	OAI	Yard
87140	86.95	RIVERVIEW	5.89		2160
206140	5.89	CLARKSBURG	4.62		730
211140	10.51	GREENDALE	2.69		700
213140	13.20	SORROCA	1.06		1245
214140	14.26	VALDEZ	1.51		1005
216140	15.77	OXFORD			680

WOODLAND BRANCH					
BKW					
Station Numbers	Mile Post	STATIONS		RULE 6-A	
92140	92.40	WESTSIDE	0.10	Y	Yard
92140	92.30	ABS BRODERICK	1.55	AIP	Yard
302140	1.55	MIKON, SPRR CROSSING	1.18		
303140	2.73	LOYDAL	13.84		660
317140	16.57	WOODLAND (16.67)			Yard

RIO LINDA BRANCH					
Station Numbers	Mile Post	STATIONS		RULE 6-A	
153	109.649	SANKEY	0.479	P	1185
153	109.17	SANKEY (WPRR X'ing.)	4.76		
104141	104.41	ELVERTA	1.31		
103141	103.10	RIO LINDA			1225

ADDITIONAL STATIONS				
STATIONS	Station Number	Mile Post	Facilities	
SACRAMENTO YARD				
Sacramento-Yolo Port	90140	90.94	Yard	
West Sacramento	92140	92.24	Yard	
HOLLAND BRANCH				
Central	209140	8.66	1585E	680E
WOODLAND BRANCH				
Conaway	312140	11.81		
Hebron	315140	14.80	330W	(yard)

RULE 201. Train Order authority is not required on Woodland, Rio Linda and Holland Branches, and all movements must be made at yard speed.

SPECIAL INSTRUCTIONS, HOLLAND, WOODLAND AND RIO LINDA BRANCHES

HOLLAND BRANCH

Close clearance, sugar plant eaves, Clarksburg.

RULE 104-A. Main track Riverview out of service. Switches lined and spiked for siding. Main track, Holland Branch, out of service from a point 1/2 mile east of Clarksburg.

WOODLAND BRANCH

RULES 109, 110. A member of train crew must ride the rear platform of the caboose on all trains moving over Fremont Trestle, Bridge 10.24 W, to watch for fires or evidence of dragging equipment and must keep a lookout for signals from trackwalker or bridgemen.

See Page 60 for SN Special Instructions — General and Joint Track.

RIO LINDA BRANCH

None.

SACRAMENTO NORTHERN

SPEED RESTRICTIONS In Miles Per Hour

Sacramento Yard	Yard Speed
MP 90.66 to Haggin (SN trackage)	5
WP Conn "C" St. to CPC 11	10
Sacramento-Yolo Port RR	
Holland Branch	Stop and Flag
Jefferson Blvd. MP 10.40	Yard Speed
Bascule Bridge (MP 90.66) to Riverview (MP 86.95)	10
Over Bascule Bridge	Stop and Flag
Linden Road Crossing MP 89.7	Stop and Flag
Davis Road Crossing MP 88.5	10
Riverview (MP 86.95) to Oxford (MP 15.77)	
Woodland Branch	Yard Speed
Broderick (MP 92.30) to Woodland (MP 16.57)	10
MP 0.37 to MP 0.48 (Joint Track)	Stop
MP 1.55 SP Crossing (Mikon)	15
Kiesel Highway Crossing (MP 8.0)	10
Fremont Trestle (MP 10.17 to MP 11.71)	10
Woodland City Limits (MP 16.24 to end of track)	
Rio Linda Branch	10
Sankey (MP 109.649) to Rio Linda (MP 105.10)	
Other Maximum Speeds	10
Through turnouts, crossovers, on sidings and other tracks	
On curves, speeds will be reduced where necessary to insure safety.	

ADDITIONAL SPEED RESTRICTIONS

When Handling —	
Derricks (other than Nos. 37 and 79)	20 MPH
On SN trackage	30 MPH
On SN trackage rights via SP	
Power Shovels, etc.	20 MPH
On SN trackage	25 MPH
On SN trackage rights via SP	
Derricks Nos. 37 and 79	
Limit to a maximum of 10 MPH, where following weights authorized by Chief Engineers Office:	
379,000 lbs. gross on rail at 19' - 10" truck centers	
Under no circumstance will derricks Nos. 37 and 79 be used without weight restriction clearance.	

EASTWARD ↓		SACRAMENTO NORTHERN CHICO BRANCH		↑ WESTWARD	
		TIMETABLE NO. 10			
Station Numbers	Mile Post	STATIONS		RULE 6-A	
179	136.31	ABS	MARYSVILLE, JCT. WPRR	BOWP	Yard
137179	137.27		0.96 YUBA CITY, S.P.R.R. CROSSING		Yard
138179	138.56	PALORO			Yard
139179	139.43				1.29 0.87 HARTER	2050
140179	139.77	COLUSA JUNCTION			Yard
149179	149.31				0.34 9.54 LIVE OAK SPCO. CONN.	1365
SPT		SP CTC	FAGAN	P	765
Co.			GRIDLEY	P	Joint Track
Rules			RICHVALE	P	
177179	177.29		DURHAM SPCO. CONN.	P	
181179	181.54	SPEEDWAY			
182179	182.02	STIRLING JCT., S.P.R.R. CROSSING			
183179	183.03	MULBERRY		Y	Yard
184179	184.35	CHICO			1135

TARKE BRANCH

140179	0.00	COLUSA JUNCTION	Y	Yard
205179	5.24	SUTTER		635
210179	9.8	TARKE (9.8)		Yard

PEARSON BRANCH

129176	129.70	PEARSON		260
132176	132.36	ALICIA	P	405
176	134.40	CLEVELAND, JCT. WPRR (4.70)		1160

SN ADDITIONAL STATIONS

STATIONS		Station Number	Mile Post	Facilities
PEARSON BRANCH				
Reed		127176	129.14	260E

RULE 201. Train Order authority is not required on Tarke and Pearson Branches, and all movements must be made at yard speed.

RULE 201. Train Order authority is not required between Colusa Jct. and Live Oak and between Durham and Chico and all movements must be made at yard speed.

RULE 701. For movements over SPT Co. Trackage, be governed by SPT Co. Rules and Time table.

Tarke Branch. No movements will be made between Sutter and Tarke without authority from Superintendent or his representative.

SACRAMENTO NORTHERN

SPEED RESTRICTIONS — In Miles Per Hour	
Marysville to Live Oak	10
Marysville (MP 136.31) Jct. WP RR (Westward Trains)	Stop
Marysville, all street crossings	Stop and Flag
MP 137.08, SP Crossing (except on proceed signal from flagman)	Stop
Durham to Chico	10
MP 177.5 Highway Crossing (Durham)	Stop and Flag
Stirling Jct. SP Crossing (MP 182.02)	Stop
Pearson Branch	10
Cleveland (WP Jct.) to Pearson (MP 129.70)	Stop and Flag
MP 130.9 Highway Crossing	
Tarke Branch	10
Colusa Jct. to Tarke (MP 10.28)	Stop and Flag
Township Road (MP 1.6)	Stop and Flag
Sutter Highway Crossing (MP 5.1)	
On curves, speed will be reduced where necessary to insure safety.	

ADDITIONAL SPEED RESTRICTIONS

When Handling —	
Derricks (other than Nos. 37 and 79)	10 MPH
On SN trackage, Chico, Pearson and Tarke Branches	30 MPH
On SN trackage rights via SP	
Power Shovels, etc.	10 MPH
On SN trackage, Chico, Pearson and Tarke Branches	25 MPH
On SN trackage rights via SP	
Derricks Nos. 37 and 79	
Limit to a maximum of 10 MPH, where following weights authorized by Chief Engineers Office:	
379,000 lbs. gross on rail @ 19' - 10" truck centers	
Under no circumstance will derricks Nos. 37 and 79 be used without weight restriction clearance.	

SPECIAL INSTRUCTIONS — CHICO BRANCH

See Page 60 for SN Special Instructions — General and Joint Track.

MARYSVILLE

See Western Pacific, Second Subdivision.

MARYSVILLE — YUBA CITY

RULE 301. Automatic block signals between Marysville and Yuba City:

Two indication color light home signals located as follows:
Signal 190 feet east of junction switch opposite Marysville depot governs eastward movements.
Signal 1397 feet west of Yuba City depot governs westward movements.
Movement of trains and yard engines within home signal limits will be made in accordance with indication of signals subject to the following regulations:
Flashing white light located on pole about 100 feet west and across main line from Trainmen's Locker Room to apprise trains and yard engines of condition of route between home signals. When flashing, route is unoccupied.
Before proceeding from Yuba City depot to Marysville, member of crew shall press push button mounted on outside wall of Trainmen's Locker Room which holds route for westward movements for a period of ten (10) minutes and causes flashing light to burn steadily. Train or yard engine may then proceed, being governed by indication of home signal.

COLUSA JCT.:

Gates have been installed across main track East leg of wye (140179-069) and are equipped with switch locks. A member of crew must open and latch gates open when entering and must close and lock gates after train or engine has passed.

CHICO:

On city streets, trains and engines must use caution where movements are made against current of vehicular traffic and must stop if necessary before crossing vehicular traffic lanes.

Trainmen are prohibited from riding on the side of engines and cars between MP 184.5 and MP 185.8 on the Esplanade at Chico.

A lighted red fusee must be placed at the rear of all eastward movements on city streets in Chico.

RULE 17-D. Engines so equipped will display oscillating or revolving lights for all movements within Chico yard limits. Unless engine is displaying a flashing Strobe light on leading end which is mounted below top of hand rail, a lighted fusee will be displayed on leading end of engine when moving on city streets.

See also Public Grade Crossings, Page 85.

SN SPECIAL INSTRUCTIONS GENERAL

Applicable instructions appearing in other portions of this timetable will be observed on Sacramento Northern in addition to instructions appearing in Sacramento Northern section.

RULE 10-H, first paragraph. A metal banner at right of track displaying yellow indicates that trains must reduce speed over track to 10 miles per hour until rear of train has passed temporary resume speed signal unless otherwise directed by train order or bulletin. Such signal must be placed one-fourth (1/4) mile before the location is reached where speed of trains must be reduced.

RULE 17-C. Headlights must be dimmed while moving within city limits.

RULE 17-D. Reverse movements over grade crossings must be protected per the provisions of this rule by engineer operating the oscillating white (or amber) light, reversing handle located inside the locomotive cab roof as necessary so that this light is displayed in the direction of movement prior to entering the crossing.

RULE 18 — Modified. Yard engines when making a continuous movement along city streets will not display the headlight at the rear by night. A red light or fusee must be displayed to the rear, and on the rear of the last car when cars are being handled.

It shall be the responsibility of the rear brakeman to see that a red light or fusee is continuously displayed at the rear until movement is completed.

When stop is made and train or yard engine is left standing in street, trainman will place lighted fusee in the street at rear of cut and when necessary for trainman to leave rear of cut to go ahead, one or more lighted fusees will be left to provide continuous protection at the rear end.

RULE 21 of the Operating Department Rules is suspended.

RULE 1118.6. Air must be cut in and air brakes in operation on all yard cuts, and on trains within yard limits, when moving over and along city streets except when doing station work or yard switching.

See Page 85, Public Grade Crossings.

For Table of Weight Limitations, Yard Limits, Switching Limits, and Interchange Tracks, and for information and instructions concerning Interlocking Plants and Signals and Railroad Crossings Not Interlocked, Public Grade Crossings, Emergency Action Guide, Radio Communication with UP Engines and Cabooses, and Retaining Valves, see appropriate following section.

JOINT TRACK — SACRAMENTO NORTHERN

(A) RULE 701. Sacramento Northern trains and engines use Santa Fe tracks between Stockton and Pittsburg.

Trainmen and Enginemen using Santa Fe tracks will be governed by Santa Fe Operating Department rules and must have copy of current Santa Fe Operating Department Book of Rules, copy of current Santa Fe Valley Division timetable, and Santa Fe switch key in their possession at all times while on duty on Santa Fe.

Bulletin books containing Santa Fe Valley Division TM bulletins governing train operations are maintained at the Trainmen and Enginemen's locker room at South Sacramento. Trainmen and enginemen and others concerned must consult the Santa Fe bulletins before departing on trains operating over Santa Fe tracks.

(B) RULE 701. Sacramento Northern trains and engines use Southern Pacific tracks between Cannon and 19th Street, Sacramento.

Sacramento Northern movements between Haggin and Westgate are made on Southern Pacific between 19th Street and Sacramento-Yolo Port RR connection.

At 19th Street and at Port RR connection stop clear of fouling point and contact SP yardmaster or herder for permission to enter SP tracks. Before entering SP at 19th Street, it must be known by observation that there is no movement closely approaching the track to be occupied.

Southern Pacific third rail between 19th and 23rd Streets, Sacramento, and east leg of wye between its connection with SP third rail and SN main track at 20th and B Streets will be used by SN crews to turn engines and cars. Permission of SP yardmaster or herder must be obtained before entering third rail.

JOINT TRACK — SACRAMENTO NORTHERN Continued

Sacramento-Yolo Port and SN trackage between Southern Pacific main track and switch to Sacramento-Yolo Port trackage near Riske Lane is jointly used by SN and SP. All movements on this joint track will be governed by block signals whose indications supersede the superiority of trains. Indicators at entrance switches indicate track occupancy. When indicator shows block clear, switch may be reversed and movement started when yellow aspect is displayed by the signal. If indicator shows block occupied, switch must not be reversed until it is known that there is no opposing or conflicting movement. If, after switch has been reversed, signal displays stop indication, train or engine must wait five (5) minutes and then be preceded by flagman through joint track area. Speed in joint track area is restricted to 10 MPH.

Southern Pacific Railroad operates on that portion of Sacramento Northern Railroad Track from Soule Street to approximately 500' west of 15th Street, maximum operating speed 10 MPH.

The switches at Riske Lane, Soule Street, and 15th Street will be lined back for the Sacramento Northern main line, and locked with Southern Pacific switch locks.

Flag protection to rear is not required on joint track at Broderick, Westside or on Sacramento-Yolo Port RR connection. All movements must be made at yard speed not exceeding ten (10) MPH.

(C) Speed of trains handling loaded air dump cars on Southern Pacific is restricted to twenty-five (25) MPH.

(D) Sacramento Northern trains and engines use Southern Pacific tracks between Live Oak and Durham.

Hand operated switches equipped with electric locks located at SP MP 152.20 and SP MP 152.21. Live Oak, provide access to SP main track for movements between Live Oak and Durham. Signals governing movements to SP main track located in advance of junction switches.

Hand operated switch equipped with electric lock located at SP MP 178.2 Durham, provides access to SP main track for movements between Durham and Live Oak. Sign reading DO NOT FOUL MAIN TRACK WITHOUT DISPATCHER'S PERMISSION located in advance of junction switch.

Contact SP Train Dispatcher for permission to operate electric locks. Instructions for operation of electric locks located in telephone boxes adjacent to junction switches.

(E) Trainmen and Enginemen using Southern Pacific tracks will be governed by SP Co. Transportation Dept. Rules and Special Instructions and must have copy of Southern Pacific book of rules, current timetables with special instructions, and switch key in their possession while on duty on Southern Pacific.

Bulletin Books containing Southern Pacific Western Division and Sacramento Division timetable bulletins are located at Westside, Sacramento Yard. Southern Pacific Sacramento Division timetable bulletins are located at Yuba City. These bulletins must be reviewed before operating over trackage of SPT Co.

(F) Sacramento River Drawbridge, MP 88.65, is a Train Order Office for westward Sacramento Northern trains to the Western Division, SPT Co.

Sacramento Northern trains originating Sacramento 19th and B Sts. or Sacramento-Yolo Port District connections to Western Division SPT Co. must obtain SP clearance at Sacramento River Drawbridge.

Sacramento Northern crews are to contact Operator by use of telephone at Drawbridge (Ext. 339) to receive orders.

(G) Sacramento Northern trains and engines use Western Pacific tracks as follows:
Between South Sacramento and Stockton yard.

Between WP MP 138.2 and Marysville
See instructions under "SECOND SUBDIVISION, (WP)."

EASTWARD ↓

TIDEWATER SOUTHERN

↑ WEST-
WARD

TIDEWATER SOUTHERN

STATION NUMBERS		MILE POST		STATIONS		RULE 6-A		SDGS in Feet
92	0.0	Yard Limits	}	STOCKTON YARD	TO-R BKOWYP	}	Joint Track	Yard
90	1.7			ORTEGA, JCT. WPRR				Yard
2092	2.2			VALIMET				311
3092	3.3			SHARPS LANE				1405
5092	5.2			MANTECA JCT.				2170
6092	6.2	TURNER		1065				
12092	12.5	ATLANTA		1625				
14092	14.2	SIMMS (Yd. Limits)		1040				
17092	17.0	ALBA		1160				
20092	19.8	ESCALON (Yd. Limits)		1390				
26092	25.6	Yard Limits	}	McHENRY	BWP	}	Joint Track	Yard
29092	29.5			AURORA				2310
30092	30.1			NORTH YARD JCT.				
32092	31.6			MODESTO				PI
	32.7			S.P. CROSSING				
33092	33.2			MOORE				W 1635
34092	34.5			ROGERS				2010
37092	37.5			BRONCO				E200
42092	41.6			HATCH				1240
45092	44.7			KEARNEY				
48092	47.9	TURLOCK (47.9)	Yard					

MANTECA BRANCH

5092	0.0	Yard Limits	}	MANTECA JCT.	Yard		
205092	5.1			MANTECA	1040		
207092	6.6			1.5	}	SOUTH MANTECA	Yard

CHEMURGIC BRANCH

42092	0.0	Yard Limits	}	HATCH	
303092	2.9			CHEMURGIC	

RULE 201. Train Order authority is not required between MP 25.3, McHenry and Turlock and on Manteca and Chemurgic Branches and all movements must be made at yard speed.

TS SPEED RESTRICTIONS — In Miles Per Hour

Ortega, MP 1.7 to MP 5.8	20
MP 5.8 to MP 19	35
MP 14.2 — Simms Highway Crossing	20
MP 17.0 — Alba Winery Spur Highway Crossing	Stop and Flag
MP 19 to MP 21	20
MP 21 to MP 22.53	35
MP 22.53 to MP 23.13 — Stanislaus River Bridge	
and Curve East and West of Bridge	20
MP 23.13 to MP 25.3, McHenry	35
MP 25.3, McHenry to MP 27.2 Modesto City Limit	20
MP 27.2 to 9th & P Sts., Modesto	15
Modesto — North Yard	10
Tully Road	Stop and Flag
Coldwell Ave. — Lyng Spur	Stop and Flag
Modesto, 9th and P Sts. to MP 33.3	10
MP 33.3 to MP 46.5	20
MP 46.5 to MP 47.9, Turlock	10
Broadway St. Crossing	Stop and Flag
Chemurgic Branch	20
Manteca Branch	20
MP 4.0 to end of branch MP 6.632	10
Spreckles Highway Crossing	Stop and Flag

Other Maximum Speeds

Through turnouts, crossovers, on sidings and other inside tracks	10
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(On curves speeds will be reduced where necessary to insure safety.)

When handling more than fifty (50) cars or 5,000 tons or fifteen (15) or more loaded covered hoppers, do not exceed 25 MPH on Tidewater Southern.

ADDITIONAL SPEED RESTRICTIONS

When Handling —	
Derricks (other than Nos. 37 and 79)	20 MPH
Power Shovels, etc.	20 MPH
Derricks Nos. 37 and 79	
Limit to a maximum of 10 MPH, where following weights authorized by Chief Engineers Office:	
379,000 lbs. gross on rail 19'—10" truck centers	
Under no circumstances will derricks Nos. 37 and 79 be used without weight restriction clearance.	

SACRAMENTO
NORTHERN

TIDEWATER
SOUTHERN

TIDEWATER

SPECIAL INSTRUCTIONS — TIDEWATER SOUTHERN

For Table of Weight Limitations, Yard Limits, Switching Limits, and Interchange Tracks, and for information and instructions concerning Interlocking Plants and Signals and Railroad Crossings Not Interlocked, Public Grade Crossings, Emergency Action Guide, Radio Communication with UP Engines and Cabooses, and Retaining Valves, see appropriate following section.

Applicable instructions appearing in other portions of this timetable will be observed on Tidewater Southern in addition to instructions appearing in Tidewater Southern section.

RULE 17-C. Headlight must be dimmed while moving over 9th St. Modesto. See Page 83, Public Grade Crossings.

RULE 21. Suspended on Tidewater Southern.

STOCKTON YARD:

RULE 104-A. Normal position for switch between No. 1 and No. 2 leads at west end of leads is lined for No. 2 lead.

Normal position for switch leading to Tidewater Southern main track off No. 3 lead is lined for Tidewater Southern.

RULE 739. Arrival time at Stockton Yard will be determined by the actual time of arrival at Ortega. This time will be used for:

1. Reporting arrival to the train dispatcher.
2. Wheel reports.
3. Delay reports and final terminal delay.

ESCALON AND AURORA

RULE 103-B. When leaving cars on main track or sidings at Escalon and Aurora, all private crossings must be left open. See Page 83, Public Grade Crossings.

AURORA

In compliance with PUC Order, observe the following instructions governing use of Aurora Siding, Tidewater Southern MP 29.5.

Aurora Siding must not be used except as follows:

Emergency operations resulting from unforeseen circumstances such as equipment failure, unsafe track structure, derailments, or other events over which railroad had no control.

Running around more than six cars between 6:00 AM and 12 Midnight for purpose of pulling rather than shoving to SP transfer.

Parking of train between 6:00 AM and 12 Midnight when Hours of Service have expired and crew was unable to leave train at another location without violation of Hours of Service. When necessary to leave train on siding, locomotive must be shut down. It should also be noted that train should not be left at Aurora Siding under these circumstances if conditions will permit leaving it elsewhere, and crews must plan in advance utilizing all information to avoid the necessity of terminating their train at Aurora Siding due to Hours of Service.

Air Brake Tests must not be conducted in the vicinity of Aurora Siding and when mechanical refrigeration cars are left on siding for any reason, the motors must be shut down.

Except for emergency operations as described above, Aurora Siding is not to be used between 12:01 AM and 6:00 AM.

RULE 104-A. Switch leading to SP transfer, Modesto, must be kept lined for transfer, except when using Lyng spur. Switches in joint M&ET-TS Yard, Modesto, must be kept locked and lined for lead tracks.

MODESTO

Tracks in Modesto between E Street and Tuolumne River Bridge and Joint yard are operated jointly with the M&ET Co. TS Trains and engines must not go beyond west end of Dry Creek Bridge on M&ET without authority.

ROGERS

RULE 26. P&G blue light mounted to the right of doors into building. Until this light is extinguished, locomotive or cars must not move through gate located about three car lengths from building.

CHEMURGIC

Engines must not operate beyond Switch 833. Cars only may be shoved beyond this location.

RULE 101-A. Additional instructions concerning track conditions between McHenry and Turlock and on Chemurgic Branch will be covered by Superintendent's and/or Trainmaster's Notices posted at Modesto and Stockton Yard.

SPECIAL INSTRUCTIONS — ALL SUBDIVISIONS INCLUDING TIDEWATER SOUTHERN AND SACRAMENTO NORTHERN

RULE 1-A. All times shown are Pacific Time.

RULE 4. This is a consolidated Eastern and Western Division Timetable and also includes Sacramento Northern and Tidewater Southern. The following Subdivisions and branches are under the supervision of the Eastern Division Superintendent at Elko:

That portion of Fifth Subdivision between MP 384.38 and Winnemucca
Sixth Subdivision
Seventh Subdivision
Warner Branch
Ellerbeck Branch
Rowley Branch
Marblehead Branch

The following Subdivisions and Branches are under the supervision of the Western Division Superintendent at Sacramento:

First Subdivision
Second Subdivision
Third Subdivision
Fourth Subdivision
That portion of Fifth Subdivision between Portola and MP 384.38
San Jose Branch
Tracy Branch
Loyalton Branch
Reno Branch

Sacramento Northern and Tidewater Southern are under the jurisdiction of the Western Division Superintendent.

RULE 228-Z. DIMENSIONAL SHIPMENTS. Conductors determining that there are dimensional shipments or cars in their train and that such shipments are not covered by train order Form Z or by message Form T-5 on blue paper, when such shipments will move through, or are destined to Nevada or California points, and exceed 5'5½" from centerline of car, will notify Dispatcher of such condition and will be governed by Dispatcher's instructions in the further handling of such shipment or car.

Conductor will advise Train Dispatcher when setting out a High-Wide shipment or car for any reason and will not make such set-out without Dispatcher's authority.

TABLE OF WEIGHT LIMITATIONS

BETWEEN	AND	GROSS WEIGHT (Car & Contents)
WESTERN PACIFIC (All tracks)		263,000
Except Following:		
San Jose	San Jose	220,000
	Freight Depot	220,000
Loyalton Branch		220,000
Warner Branch		
Rough and Ready		
Island Bridge	5 MPH	263,000
(Port of Stockton)	Max. with	
	15 MPH	251,000
	Max. with	
SACRAMENTO NORTHERN		263,000
Except Following:		
Sacramento	Oxford	220,000
Cannon	Montezuma	220,000
Cannon	Saxon	220,000
Cannon	Vacaville	220,000
Colusa Jct.	Sutter	220,000
Sutter	Tarke	169,000
TIDEWATER SOUTHERN		263,000

Note: Greater weights may be handled by authority of S-VP Operation.

YARD LIMITS — WP

WEST MP		EAST MP
WP Mole	Oakland	7.7
BCH-10.1	San Jose	BCH-23.0
663.6	Elko	674.6
926.06	Salt Lake City	Yard Limit Signs
K-111.2	Bieber	BN-86.5
		(3.1 miles east of station)
BI-21.3	Reno	End of Branch
	San Francisco	All trackage

SWITCHING LIMITS — WP

WEST MP		EAST MP
7.7	Oakland	13.78
28.5	Fremont	31.38
	Niles Junction (San Jose Branch)	BCH-0.82
BCH-15.25	San Jose	BCH-23.0
70.14	Tracy	73.05
89.34	Stockton	96.59
133.4	Sacramento	140.69
177.62	Marysville	180.24
201.44	Oroville	210.04
280.0	Keddie	282.47
	Keddie (4th Subdivision)	K-0.48
319.94	Portola	323.09
437.03	Gerlach	439.45
530.02	Winnemucca	533.6
21.3	North Reno (Reno Branch)	30.5
642.96	Carlin	647.13
663.6	Elko	666.76
764.96	Shafter	767.73
805.28	Wendover	808.31
926.06	Salt Lake City	

INTERCHANGE TRACKS — WP

San Francisco	San Francisco Belt (Via SP)
	SPT
	ATSF
Oakland	SPT
	OT
	ATSF (Via OT)
	ABL (Via SP)
Fremont	SPT (Bridge traffic to and from San Francisco 25th St. yard and grain movements for San Francisco only)
	SPT (Ford Traffic only)
Milpitas	SPT
San Jose	SPT
Lyoth	SPT
	US Army (Not common carrier interchange)
Lathrop	US Army (Not common carrier interchange)
Stockton Yard	SPT
	ATSF
	TS
Stockton (Flora St.)	ST&E
	CCT
Sacramento (Haggin)	SPT
	SN
	CCT
Marysville	SN
	SPT
Oroville	SPT
Quincy Jct.	QRR
Clear Creek Jct.	AL
Bieber	BN
Reno	SPT (Reciprocal switching only)
Herlong	US Army (Not common carrier interchange)
Gerlach interchange	US Gypsum (industrial carrier, not a common carrier interchange)

INTERCHANGE TRACKS — WP
Continued

Flanigan	Joint track connection with SPT, no carload interchange.
Weso, Valmy, Beowawe, Barth, Carlin, Elko, Elburz, Deeth, Alazon	Paired Track connections with SPT. No carload interchange points.
	NN
Shafter	US Army (Not common carrier interchange)
Tooele Army Depot Conn.	TV
Warner	KCC
Garfield Pit	UP
Garfield	SLG&W
Buena Vista	DRGW
Roper	UP
North Yard	UP

YARD LIMITS — SN

WEST MP		EAST MP
38.6	Port Chicago	39.7
40.6	Nichols-McAvoy	43.25
44.5	Pittsburg	48.6
49.7	Montezuma Branch	64.6
4.2	Vacaville Cannon	6.7
90.4	Sacramento	96.4
	Woodland Branch	0.0
1.85	Conaway-Woodland	16.7
11.5	Rio Linda-Elverta	104.7
102.5	Pearson Branch	134.4
129.7	Marysville-Yuba City	139.6
134.7	Colusa Jct.	140.2
139.6	Tarke Branch	0.5
0.0	Sutter	5.6
4.9	Chico	188.8
181.8		

INTERCHANGE TRACKS — SN

Clyde-Pt. Chicago	Naval Ammunition Depot R.R.
Port Chicago	A.T. & S.F. Ry.
McAvoy	S.P.R.R.
Haggin	W.P.R.R.
	S.P.R.R.
	C.C.T. Co.
	W.P.R.R.
Marysville	S.P.R.R.
Durham	S.P.R.R.
Chico	S.P.R.R.

YARD LIMITS — TS

WEST MP		EAST MP
0.0	Stockton/Manteca Jct.	5.8
0.0	Manteca Branch	6.6
13.5	Simms	15.2
19.0	Escalon	21.0
25.3	McHenry/Turlock	47.9
0.0	Chemurgic Branch	2.9

INTERCHANGE TRACKS — TS

Stockton	WP
	SP
	ATSF
	CCT
	ST&E
Modesto	SP
	M&ET
Turlock	SP

YARD LIMITS — WP

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Marysville	SN
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Quincy Jct.	QRR
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Reno	SPT (Reciprocal switching only)
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INTERCHANGE TRACKS — WP
Continued

Flanigan Joint track connection with SPT, no carload interchange.
 Marysville, Beowawe, Barth, Carlin, Elko, Elburz, Deeth, Alazon

THE WESTERN PACIFIC RAILROAD COMPANY
 SACRAMENTO NORTHERN RAILWAY
 TIDEWATER SOUTHERN RAILWAY COMPANY
 OPERATING DEPARTMENT

San Francisco - April 15, 1983

TIMETABLE NO. 10

BULLETIN NO. 30

ALL CONCERNED:

90 Refer to Page 66, YARD LIMITS - WP. Effective 12:01 AM, April 18, 1983:

ADD: Loyalton Branch.....Entire Branch

R. R. GENTRY
 Division Superintendent
 Eastern Division

C. M. PITTS
 Division Superintendent
 Western Division

POSTED _____

TIME _____ DATE _____

.....CCT
ST&E
SP
 ModestoM&ET
SP
 Turlock

TUNNEL LOCATIONS

Number	West Portal	East Portal	Length
1	32.12	32.94	4320.9
2	33.39	33.47	407.3
3	57.67	57.75	414.7
4	224.66	225.12	2410.0
5	227.34	227.90	2922.5
6	228.14	228.63	2583.0
7	229.54	230.38	4406.5
8	230.42	232.11	8856.3
9	236.37	236.48	551.8
10	237.01	237.05	231.8
11	237.33	237.37	223.8
12	237.69	237.70	51.4
13	244.92	244.96	195.9
14	246.25	246.29	244.9
15	250.10	250.69	3117.81
16	257.43	257.54	600.9
17	257.85	257.91	324.5
18	258.08	258.11	150.1
19	258.16	258.19	164.0
20	258.32	258.38	291.5
21	258.85	258.93	405.0
22	259.55	259.61	306.1
23	262.87	263.11	1257.7
24	263.89	264.01	616.1
25	265.20	265.23	186.4
26	271.58	271.66	446.0
27	278.42	278.49	364.4
28	278.96	279.06	608.6
29	279.19	279.30	587.8
30	279.55	279.65	537.5
31	280.08	280.21	687.3
32	280.37	280.48	595.2
33	283.06	283.30	1270.7
34	283.71	283.77	304.6
35	297.18	298.57	7343.7
36	316.00	316.14	762.7
37	340.34	341.47	6001.7
39	635.37	635.57	1080.7
40	636.8	636.86	322.0
41	649.24	649.68	2341.8
42	650.71	650.91	1071.7
43	753.69	754.76	5675.9

FOURTH SUBDIVISION

Number	West Portal	East Portal	Length
1	0.00	0.12	685.9
2	0.97	1.08	588.3
3	2.61	2.73	621.0
4	3.39	3.47	470.2
5	3.71	3.76	278.7
6	21.03	21.24	1103.0

INTERLOCKING PLANTS AND SIGNALS
AND RAILROAD CROSSINGS NOT INTERLOCKED

SAN FRANCISCO

I. Interlocking in service on the SP and the AT&SF crossing at 25th and Illinois Streets, San Francisco:

Westward home signal is located 70 feet east of crossing.

Eastward home signal is located 25 feet west of Third Street.

Instructions for operation of interlocking posted in box on each home signal must read as follows:

25TH AND ILLINOIS INTERLOCKING
INSTRUCTIONS FOR WESTERN PACIFIC CREWS

Each movement into the interlocking must be made as provided in these instructions, even though train or engine may have vacated track between interlocking signals only momentarily.

1. Normal aspect of home signals red (Stop).
2. To clear signal for movement through plant, train or engine must be standing within 30 feet of home signal, then operate push button until lamp is illuminated.
3. After one minute, home signal should display proceed indication.
4. If signal fails to indicate proceed, member of crew must proceed to railroad crossings, and if no conflicting movement is seen or heard approaching or using the crossing, move train or engine into interlocking, STOPPING CLEAR OF CONFLICTING TRACKS. (Eastward trains will stop at west curb of Third Street.) Wait one minute, then train or engine may proceed at yard speed upon receiving hand signal from crew member at the crossings, except that eastward trains must also have green traffic signal to proceed across Third Street or provide flag protection while moving over the street crossing.

Switching movements may be made in either direction within interlocking limits provided train or engine does not vacate the track between interlocking signals.

Western Pacific crews crossing Western Pacific Lead track, when using Sugarhouse lead Track 1-025 or when entering J. D. Drayage Spur 1-611 or 612, will be governed by SP-AT&SF emergency instructions in the event signals do not display proceed indication. SP-AT&SF emergency instructions are posted in box on end of signal housing at crossing.

Eastward movements from Spur 0-592, formerly Ladies Choice spur, will be governed by home signal located 25 feet west of Third Street.

Push button and indicator lamp located in box across from San Francisco yard office now in service.

Push button will actuate westward home signal at 25th and Illinois Interlocker. The Following instructions are posted in the box:

1. When westward movement is to be made through interlocker, actuate push button. After push button is actuated, indicator lamp will display a steady yellow light.
2. If there are no conflicting movements through the interlocker after approximately 60 seconds, the indicator lamp will display a flashing yellow light. This will indicate that the Westward home signal at the interlocker is displaying a proceed indication.
3. The westward home signal at the interlocker will display a proceed indication for approximately 6 minutes. If the signal has not been accepted before the expiration of this time, the signal will return to the stop position. It will then be necessary to reactivate push button to complete movement.

The push button across from the yard office is in addition to the push button located at the crossing.

When the yard office push button is actuated and the westward home signal at the interlocker displays a proceed indication, it will not be necessary to stop and actuate the push button at the crossing.

II. The Western Pacific Railroad track crosses over Southern Pacific tracks at Ninth and Division Streets, San Francisco.

All trains, locomotives, and cars shall come to a stop before proceeding across said crossing and shall not thereafter proceed until it has been ascertained that no trains, locomotives or cars are approaching from either direction upon the conflicting route within a distance and at a speed which will in any way render them liable to conflict with the movement about to be made over the crossing.

Southern Pacific Company shall have precedence in the use of the crossing.

III. Southern Pacific crossings of Western Pacific lead to U.S. Marine Corps depot (0-941) and Higgins Lumber Company (0-931) spurs on McKinnon Avenue, 200 feet southeast of east curb of Barnevold Avenue, San Francisco

[Scanner's note- pages 70 to end
are not scanned]