RULE 10-I

Oral authorization and acknowledgements between Foremen and Engineers for trains to pass "Red Conditional Stop" signs must be worded in the following forms:

SP FOREMAN _____ AT MP _____ CALLING SP (Train No.) _____

(After train answers giving his identification): (i. e.) SP Train _____

Foreman's Response

"THIS IS SP FOREMAN _____ IN CHARGE OF THE WORK BETWEEN MP _____ AND MP _____ SP TRAIN ORDER NO. _____. WE ARE IN THE CLEAR AND YOU MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF ORDER AT _____ MPH, REPEAT _____ MPH"*

Engineer's Response

"THIS IS ENGINEER SP TRAIN _____ I MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF ORDER NO. _____ BETWEEN MP _____ AND MP _____ AT (Speed). REPEAT (Speed) MILES PER HOUR."

Foreman must acknowledge Engineer's response as follows:

SP TRAIN ORDER NO. _____ BETWEEN MP _____ AND MP _____ MPH* OK."

*When no speed restriction account above form "Y" Train Order, tell train engineer "At Maximum Authorized Speed."

SPEED TABLE

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
41"	87.8	1'11"	50.7
42"	85.7	1'12"	50
43"	83.7	1'13"	49.3
44"	81.8	1'14"	48.6
45"	80	1'15"	48
46"	78.3	1'16"	47.4
47"	76.6	1'17"	46.8
48"	75	1'18"	46.2
49"	73.5	1'19"	45.6
50"	72	1'20"	45
51"	70.6	1'25"	42.4
52"	69.2	1'30"	40
53"	67.9	1'35"	37.9
54"	66.7	1'40"	36
55"	65.5	1'45"	34.3
56"	64.3	1'50"	32.7
57"	63.2	1'55"	31.3
58"	62.1	2'00"	30
59"	61	2'15"	26.7
1'00"	60	2'30"	24
1'01"	59	2'45"	21.8
1'02"	58.1	3'00"	20
1'03"	57.1	3'30"	17.1
1'04"	56.2	4'00"	15
1'05"	55.4	5'00"	12
1'06"	54.5	6'00"	10
1'07"	53.7	7'00"	8.6
1'08"	52.9	7'30"	8
1'09"	52.2	8'00"	7.5
1'10"	51.4	10'00"	6

SOUTHERN PACIFIC COMPANY

SACRAMENTO DIVISION SPECIAL INSTRUCTIONS

No. 13

EFFECTIVE JANUARY 1, 1969
AT 12:01 A.M.,
PACIFIC STANDARD TIME

THESE INSTRUCTIONS CONSTITUTE A PART OF THE TIMETABLE CURRENTLY IN EFFECT.

M. A. McINTYRE,
General Manager.

S. B. BURTON,
R. L. KING,
Assistant General Managers.

J. J. WILLIS,
General Superintendent of Transportation.

O. D. GOODWILL,
Superintendent of Transportation.

R. R. ROBINSON,
Superintendent.

RULE A. Employees must know they have in their possession copy of Rules and Regulations of the Transportation Department, effective January 1, 1969.

RULE 7-B. Switchmen must use green flag by day and green light by night or oral instructions in giving proceed signals for movement of trains at Sacramento, Roseville, and Sparks, except that at Roseville proceed signal for movement to or from East Valley Subdivision yellow flag by day and yellow light by night must be used.

RULES 10-G, 10-H and 10-I. When unattended red flags or red lights, yellow signals, red CONDITIONAL STOP signs and yellow PROCEED PREPARED TO STOP signs are displayed between siding switches, they must be duplicated to the right of track in direction of approach. If clearance between siding and main track does not permit display of these signals to the right of track in direction of approach, signals may be displayed to the left of track in direction of approach. Display of these signals to the left of track in direction of approach must be respected as though they were displayed in accordance with these rules.

RULES 10-H and 15. On all branch lines, except: Between Hamilton and Wyo on Colusa Branch, and between Brighton and Folsom Junction on the Placerville Branch, and, for westward trains on Stirling City Branch, and on Mina Branch MP 288.62 to MP 328.00, yellow signals will be displayed one-half mile from point of restriction, and when a torpedo is exploded in the vicinity of a yellow signal displayed in accordance with Rule 10-H, train must proceed expecting to find an unattended red signal that may be displayed one-half mile beyond the torpedo and the yellow signal.

RULE 10-J. Speed signs prescribing an increase in speed will not be installed on branches. Speed Restrictions tables will indicate permissible speeds between mile post locations named.

RULE 15. Each torpedo placed will be duplicated on opposite rail during snow storms, or when snow on rails.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULE 102. Should a passenger train break in two or an emergency application of brakes occur while in motion on grade, head brakeman will immediately go towards rear, close angle cock at opening if train has parted, set hand brakes, and turn up retaining valves on detached portion. After train is coupled air must be applied from engine before hand brakes and retaining valves are released.

RULE 105. Sidings designated "E" in Capacity of Sidings column are assigned for use by eastward trains; those designated "W" are assigned for use by westward trains. Those designated "M" for middle, may be used by trains in either direction.

Capacity of Sidings column indicates the number of cars of average length of 49 feet that siding will hold between fouling points in addition to one engine and caboose.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

PUSH BUTTONS

Where signal protection is provided for movements from an adjacent track to main track, push buttons and pilot lights are installed in box near each of the two signals, with time-release feature, to clear signals on one track when the control circuit on the other track is occupied.

Train on main track to let train on siding pass may clear signal on siding by pressing button bearing number of signal on siding. Train on siding to let train on main track pass should not pass Approach Circuit sign, but when necessary to do so, may clear signal on main track by pressing button bearing number of signal on main track.

ELECTRIC OR MECHANICAL SWITCH LOCKS

Where electric or mechanical switch locks installed, be governed by instructions posted in telephone booths, on doors or on housings of electric or mechanical switch lock.

INTERLOCKING

RULE 663(b). Interlocking Elvas, Antelope, Norden, Winnemucca.

Operator (or dispatcher where applicable) may authorize movements under provisions of this rule after it has been ascertained indication lights on control panel are illuminated indicating dual control switches are in proper position and locked for movement without requiring dual control switches to be placed in hand position as required by Rule 772.

When indication lights on control panel are not illuminated movements may be authorized under provisions of this rule; however, before making a facing point or trailing point movement over dual control switches, such switches must be placed in hand position in accordance with Rule 772 and locked until movement over switch has been completed. When movement has been completed, switch must be returned to normal position and selector lever restored to motor position and locked.

RULE 705. HOT BOX DETECTORS

Instructions follow for operation of hot box detector boxes when stopped by illuminated letter or flashing white light actuated by hot box detector device. These instructions are also posted inside detector boxes.

Hot box detector scanner sites have a white light continuously displayed on track side of instrument house, except when a hot bearing is detected, at which time light will start flashing. Crew members must keep a vigilant lookout for light and, when flashing, conductor and engineer must immediately orally compare observation when means of communication is available. Absence of white light must be promptly reported to Train Dispatcher:

When letter "H" is illuminated or it is known a hot bearing has been detected by crew member observing the flashing white light at scanner site, speed of train must be reduced to not exceeding 15 MPH until stop is made at location of readout indicator; if no communications (phone out) wait 10 minutes and proceed at not to exceed restricted speed.

When letter "W" is illuminated train must stop and wait until indicator is extinguished or permission is obtained from train dispatcher to proceed. Telephone located near "W" indicator.

Numerals displayed by indicator inside of box indicate location of car with hot bearing in train. Top row indicates hot bearing on right side of train and lower row on left side of train in direction of movement. Numbers displayed on top row or bottom row indicate number of axles between hot bearing and rear of train. Indicator will display a maximum of four hot bearings on each side of train. All journals of car indicated by detector as well as each adjoining car must be inspected.

When H indicator indicates a hot journal on train and there is no count shown on hot bearing detector and red light below readout marked "Locator out of Service" is illuminated, all journals on train must be inspected.

After inspection has been completed train dispatcher must be notified of condition found. When it is safe to proceed, member of crew must push button below indicator panel to cancel numbers on the indicator. Case door must be closed and secured with switch lock.

When hot box detectors actuated, following information is to be reported at next terminal in telegraph message form addressed jointly to Superintendent, Division Engineer, Signal Supervisor, and Chief Dispatcher identified by symbol H.B.

1. Date and time stopped, and M.P. location.
2. Train identification.
3. Car number and location in train.
4. Box location (1, 2, 3 or 4 from trailing end of car in direction of movement, right or left side).
5. Disposition of car. (If set out, state where. If inspection shows that it was not necessary to set out even though journal was warm enough to activate the detector, advise what corrective action was taken to permit movement of car. If roller bearing equipped, so state.)
6. Report all cases where train passes over the detector without an indication having been displayed, but developing a hot box between detector and a point 20 miles beyond detector.

CENTRALIZED TRAFFIC CONTROL

RULE 781. White light which may appear on side of signal housings adjacent to switch is maintainers call light, but when train has been stopped by an absolute signal and white light is observed burning, members of crew will communicate with train dispatcher even though another train may be approaching.

GENERAL REGULATIONS

RULE 825. At terminals where instructions require application of hand brakes on freight trains, outgoing crews must not release hand brakes until road engine is coupled and brake system charged.

Rail skids are hung on posts at locations listed under sub-divisions. When using rail skid it must be placed on rail and leading wheel of first car in descending direction run onto rail skid and hand brakes set if brakes are operative before engine is detached. Train crews picking up cars from these locations must remove rail skid and return to proper locations and locked in place where locks are provided.

RULE 827. Dragging equipment detector mounted on post adjacent to detector will display revolving red light when detector is actuated. Crew members must keep vigilant look out when passing and if revolving red light observed, train will be stopped promptly and inspection made of train and track notifying dispatcher of condition found.

Engines running light on descending grade without dynamic brake in operation must stop a sufficient length of time to permit wheel heat radiation if there is indication of overheating. Stop need not be made if in judgment of engineer it is safe to proceed.

RULE 883. Light engines must not be left unattended on grades unless protected in descending direction by derail or spur track switch lined for diverging track. Air brakes must be applied and hand brake on each unit of consist must be applied and chain must be placed under wheels.

AIR BRAKE RULES

RULE 2. When temperature is 32 degrees above zero or less, air brake system on locomotive must be blown out before coupling to train, as follows:

Place automotive brake valve handle in running position, then open angle cock at rear of locomotive, move brake valve handle suddenly to release position, causing heavy flow of air throughout the brake pipe, which should blow out any condensation that may have accumulated in the brake system.

Before road test is made on any freight train after locomotive has been coupled thereto, blow out air brake pipe hoses on head end of train as follows:

After making a 20-pound brake pipe reduction, close angle cocks between second and third cars, uncouple air hose; close angle cocks between first and second cars, uncouple air hose; close angle cocks between first car and locomotive, uncouple air hose. During this test enginemen must drain condensation from lead unit by opening drain cocks and blowing out condensation from air compressor intercooler and aftercooler, main reservoirs, control reservoir, dirt collectors, air filters and strainers. After recoupling hoses and reopening angle cocks, release train brakes. Before proceeding, it must be known that brake pipe pressure, as indicated on caboose gage at rear of train is properly restored.

RULE 2-A. On departure from locomotive maintenance facility, enginemen must determine by making running air brake test that the independent and automatic brakes are operating effectively.

RULE 2-B. Dynamic brake on head end of freight and mixed trains must not exceed three 8-axle units, four 6-axle units, six 4-axle units, or any combination thereof, which totals 24 axles, except dynamic brake on EF 415 A & B and EP 415 A & B classes is limited to five units.

Dynamic brake must not be used when operating in multiple with engines other than SP or SSW units unless equipped with dynamic brake interlock.

RULE 3. A full independent brake application on road locomotive classes EP 636, GF 628, EF 630, EF 636, EF 850B, GF 630, GF 633, and EF 623 results in a brake cylinder pressure of 72 psi. This brake cylinder pressure must be maintained to provide required braking power at very low speeds or when stopped. Under no circumstances must self-lapping portion of independent brake valve be changed except to obtain brake cylinder pressure of 72 psi from a full independent brake application.

RULE 11. Cars equipped with brake cylinder release valve may have one or two operating release rods. Operating rod connected to brake cylinder release valve may be identified by stencil reading "Br. Cyl. Rel.," or by a diamond shaped stencil or by noting that ends of release rods form a small closed circle. Air brakes can be released on cars equipped with brake cylinder release valve by a hard momentary pull on release rod after brake pipe pressure has been depleted.

RULE 17. If, at any time in engineer's judgment, use of retaining valves is required, stop will be made and retaining valves turned up in accordance with his request.

RULE 23. The following series of cars are equipped with ABEL brake system which has automatic changeover feature to provide proper brake function when car is loaded and when empty:

SSW	75700 -75799	Gondolas
SSW	78500 -78599	Hoppers (Open Top)
SP	333500-334399	Gondolas
SP	337500-337599	Gondolas
SP	345000-345669	Gondolas
SP	354000-354399	Gondolas
SP	463500-463999	Hoppers (Open Top)
SP	467500-467549	Hoppers (Open Top)
SP	480000-480193	Hoppers (Open Top)
SP	491000-491059	Hoppers (Covered)
SP	492000-492039	Hoppers (Covered)
SP	500604	Flat Car
SP	590000-590099	Flat Cars

RULE 26. When temperature is 32 degrees or less, running test may be made (Rule 29) in lieu of last paragraph of Air Brake Rule 28.

Engineer will, after informing train crew in caboose that running test is to be made, make sufficient brake pipe reduction and allow sufficient time for brakes to apply on caboose before releasing brakes.

Trainmen will observe that brakes apply on caboose and that brake pipe pressure as shown on caboose gauge is being properly restored and notify engineer accordingly.

If unable to obtain proper air brake test while running, train must be stopped and air brake hose on head end blown out as prescribed in last paragraph Air Brake Rule 28.

RULE 60. On descending grades train air brakes must be used in conjunction with dynamic brakes unless air brake application would cause train to either stop or retard speed excessively below that which is authorized.

MISCELLANEOUS

1. Helper service:

(a) When helper engine is placed behind caboose, not more than 2 operating units or 4000 operative, horsepower will be used.

(b) When helper engine is placed immediately ahead of caboose a combination of not more than 18 axles will be used.

(c) Helper engines consisting of more than 12 axles must not be placed directly behind 80 foot or longer trailer flatcars.

(d) When helper engine is placed directly ahead of caboose, additional helper must not be coupled behind caboose. Helper engines must be separated by at least 20 cars.

(e) Air will be cut in on all helper engines, and engine must not be coupled or uncoupled while train is in motion.

(f) When helper engine is shoving on ascending grade, throttle must be reduced as train speed reduces, then throttle regulated so that amperage will be approximately the same as indicated before train speed reduction.

Trailer flat cars, tri-level automobile carrying cars and 30,000-gallon "Super Tanker" tank cars, all 80 and 85 feet long. "Jumbo" tank cars HYDX 701 to 706, inclusive, loaded or empty, without authority of Chief Train Dispatcher must not be operated on any branch, on west leg of wye at Chico, or on industry, yard tracks, or interchange tracks within Sacramento yard limits. These cars can be operated on 12th St. yard tracks, new yard, 6th St. yard, levee tracks, freight leads, back leads and Depot No. 1, in Sacramento.

Public Service Commission of Nevada Case No. 1159, dated April 15, 1964, provides blanket authorization for movement of high-cube box cars seventeen feet above top of rail over all SP tracks and WP tracks over which SP operates in the State of Nevada, under the following conditions:

1. If train length permits, such cars shall be trained at least five cars distant from caboose.
2. The crew of each train containing freight cars herein authorized to be operated shall be informed by an appropriate train order that the consist of the train includes freight cars of such excess height and that members of the train crew are forbidden to ride on top of any such cars.
3. Any yard crew required to handle freight cars herein authorized to be operated shall be notified by its supervising officials of the presence of such cars in said yard.
4. Instructions to be issued to all road and yard crews forbidding them to ride on the tops of the cars herein authorized to be operated.

Advance notice must be furnished by Superintendents to connecting divisions advising them of movements of such cars in order that the above requirements may be complied with.

24. Rotary snow plows will not clear certain structures, tunnels and cuts with wings extended; be governed by instructions posted in rotary cab.

Rotary snow plows must come to stop when train or engine is passing on adjoining track.

Flangers operating in snow territory must raise flanger blades and stop while train or engine is passing on adjacent track.

Engines operated with engineer in other than lead unit in direction of movement, must not exceed 20 MPH when approaching highway or street crossings at grade, subject to further restrictions imposed by local conditions.

SPEED RESTRICTIONS FOR ENGINES: Maximum speed shown below is subject to further restriction applicable to certain territories as shown in Speed Restrictions for Trains:

Nominal classifications are descriptive of the engines as follows:

1st letter.....Builder: A Alco: B BLH: E EMD: F Fairbanks-Morse: G GE: K Krauss-Maffia

2nd letter.....Type of service: F Freight: P Passenger: S Switcher

1st number.....Number of axles

2nd and 3rd numbers..Horsepower (100)

Last letter.....Style of unit: A Car body type with control cab. B No control cab. No letter indicated road switcher type

MAXIMUM SPEED FOR ENGINES

LENGTH OF DIESEL UNITS

(Between Pulling of Couplers)

CLASSIFICATION	MAXIMUM SPEED EXCEPT (#)	LENGTH (Feet)
AF420-1	70	57
AF624C-1	75	67
AF624-1	70	67
AF628-1, 2	70	70
AF630-1	70	70
AF640-1	70	59
EF415C-1	70	56
EF415A-4 to 9, 11	70	51
EF415AC-1, 2, 3	70	51
EF415BC-1, 2, 3	70	50
EF415B-4 to 7, 9, 11, 13	70	50
EF418A-1	70	51
EF418B-1	70	50
EF418-1 to 9	70	56
EF418C-1, 2	70	56
EF618-1 to 5	70	61
EF420C-1	75	56
EF420C-1, 2	70	56
EF420-1, 2	70	56
EF423C-1	70	56
EF423-1	70	56
EF425C-1, 2, 3	70	56
EF425-1, 2, 3, 4	70	56
EF625-1	70	61
EF430C-1	70	59
EF630-1, 2	70	66
EF636-1, 2, 3, 4	70	66
EF636C-1, 2	70	66
EF850B-1	70	88
GF425-1, 2, 3	70	60
GF428-1	70	60
GF628-1	70	67
GF630-1	70	67
GF850-1	70	84
ES410C-1, 2	65	44
ES410-1	60	44
ES410-2	65	44
ES412C-1 to 5	65	44
ES412-1 to 5	65	44
ES415-1, 2	65	45
ES415C-1, 2	65	45
ES615-1, 4	55	61
KF636A-1	70	66
EF623-1	70	66
KF636-1	70	68
EP415A-1 to 4	79	51
EP415A-5	79	55
EP415AC-1	70	55
EP415B-1, 2, 3	79	50
EP418-1 to 4	79	56
EP418-5	70	56
EP620B-1, 2	79	70
EP620A-2	79	71
EP624A-1	79	70
EP636-1	70	71
FP624-1, 2	70	66
AS407-1	60	44
AS409-1 to 5	60	45
AS410-2 to 5	60	45
AS410-6	60	46
AS415-1	65	54
AS416C-1, 2, 3	75	57
AS416C-4, 5	65	57
AS616-1, 2	65	56
AS616-3, 4	65	56
AS616-5	65	56
AS616C-1	65	56
AS418-1 to 6	70	57
AS618-1	70	58
BS410-2	60	49
BS410-4	60	46
BS412-1 to 4	60	46
BS615B-1	35*	58
BS615-2 to 5	35*	58
BS616-2, 3	35*	58
BS616-5, 6	35*	58
ES406-2, 3	45	44
ES408-1 to 4	65	44
ES408B-1	65	44
ES409-1, 2	65	44
ES615-1 to 4	70	61
FS412-1, 2, 3	60	49
FS412-4, 5	60	46
GS407-1, 6	55	37
RDC	79	—
Any locomotive not listed	35	—

#When operated in multiple unit control, on headend of train or running light and engineer is in other than the leading control cab in direction of movement, speed must not exceed 30 mph. 'A' type units (indicated by letter 'A' following classification numerals) operating in reverse as lead unit in direction of movement must not exceed 30 mph.

*Speed must not exceed 25 mph on less than 90-lb. rail.

#Subject to the following restrictions on branches:

Walnut Grove Branch, MP 113.75-114.50
EP620A ..... 30 MPH

Yuba City Branch MP 148.80-159.01
EP620A ..... 30 MPH
EP624A ..... 25 MPH

Stirling City Branch, MP 186.72-188.75
EF415 and EP415 ..... 15 MPH
EF415 and EP415 ..... 10 MPH
BS412 ..... 15 MPH

MP 188.85-MP 189.80
EF415 and EP415 ..... 10 MPH

Colusa Branch, MP 108.81-170.12
EF415 and EP415 ..... 30 MPH
EF415 and EP415 ..... 25 MPH
EF415 and EP415 ..... 20 MPH
ES410 and FS412 and AS410 ..... 30 MPH

Knights Landing Branch, MP 85.56-101
EF415 and EP415 ..... 30 MPH

Mina Branch, MP 328-417
EF415A ..... 25 MPH

Fallon Branch, MP 288.1-303.9
EF415A ..... 25 MPH

D&RGW & UP diesel units, when used, will be permitted maximum freight train speeds but will not exceed maximum speed stenciled in cab of each unit.

NOMINAL CLASS	RUNNING FORWARD WITH TRAIN OR LIGHT	RUNNING BACKWARD WITH TRAIN OR LIGHT
WPRR D-176 (801 to 805)##	79	*30
WPRR D-225 (901 to 912)	65	**55
WPRR D-239 (913 to 924)	65	**50
WPRR S-50 (501 to 503)	45	**45
WPRR S-50 (504 to 511)	35	**35
WPRR S-57 (551 to 564)	35	**35
WPRR S-57 (559 to 564 in mul.)	30	**30
WPRR S-60 (581 to 585)	65	**60
WPRR S-62 (601 to 606)	30	**30
WPRR RS-62 (701 to 713, 725 to 732)	65	**60
WPRR D-62 (801-D)	65	**50
WPRR D-64 (2001 to 2010)	65	**60
WPRR RS-65 (3001 to 3010)	70	**60

##Units 801-A & 802-A maximum speed 65 MPH

*When on head end of train or running light and engineer is in other than leading control cab in direction of movement.

**When operated in multiple unit control with engineer in other than lead unit in direction of movement must not exceed 30 MPH.

SNRY and CCT engines will not exceed speed restrictions for engines shown in SNRY and CCT timetables and maximum speed is subject to further restrictions applicable to certain territories as shown in speed restrictions for trains.

Engines handled dead must not exceed speed shown in table.

Dead diesel engines hauled in train and weighing 100,000 pounds or more must be placed first behind engine handling the train. If weight is less than 100,000 pounds dead diesel engines must be placed near rear of train.

Dead or disabled engines, which require movement at reduced speed must first be reported as ready to move to the chief train dispatcher, who will designate the train in which the engine is to be moved and location in train in which it is to be placed. Any such engine must not be handled in train until train order designating maximum speed is issued.

Movement of foreign line engines, in service or dead in train, must not be authorized until provisions of current Line Clearance Circular have been complied with.

Light engines are authorized to operate at column 1 speeds except on descending grade without dynamic brake in operation must not exceed column 2 speeds.

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH MAIN TRACKS OTHER THAN BRANCHES	MPH MAIN TRACKS ON BRANCHES
Double or triple loads	..	25
Scale test cars, except:	40	30
SPMW 2024	65	49
Steel pile-drivers, except:	40*	30*
SPMW 4088 & 5479 (locomotive crane pile-drivers)	45*	35*
Relief outfits with steam derrick, except:	45*	25*
Relief outfits 7014 and 7025 must not exceed 35 MPH* on main tracks other than branches. (Relief outfits 7014 and 7025 must not be operated on any branch except Placerville, Folsom, Walnut Grove and Yuba City Branches.)		
Locomotive cranes:		
With boom disconnected, heavy end forward, except:	45*	25*
743, 4020, 4049	35*	25*
With boom disconnected, light end forward	20*	15
With boom in place, either end forward	25*	15
Rotary snow plows:		
Electrified	35	15
Steam	25	15

*These speeds must not be exceeded, and on curves where authorized speed is more than 15 MPH speed must be reduced to 5 MPH less than shown in timetable and on speed signs.

OTHER MAXIMUM SPEEDS	MPH PASSENGER TRAINS	MPH FREIGHT AND MIXED TRAINS
Trains of deadhead equipment with caboose	65	..
Passenger trains, with caboose	65	..
Engine and caboose only, except	..	65
must not exceed speed for same engine running forward light.		
Engine and flanger only, except	..	45
On curves	..	35
Logs loaded on flat or logging cars, except	..	35
On curves	..	25
Through truss bridges, tunnels and passing stations	..	15

All cars handled in passenger trains must be equipped with steel-tired or all-steel wheels. Cars not so equipped must move in freight trains, passengers if any, to move on passenger trains.

Passenger carrying cars, baggage, express and other head-end cars, unless equipped with steel center sills and steel platforms must not be handled in passenger trains except on authority of Superintendent.

Freight cars must not be handled behind occupied passenger carrying cars, except in mixed trains in military or naval movements.

Baggage, express, mail, refrigerator or other head-end cars must not be handled on rear of passenger trains unless trainmen can pass through them.

Where mail, papers, or ice are to be dispatched from passenger trains at points where train does not stop, slow down sufficiently to permit safe dispatch without hazard, and stop at such stations for this purpose if train is moving on adjoining track between passenger train and point of exchange.

When moving against current of traffic, or when movement is not protected by block signals, speed of passenger trains and light engines must not exceed 59 MPH, and speed of freight trains must not exceed 49 MPH, nor may speed exceed that applying to normal operation. 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.

Unless otherwise authorized, trains handling passenger cars with flat spots on wheels in excess of 3¼ inches in length must not exceed 10 MPH. When flat spots are not in excess of 3¼ inches long such cars may be operated at maximum authorized speeds.

28. Freight and mixed trains containing no restricted cars are authorized to operate at Column 1 speeds not exceeding 60 MPH (65 MPH when specifically authorized) except where specifically restricted to Column 2 speeds, provided trains do not exceed:

Number of cars	Tons per Operative Brake
70	70
75	69
80	68
85	67
90	66
95	65
100	64
105	63
110	62
115	61
120	60
125	58
130	56
135	54
140	52
145	50

RULE 10-J. Speed signs to left of track:

Eastward	Reading	Westward	Reading
MP 270.25	65-55	MP 244.49	65-60
MP 285.18	50		
MP 320.37	20		

Eastward speed sign at MP 272.06 is 0.63 mile instead of three-fourths mile from point of restriction.

RULE 82A. Dunsmuir Yard: Westward trains originating will obtain clearance OK'd by Chief Train Dispatcher which will be issued at Dunsmuir and delivered by tube to crew dispatcher, Dunsmuir Yard.

Redding. Extra trains originating at Redding and operating on the Matheson Branch between Redding and Matheson, will display engine number on the lead unit leaving Redding and are authorized to operate as extra trains between Redding and Matheson.

Sugarfield: Extra trains originating at Sugarfield and operating on the Knight's Landing Branch between Sugarfield and end of branch, MP 101.0 will display engine number on the lead unit leaving Sugarfield and are authorized to operate as extra trains between Sugarfield and end of branch without clearance.

Extra trains and engines operating in below listed territories must register destination of trip, turning point, and date and time of departure in column captioned "Signals." When trip has been completed, date and time of arrival at initial station of trip must also be entered in column captioned "Signals." Extra trains or engines on route into these territories must not leave the initial station until it has been ascertained from the train register that all preceding trains or engines via the route to be used have completed their trips and registered time and date of arrival at initial station of trip accordingly:

Territory	Register Location
Knight's Landing Branch	
Sugarfield—End of Branch MP 101.0	Sugarfield
Matheson Branch	
Redding-Matheson	Redding

RULE 83. Will not apply to eastward trains originating at Gerber.

RULE 83-A. At the following stations, only the trains indicated will register:

Woodland—Trains originating or terminating,
Orland—Trains originating or terminating.
Sugarfield—Trains originating or terminating Redding —Trains originating or terminating.

RULE 83-B. At open train-order offices, trains may register by ticket as follows:

Davis—All trains to or from West Valley Subdivision.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following stations:

West MP		East MP
74.20	Davis (Dixon line)	77.37
	" (Tehama line)	77.39
83.66	Woodland	85.82
	" (Knights Landing Branch)	88.00
147.96	Willows	150.84
164.48	Orland	167.72
177.62	" (Colusa Branch)	
211.82	Gerber	
120.00	Grimes	122.00
169.00	Hamilton	171.00
	Redding (Matheson Branch)	259.23

Yard limit signs located to left of track:
Eastward approaching Gerber.

Dunsmuir Yard: Westward train leaving yard track or from No. 2 Main Track will sound whistle signal — o — when opposite microphone on pole just west of Little Castle Creek Bridge, MP 320, for train dispatcher to line derail and switch to main track at west end, Dunsmuir Yard.

RULE 95. Gerber: When conductor and/or engineer is changed at Gerber, such trains must obtain a clearance OKed by Chief Train Dispatcher which will authorize display of markers, engine numbers, and signals, if any.

RULE 97. Extra trains must not operate via Colusa Branch unless authorized by train order.

RULE D-97. Applies from CTC limit at east end Gerber to CTC limit at west end Tehama.

RULE 98. Drawbridges not interlocked:

Drawbridge 94.14, Knights Landing Branch: Over Sacramento River—Stop within 200 feet of drawbridge.

RULE 99-A. Dunsmuir: Flag protection to rear of train is not required when standing or delayed on No. 1 or No. 2 Main Tracks between eastward absolute signal at west end Dunsmuir Yard and westward absolute signal at east end Dunsmuir except when rear of eastward train on No. 1 Main Track is between Signal 3222 and absolute signal at the east end Dunsmuir.

RULE 99-C. Will apply on Colusa Branch, and between Tehama and Davis.

RULE 103-A. Trains and engines must stop and be preceded by flagman before crossing highway at:

Woodland . . . Main St. crossing on house track.

Passenger trains stopping at Redding station will stop clear of impulse circuit indicated by white marker on platform, to permit crossing gates to raise. When train starts, proceed slowly to permit gates to lower after passing impulse circuits. Sound detector microphones adjacent to track just east of Yuba St. for westward movements and just west of Tehama St. for eastward movement. Trains stopped to receive or discharge traffic must sound whistle to activate gates and crossing must not be entered until gates are down.

RULE 104. The normal position of rigid switches at junctions:

Woodland . . . Knights Landing Branch, for movement from siding to Knights Landing Branch,
Harrington . . Colusa Branch, for siding,
Wyo . . . . . Colusa Branch, for siding.
Redding . . . . . Matheson Branch, for Silverthorn line.

RULE 105. Davis: North siding is first track west of main track on Gerber line extending from MP 75.79 to MP 76.52.

Wyo: Siding is second track of the two tracks paralleling main track.

Redding: Siding is first track on south side of main track extending from MP 258.68 to MP 256.58. This is not a controlled siding and all movements must be made with caution not exceeding 15 MPH.

RULE D-251. Applies between MP 211.88 Tehama, and MP 214.9 Gerber, on eastward and westward main tracks.

RULE 291. Dunsmuir Yard: Unit for display of flashing yellow installed on mast of westward absolute signals at west end Tracks Nos. 1 and 2, MP 319.61.

RULE 306. The following block signals, equipped with triangular plate displaying the letter "P", have included in their control limits some special protective device.

Eastward	Protection	Westward
P-1182	High water detector, bridge 118.88	P-1197
P-1368	High water detector, bridge 137.10	P-1381
P-1748	High water detector, bridge 176.21	P-1769
P-A	Spring switch west end siding Redding	
P-2388	High water detector, Bridge 239.88	P-2403
P-2720	Fire detector, Pit River Bridge	P-2743
P-2720	Slide detector fences, MP 273.70 and 274.10	P-2743
P-A	Fire detector, bridge 278.50	P-2793
P-2882	Fire detector, bridge 288.50, and Slide detector fence, MP 296.00	P-A
P-3024	Slide detector fence, MP 302.70	P-A
P-3050	Slide detector fence, MP 305.60	P-3061
P-846	Collision detector barricade	P-855

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

RULE 516. Overlap posts:

Westward Trains: Wyo—at fouling point east switch of siding.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location		Normal Position
Redding	West end siding	Main track

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and requires movement as follows:
S	P-A	Redding, west switch	Enter siding

RULE 705. HOT BOX DETECTORS

Illum. Letter	On Signal	Approaching	Location of Readout
H	2387	Draper	Westward Absolute Signal W.E. Draper
W	2388	Culp	
W	2403	Draper	
H	2418	Culp	Eastward Absolute Signal E.E. Culp
H	2647	Silverthorn	Westward Absolute Signal W.E. Silverthorn
W	2689	Central Valley	
H	2690	Gray Rocks	Eastward Absolute Signal E.E. Gray Rocks

Scanner Site MP	Direction	Location
240.0	East and West	Draper-Culp
267.5	East and West	Central Valley-Gray Rocks

Refer to Rule 705—All Subdivisions.

GENERAL REGULATIONS

RULE 760. Eastward "SA" signal at west switch of west crossover Tehama on West Valley route governs movement through crossover to eastward main track; eastward "SA" signal west of Tehama crossovers on East Valley route governs movements to eastward main track.

Westward two-unit "SA" signal at west end double track Tehama on westward main track:

Top unit governs movement to West Valley route.

Bottom unit governs movement to East Valley route.

Westward dwarf "SA" signal at west end double track Tehama on eastward main track governs movements to either West or East Valley route.

Centralized Traffic Control extends from eastward absolute signal at east end double track, Gerber, to east switch Dunsmuir.

Redding: Dwarf type indicator for display of flashing white light located on siding, west side of South Street, and when displayed will authorize train to proceed on siding to absolute signal at east end siding. Restrictions that may be imposed by other signals or Rule 513, must be complied with.

Indicator for display of illuminated "Wait" located on mast of main track signal 2582 at east switch No. 1 track. When illuminated, requires eastward trains to wait west of South Street.

When held by these indicators, member of train crew must contact Dispatcher by phone and be governed by his instructions.

Three-unit absolute signal at the east end of siding at Lakehead governing westward trains is equipped with a "call-on" signal.

Top Unit.....Governs movement on main track,
Middle Unit.....Governs movement to siding,
Bottom Unit.....Governs movement to house track,
Call-on Signal
(Flashing Yellow).Proceed to couple to train on main track or siding.

Helper engine that is to move and couple to a train on main track or siding after receiving proper absolute signal indication, must stop on short track circuit, just east of 3-unit absolute signal, and wait for "call-on" signal to operate. When call-on signal displays a flashing yellow, it confers authority to pass the 3-unit absolute signal indicating "stop", and move to the train occupying the main track or siding after such train has stopped and hand signal is received from member of train crew.

Telephone for communicating with train dispatcher located at:

Signal 2596, 2597, 2721, 2828, 2829, 2837, 2838, 2868, 2869, 2882, 2883.

On main tracks Nos. 1 and 2 between MP 319.61, Dunsmuir Yard, and MP 322.57, Dunsmuir, train movements may be made in either direction on either track being governed by absolute and automatic signals. Rule 507 will apply on both tracks.

Dunsmuir Yard: Three-unit westward absolute signal No. 1 Track, MP 321.35, governs movements as follows:
Top Unit.....No. 1 Track
Middle Unit.....No. 2 Track
Bottom Unit.....Yard Lead

RULE 825. Instructions for setting hand brakes:

Dunsmuir and Dunsmuir Yard:

Passenger trains.....Two brakes on east end, Three brakes on west end.
Freight trains or cuts of 25 cars or less.....Ten brakes on west end.
Freight trains or cuts of 26 to 50 cars.....Ten brakes on west end, Five brakes on east end.
Freight trains or cuts of over 50 cars.....Ten brakes on west end, Ten brakes on east end.

Employee releasing any of these brakes must set an equal number to replace them, except when preparing train for departure.

Staff brakes on freight trains must be set with the assistance of a brake club after train has stopped.

Dunsmuir Yard: Hand brakes will not be set on freight trains if outgoing crew takes charge of train on arrival unless engine is detached.

Dunsmuir: Hand brakes will not be set on passenger trains standing at the station unless engine is detached provided conductor has reached understanding that engineer will remain on engine at all times and control train by use of air brakes.

Portable rail skids are hung on posts at lower end of sidings at Central Valley, Gray Rocks, Lakehead, Delta, Lamoine, Gibson, Sims, Conant and Castle Crag, and spur at Glade.

When necessary to leave cars on these tracks, permission must first be obtained from chief train dispatcher. See all Sub-Divisions.

RULE 827. At Gerber, forward brakeman of passenger trains will take a position on station side where rear of train will stop and make rolling inspection of train, then walk length of train on opposite side making standing inspection, giving careful attention to running gear and journal boxes, and entrain on station side.

RULE 872. Enginemen taking charge of engines at Gerber will consider engines as having been amply supplied with fuel, sand and water.

AIR BRAKE RULES

FREIGHT AND MIXED TRAINS

RULE 17. Retaining valves must be used on descending grades as follows:

Dunsmuir Yard and Delta, Middle Creek and Matheson.

WITHOUT DYNAMIC BRAKE IN OPERATION: One retaining valve for each 80 tons in train. If gross tonnage exceeds 80 tons per operative brake, retaining valves must be used on all cars and speed must not exceed 15 MPH.

WITH DYNAMIC BRAKE IN OPERATION:

Permissible Tons Per Unit Without Retaining Valves*

	Basic Dynamic Brake		Extended Range Dynamic Brake		
	4 Axle	6 Axle	4 Axle	6 Axle	8 Axle
With dynamic brake in operation but **without** pressure maintaining system of braking:					
Dunsmuir Yard and Delta	1050	1550	1300	1950	2600
Middle Creek and Matheson	525	775	650	950	1250
With dynamic brake in operation and **with** pressure maintaining system of braking.					
Dunsmuir Yard and Delta	1600	2400	2000	3000	4000
Middle Creek and Matheson	1500	2250	1800	2700	3600

If permissible tonnage is exceeded, one retaining valve must be used for each 150 tons in excess thereof.

Locomotive classes AF 628, AF 630, EF 425, EF 623, EF 625, EF 630, EF 636, GF 425 (except units 6700-6727), GF 628, GF 630, GF 633, EF 850B and GF 850 are equipped with extended range dynamic brake.

*If any unit having basic dynamic brake is operated with units having extended range dynamic brake, all units in consist must use tonnage authorized for units having basic dynamic brake.

RULE 24-B. Gerber, Dunsmuir Yard and Dunsmuir: Incoming engineer, after completing stop, must make a full service brake application leaving brakes applied. When outgoing crew takes charge of train on arrival or otherwise is assured, upon request, that continuity of brake pipe has not been disturbed, engineer will release brakes and proceed.

RULE 33. Middle Creek and Matheson. Maximum tonnage per operative brake—80 tons; except with dynamic brake and pressure maintaining system of braking in operation; with not more than 20 cars for each six axles of dynamic brake; with speed not exceeding 20 MPH, and with all retaining valves on loaded cars in high pressure position—100 tons.

Should dynamic brake failure occur while handling in excess of 80 tons per operative brake, train may proceed at speed not exceeding 15 MPH, if in judgment of conductor and engineer it is safe to do so, and provided retaining valves are used as prescribed by Air Brake Rule 17.

Restrictive grades are as follows:

Westward	MP to MP		Speed-MPH
Between Sims and Gibson	307.6	306.3	25
MATHESON BRANCH			
Westward	263.0	260.6	20
Eastward	264.1	265.0	20

MISCELLANEOUS

RULE 827. Dragging equipment detector in service MP 268.9 west of Gray Rocks and MP 279.2 east of O'Brien.

6. Eighty-five foot tri-level flat cars, loaded or empty, must not be handled over Matheson Branch.

Eighty-five foot or longer TOFC, bi-level or tri-level cars, loaded or empty, must not be handled on House Track, Anderson.

10. Engines listed are not permitted to operate on tracks shown below:

Class of Engine	Restricted Tracks
All engines and cars	Crane spur off Koppers Company spur at MP 246.4 (west of Anderson).
All engines and cars	Gray Rocks—Beyond restriction sign on Calaveras Cement Co. Track No. 2.
All engines	Middle Creek. Over structure 260.87, Keswick Dam Spur.

11. Load limit (car and contents):

Davis-Tehama	315,000 pounds
Tehama-Dunsmuir	315,000 pounds
Woodland-Robbins	240,000 pounds
Harrington-Hamilton via Colusa	240,000 pounds
Hamilton-Wyo	281,000 pounds
Redding-Matheson	251,000 pounds
Except gondola cars, series SP 345,000 to SP 345,699	240,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

30.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location		Description
89.26	Yolo	Cache Creek bridge	Overhead
167.72	West of Hamilton	Stony Creek bridge	Side
94.14	Knights Landing	Knights Landing bridge	Side
300.00	Lamoine	Bridge on siding	Side
301.80	Lamoine	Bridge No. 6	Overhead and side
302.20	Lamoine	Bridge No. 7	Overhead and side
305.30	Gibson	Bridge No. 8	Overhead and side
305.40	Gibson	Tunnel No. 13	Overhead and side
306.70	Fisher	Bridge No. 9	Overhead and side
310.60	Sims	Bridge No. 13	Overhead and side

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on pages 5 and 6, and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED
MP MP Column:	1	2
EASTWARD, DAVIS TO GERBER:		
75.60 to 76.00	40	40
76.00 to 81.80	70	60
81.80 to 82.20	65	60
82.20 to 84.40	70	60
84.40 to 85.50 (Woodland)	40	40
85.50 to 86.02	65	60
86.02 to 149.50	70	60
149.50 to 150.00 (Willows)	40	40
150.00 to 165.50	70	60
165.50 to 165.70 (Orland)	60	60
165.70 to 178.00	70	60
178.00 to 178.90 (Corning)	40	40
178.90 to 185.90	70	60
185.90 to 186.29 Beginning of D.T.	35	35
186.29 to 211.84	25	25
211.84 to 213.80	70	60
EASTWARD, GERBER TO DUNSMUIR:		
213.80 to 214.90	70	60
214.90 to 223.18	70	60
223.18 to 224.39 (Red Bluff)	35	35
224.39 to 226.20	65	60
226.20 to 226.61	60	60
226.61 to 233.60	65	60
233.60 to 242.46	70	60
242.46 to 243.74	65	60
243.74 to 247.02	70	60
247.02 to 247.27	60	60
247.27 to 258.00	70	60
258.00 to 259.66 (Redding)	45	45
259.66 to 261.17	60	60
261.17 to 269.05	65	55
269.05 to 270.25	50	50
270.25 to 272.69	65	55
272.69 to 273.35	50	50
273.35 to 275.40	60	60
275.40 to 275.76	50	50
275.76 to 277.47	60	60
277.47 to 281.00	50	50
281.00 to 285.93	60	55
285.93 to 288.66 (295.60)	50	50
295.60 to 322.57	25	25
321.90 to 321.30 Track No. 1	25	25
319.61 to 321.30 Track No. 2	15	15
EASTWARD, HARRINGTON TO WYO (VIA COLUSA):		
108.81 to 120.70	..	35
120.70 to 121.30 (Grimes)	..	15
121.30 to 169.98	..	35
169.98 to 170.00 (Hamilton)	..	15
170.00 to 170.50	..	30
170.50 to 171.15	..	35
171.15 to 180.24	..	49
180.24 to 180.46	..	15
EASTWARD, WOODLAND TO ROBBINS:		
85.56 to 86.70	..	25
86.70 to 94.13	..	35
94.13 to 94.20	..	25
94.20 to 101.00	..	30
MATHESON BRANCH: EASTWARD, REDDING TO MATHESON	..	25

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED
MP MP Column:	1	2
WESTWARD, GERBER TO DAVIS:		
213.80 to 211.87	70	60
211.87 to 185.90	35	35
185.90 to 178.90	70	60
178.90 to 178.00 (Corning)	40	40
178.00 to 165.70	70	60
165.70 to 165.50 (Orland)	60	60
165.50 to 150.00	70	60
150.00 to 149.50 (Willows)	40	40
149.50 to 86.02	70	60
86.02 to 85.50	65	60
85.50 to 84.40 (Woodland)	40	40
84.40 to 82.20	70	60
82.20 to 81.80	65	60
81.80 to 76.00	70	60
76.00 to 75.60	40	40
WESTWARD, DUNSMUIR TO GERBER:		
321.30 to 321.12 Track No. 1	25	25
321.30 to 319.61 Track No. 2	15	15
322.57 to 295.60 (288.66)	25	25
288.66 to 285.93	50	50
285.93 to 281.00	60	60
281.00 to 277.47	50	50
277.47 to 275.76	60	60
275.76 to 275.40	50	50
275.40 to 273.35	60	60
273.35 to 272.69	50	50
272.69 to 270.25	65	55
270.25 to 269.05	50	50
269.05 to 261.17	65	55
261.17 to 259.66	60	60
259.66 to 258.00 (Redding)	45	45
258.00 to 247.27	70	60
247.27 to 247.02	60	60
247.02 to 243.74	70	60
243.74 to 242.46	65	60
242.46 to 233.60	70	60
233.60 to 226.61	65	60
226.61 to 226.20	60	60
226.20 to 224.39	65	60
224.39 to 223.18 (Red Bluff)	30	30
223.18 to 214.90	70	60
214.90 to 214.76	25	25
214.76 to 213.80	70	60
WESTWARD, WYO TO HARRINGTON (VIA COLUSA):		
180.46 to 180.24	..	15
180.24 to 171.15	..	49
171.15 to 170.50	..	35
170.50 to 170.00	..	30
170.00 to 169.98 (Hamilton)	..	15
169.98 to 121.30	..	35
121.30 to 120.70 (Grimes)	..	15
120.70 to 108.81	..	35
WESTWARD, ROBBINS TO WOODLAND:		
101.00 to 94.20	..	30
94.20 to 94.13	..	25
94.13 to 86.70	..	35
86.70 to 85.56	..	25
MATHESON BRANCH: WESTWARD, MATHESON TO REDDING	..	25

At Woodland, Willows, Orland, Corning and Anderson when engine passes last crossing within limits of restriction in direction of movement, speed may be resumed to that shown on next speed sign.

Limits within which trains are specifically authorized to operate at Column 1 speed not exceeding 65 MPH under the conditions specified in All Sub-Divisions, Page 7, Miscellaneous, Item No. 28:

MP 75.60 and MP 185.90. MP 214.90 to MP 258.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through turnouts on other than sidings.....	10
On branches.....	10
On gravel pit tracks—Cory.....	10
Through sidings and turnouts at Rawson, Blunt, Culp, Draper, Girvan, Silverthorn, Central Valley, Gray Rocks, O'Brien, Mead and Lakehead.....	25
Through sidings and turnouts at Delta, Lamoine, Sims, Conant and Castle Crag.....	20

RULE 10-J. Speed signs placed to left of track:

Westward at MP 144.63 reading 45.

Eastward at MP 141.20 reading 45.

Speed sign placed to right of track but with one track intervening:

Westward at MP 183.80 reading 60.

RULE 26-A. Roseville: See Roseville Subdivision regarding indicator lights Tracks 71, 72, 73 and 74 PFE icing platform.

RULE 82-A. Extra trains originating Chico and operating between Chico and Stirling City will display engine number as an extra train on entire trip, as indicated by the engine number of the lead unit leaving Chico and are authorized to operate as an extra train between Chico and Stirling City without obtaining a clearance at Chico.

Extra trains originating Yuba City and operating between Yuba City and Wilson will display the engine number of lead unit leaving Yuba City, and are authorized to operate as an extra train between Yuba City and Wilson without obtaining a clearance.

RULE 83. Extra trains or engines operating on Yuba City Branch between Yuba City and Wilson, in addition to information required by train register located at Yuba City, must register destination of trip (turning point) and date of departure in the column captioned "Signals." When trip has been completed, date of arrival at Yuba City must also be entered in column captioned "Signals." Extra trains or engines en route to this territory must not leave Yuba City until it has been ascertained from train register that the preceding extra train or engine via the route to be used has completed the trip and registered time and date of arrival at Yuba City accordingly.

Extra trains or engines operating on the Stirling City Branch between Chico and Stirling City, in addition to information required by train register located at Chico, must register destination of trip (turning point) and date of departure in the column captioned "Signals." When trip has been completed, date of arrival at Chico must also be entered in column captioned "Signals." Extra trains or engines en route to this territory must not leave Chico until it has been ascertained from train register that the preceding extra train or engine via the route to be used has completed the trip and registered time and date of arrival at Chico accordingly.

RULE 83-A. At the following stations, only the trains indicated will register:

Roseville—All trains except extra trains consisting entirely of passenger equipment and not terminating at Roseville.

Yuba City—Trains originating or terminating.

Chico—Trains originating or terminating.

RULE 93. Yard limits in which the provisions of Rule 93 will apply except within CTC limits, are established at the following stations:

West MP		East MP
98.04	Roseville (Eastward and No. 2 Track)	110.87
98.04	" (No. 1 and Westward Track)	110.87
139.80	Marysville (Dantoni Branch)	End of Branch
143.78	" (Yuba City Branch)	148.42
143.78	Villa Verona (Oroville Branch)	End of Branch
183.48	Chico (Stirling City Branch)	189.00

Yard limit sign located to left of track:
Eastward approaching Gerber.

Roseville: For train and engine movements Roseville yard, see Roseville Subdivision Rule 93.

RULE 98. Railroad crossings at grade not interlocked:

Roseville: Lead from yard to East Valley Subdivision main track crosses No. 2 Track and No. 1 Track of Roseville Subdivision near passenger station. Eastward freight trains from yard to East Valley Subdivision will be governed by Signal 1062 and westward freight trains from East Valley Subdivision to enter yard will be governed by bottom unit of Signal 1063 before fouling or moving over No. 2 Track and No. 1 Track.

Yuba City: SNRy at Bridge St., and at B St.—Stop within 200 feet of crossings.

MP 186.60 on Stirling City Branch: SNRy crossing—Stop within 200 feet of crossing.

Stop signs with red reflective background have been placed at the following railroad grade crossings:

Bridge Street—Yuba City,
B Street—Yuba City,
MP 186.60—Stirling City Branch.

RULE 99-A. Flag protection to rear of train is not required when rear of train is standing between westward absolute signal at MP 108.16 and eastward absolute signal at MP 106.65 East Valley Subdivision.

RULE 103-A. Trains and engines must stop and be preceded by flag-man before crossing highways and streets at:

Clayton.....Spur.
Marysville....14th and E Street crossings.
Wilson.....Wilson Road crossing, MP 158.80.

When westward absolute signal at east end Chico siding displays stop indication, trains must stop east of 8th St. crossing to avoid blocking fire route.

RULE 104. The normal position of rigid switches at junctions:

Dantoni Jct...Dantoni Branch, for Roseville line,
Chico.....Stirling City Branch, for Roseville line.

RULE 204. Trains to or from East Valley Subdivision with the same conductor and engineer operating through Tehama may be issued train orders on East Valley Subdivision or West Valley Subdivision that affect their movement on either of these subdivisions.

RULE 288. Berg: Coupled-in-motion track scale at MP 145.47. Westward trains entering siding east end Berg may receive lunar light when absolute signal displays aspect per Rule 283, Fig. D or Rule 288, Fig. C., indicating train is to be weighed. Train to be moved through siding to east switch of scale track and lined through scale track. Speed of train when weighing must not exceed 4 MPH. If indicator light on east side of scale house displays white light train may be weighed. If blue light displayed, crew member must push button located next to light; if indicator changes to white, train may be weighed. If it remains blue, train dispatcher must be contacted for instructions. After train is weighed and before removing tape, member of crew must observe indicator lights. If white light is displayed, power has not been interrupted while train being weighed. If blue light displayed, train dispatcher must be contacted and train reweighed.

RULE 289. Eastward absolute signal governing movement from Yuba City Branch equipped with lunar unit and may display aspect per Rule 289, Fig. C.

RULE 292. Flashing white light may be displayed in special signal located 300 feet east of Signal 1063. When flashing white light is displayed, westward trains and engines from East Valley Subdivision may enter Roseville yard, but must not pass Signal 1063 without proceed signal from switchman; yellow flag by day, yellow light by night. Westward trains and engines must not pass red aspect of switch point indicator adjacent to Signal 1063 unless oral authority received from switchman.

RULE 306. The following block signals, equipped with triangular plate displaying the letter "P", have included in their control limits some special protective device. Absolute signals are listed as "P-A".

Eastward	Protection	Westward
P-A	Collision detector, highway underpass, MP 108.22	P-1099
P-A	High water detector, bridge No. 135.00	P-1357
P-A	Spring switch west end siding Marysville	
	Spring switch, east leg wye, Binney Jct.	P-A
	Spring switch Yuba City Branch Jct. Switch	P-A
P-1906	High water detector, bridge No. 191.83	P-A

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location		Normal Position
Binney Jct.	East leg of Wye	Main Track
Marysville	West end siding	Main Track

Spring switches not equipped with facing point locks are located as follows:

Location		Normal Position
Berg siding	Yuba City Branch Junction Switch	Berg siding
Stirling City	50 feet west of balloon track switch	For eastward movement

Main track switch 50 feet east of spring derail at Stirling City must be left lined and locked for movement into balloon track.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and requires
S	P-A	Marysville (West switch Marysville)	Enter siding
S	A	Signal west end Berg Siding	Enter Yuba City Branch
S	P-A	Binney Jct. east leg wye	Enter east leg of wye

RULE 705. HOT BOX DETECTORS

Illum.	On Signal	Approaching	Location of Readout
H	Eastward Absolute Signal E.E. Ostrum	Ostrum	Westward Absolute Signal W.E. Ostrum
W	1356	Rupert Dantoni Jct.	
W	1377	Ostrum	
H*	MP 138.03	Dantoni Jct.	MP 139.8 Dantoni Jct.
H	1601	Gridley	MP 158.15 Gridley
W	1628	Riceton	
H	1658	Richvale	Eastward Absolute Signal E.E. Richvale
W	1659	Riceton	
W	2044	Los Molinos	
H	2045	Vina	Westward Absolute Signal W.E. Vina
W	2071	Vina	
H*	MP 208.0	Los Molinos	MP 209.8 Los Molinos

*Displays Flashing White Light when "H" illuminated.

Scanner Site

MP	Direction	Location
136.4	East and West	Ostrum-Rupert
163.9	East and West	Riceton
206.3	East and West	Vina-Los Molinos

Refer to Rule 705 All Subdivisions.

CENTRALIZED TRAFFIC CONTROL

RULE 760. Limits extend from eastward absolute signal, MP 106.65 Roseville to westward absolute signal at end of double track Tehama, MP 211.88.

To enter East Valley main track from east leg of wye at hand operated switch, permission for the movement must first be obtained from the train dispatcher, then line switch and be governed by indication of Signal 1068, and instructions from train dispatcher.

Binney Jct.: Movements across WPRR, MP 141.8 and movements onto east leg of wye are under control of SP train dispatcher. When absolute signals governing movements over crossing display "Stop" indication, member of crew must contact train dispatcher for instructions. If signal cannot be cleared, after ascertaining from indications on control machine that there is no train approaching from either direction on WPRR, train dispatcher may authorize member of crew to operate "Push Button Time Release" in accordance with instructions posted in box marked "SP" near crossing.

Westward absolute signal located at east leg of wye is a three unit signal. Top unit governs movements on main track; middle unit to clearance point east end Marysville siding; bottom unit to east leg of wye.

Eastward absolute signal located on signal bridge at east end of Marysville siding governing movement from siding is a three unit signal. Top unit governs movements to end of CTC, former Oroville Branch; middle unit through crossover to main track; bottom unit through crossover to west leg of wye.

Operating instructions for push button time release:

Press button until amber light is illuminated, then release.

After time release interval red light should be illuminated, indicating time release has functioned and intersecting route is clear of conflicting train movements.

If absolute signal does not then indicate proceed after time release actuated but red light is illuminated in push button box, train may proceed over intersecting railroad crossing under provisions of Rule 776 without providing flag protection on intersecting route.

If absolute signal does not display proceed indication and red light is not illuminated in push button box after time release actuated, train may proceed only as provided by Rule 663(c) and Rule 776.

Time release intervals:

Binney Junction—5 minutes, 8 sec.

RULE 769. When an eastward train is standing on main track west of spring switch MP 140.7 (west end Marysville siding), engines with or without cars may pass westward absolute signal MP 140.7 governing movement over spring switch displaying stop indication at restricted speed without stopping and without obtaining permission from train dispatcher to couple engines or cars to such train. Spring switch must be hand thrown for such movements.

GENERAL REGULATIONS

RULE 825. Portable rail skid is hung on post at the west end of house track at Paradise.

See Rule 825 All Sub-Divisions.

RULE 827. Dragging equipment detector located at MP 149.0 Berg. See Rule 827 all Sub-Divisions.

AIR BRAKE RULES

FREIGHT AND MIXED TRAINS

RULE 17. Retaining valves must be used on descending grades as follows:

Stirling City to Butte Creek

WITHOUT DYNAMIC BRAKE IN OPERATION:

One retaining valve for each 80 tons in train and speed must not exceed 15 MPH.

WITH DYNAMIC BRAKE IN OPERATION:

Permissible Tons Per Unit Without Retaining Valves*

	Basic-Dynamic Brake		Extended Range Dynamic Brake		
	4 Axle	6 Axle	4 Axle	6 Axle	8 Axle
With dynamic brake in operation but without pressure maintaining system of braking.....	325	475	350	550	725
With dynamic brake in operation and with pressure maintaining system of braking.....	700	1050	800	1200	1600

If permissible tonnage is exceeded one retaining valve must be used for each 150 tons in excess thereof.

Locomotive classes AF 628, AF 630, EF 425, EF 623, EF 625, EF 630, EF 636, GF 425 (except units 6700-6727), GF 628, GF 630, GF 633, EF 850B and GF 850 are equipped with extended range dynamic brake.

*If any unit having basic dynamic brake is operated with units having extended range dynamic brake, all units in consist must use tonnage authorized for units having basic dynamic brake.

RULE 25. Will apply to westward trains at Stirling City.

RULE 33. Stirling City to Butte Creek. Maximum tons per operative brake—80 tons.

Restrictive grades are as follows:

	MP to MP	Speed—MPH
Westward	115.46-188.3	20

MISCELLANEOUS

The siding at Marysville is not an operating siding and will not be used for the meeting or passing of trains except local assignments.

Crossover diverging from former Oroville Branch at MP 122.94 to WPRR at WPRR MP 180.42.

Hand operated switch installed at west end crossover is normally positioned for former Oroville Branch. Hand operated switch at east end crossover, normally positioned for WPRR main track, is equipped with electric lock and protected by separate hand operated derail located approximately 110 feet west of WPRR main track.

Instructions for operation electric lock located in phone box adjacent to WPRR main track switch. Electric lock switch must be operated before derail, otherwise electric lock will not release. WP operating Rule 550 applies.

Eastward SP trains and engines must contact WP train dispatcher to obtain permission to operate electric lock and instructions to move Marysville to Oroville.

Westward SP trains and engines must contact WP train dispatcher for instructions to move Oroville to Marysville.

These movements governed by WPRR rules, timetable, bulletins and Special Instructions.

SNRY trains will operate on SP tracks between MP 152.20, Live Oak, and MP 178.2, Durham, being governed by SP rules, timetable special instructions and timetable bulletins.

Hand operated switch equipped with electric lock located at SN track connection to SP main track at MP 152.20, Live Oak. Eastward SN trains and engines must contact SP train dispatcher for permission to operate electric lock. Instructions for operation of electric lock located in phone box adjacent to switch. SN trains will be governed by eastward automatic signal 1522 which may display aspects per Rules 285, Fig. D, and 290, Fig. E.

Hand operated switch to SN spur at MP 152.21 is equipped with electric lock. SN trains and engines must contact SP train dispatcher for permission to operate electric lock. Signal 1523 will govern movement from SN spur to SP main track and may display aspects per Rules 285, Fig. D, and 290, Fig. E.

Hand operated switch equipped with electric lock located at SN track connection to SP main track at MP 178.2, Durham. Westward SN trains and engines must contact SP train dispatcher for permission to operate electric lock. Sign reading DO NOT FOUL MAIN TRACK WITHOUT DISPATCHER'S PERMISSION is located on SN connection to SP main track.

MISCELLANEOUS

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
All engines	Chico—Diamond National Co. track off east leg of wye.

11. Load limit (car and contents):

Roseville-Tehama	315,000 pounds
Chico-Stirling City	240,000 pounds
Berg-Wilson	240,000 pounds
Dantoni Jct.-Dantoni	240,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

13. LOCATION OF STOCK YARDS

Station	Capacity in cars
Roseville	12 (Water)
Nord	8
Los Molinos	3
Marysville (on spur)	9 (Water)

30.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description
210.82	Tehama	Sacramento River Bridge...Overhead

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on pages 5 and 6, and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY MP MP Column:	PASSENGER TRAINS 1	FREIGHT AND MIXED 2
EASTWARD, ROSEVILLE TO TEHAMA:		
106.61 (106.57) to 106.85	15	15
106.85 to 117.17	65	60
117.17 to 117.43	50	50
117.43 to 123.10	60	60
123.10 to 139.05	65	60
139.05 to 139.80	50	50
139.80 to 141.95	25	25
141.95 to 142.00	45	45
142.00 to 143.88	50	45
143.88 to 182.90	70	60
182.90 to 183.80	50	50
★183.80 to 184.50	25	25
184.50 to 209.15	70	60
209.15 to 209.90	50	50
209.90 to 211.79	35	35
211.79 to 211.84 (junction switch)	25	25
EASTWARD, CHICO TO STIRLING CITY:		
184.38 to 185.38	..	15
185.38 to 188.75	..	20
188.75 to 215.46	..	15
EASTWARD, DANTONI JCT. TO DANTONI	..	20
EASTWARD, MARYSVILLE TO OROVILLE VIA WPRR:		
178.00 to 205.00 (WPRR)	..	#
EASTWARD, BERG TO WILSON:		
144.43 to 148.80	..	15
148.80 to 159.01	..	35

TERRITORY MP MP Column:	PASSENGER TRAINS 1	FREIGHT AND MIXED 2
WESTWARD, TEHAMA TO ROSEVILLE:		
211.88 to 211.79 (junction switch)	25	25
211.79 to 209.90	35	35
209.90 to 185.25	70	60
185.25 to 184.50	50	50
★184.50 to 183.80	25	25
183.80 to 143.88	70	60
143.88 to 142.00	50	45
142.00 to 141.95	45	45
141.95 to 139.80	25	25
139.80 to 123.10	65	60
123.10 to 117.43	60	60
117.43 to 117.17	50	50
117.17 to 106.85	65	60
106.85 to 106.61 (106.57)	15	15
WESTWARD, STIRLING CITY TO CHICO:		
215.46 to 188.75	..	15
188.75 to 185.38	..	20
185.38 to 184.38	..	15
WESTWARD, DANTONI TO DANTONI JCT	..	20
WESTWARD, OROVILLE TO MARYSVILLE VIA WPRR:		
205.00 to 178.00 (WPRR)	..	#
WESTWARD, WILSON TO BERG:		
159.01 to 148.80	..	35
148.80 to 144.43	..	15

★When engine passes last crossing within limits of restriction in direction of movement, speed may be resumed to that shown on next speed sign.

#Speed on WPRR tracks governed by WPRR rules, timetable, special instructions and timetable bulletins.

RULE 10-J. Passenger trains may operate at speed shown in Column 1 in territory where such speed is in excess of that authorized by speed sign.

Limits within which trains are specifically authorized to operate at Column 1 speed not exceeding 65 MPH under the conditions specified in All Sub-Divisions, Page 7, Miscellaneous, Item No. 28:

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through sidings at Whitney, Brock, Ostrom, Berg, Fagan, Richvale, Chico, Anita and Vina	25
Binney Jct. Through east leg of wye and interchange track connection to WPRR	10
Oroville. Through interchange from WPRR to SP	10
Through turnouts on other than sidings	10
On branches	10

RULES 7-A, 10-G, 10-H and 10-I. Yellow signals and unattended red flags and red lights will be placed to the left of track between mile posts:

195.3 and 246.2

Mile post locations above are those shown for No. 2 Track.

RULE 10-J. Speed signs to right of track in current of traffic direction with one track intervening:

Westward at MP 90.75 reading 25.
Eastward at MP 106.88 reading 35.
Speed sign to left of track:
Eastward at MP 132.42 (Brighton) reading 45.

Speed signs on No. 1 Track and on No. 2 Track between MP 111.00 and MP 133.00 are to the right of track for current of traffic movement.

Eastward speed sign at MP 140.35 is 1.35 miles instead of three-fourth mile from point of restriction.

RULE 11. Between Gold Run and Truckee from November 1 to May 1, when an unattended fusee is burning on, or near a track, train must stop, and then proceed with caution not exceeding 15 MPH for three-fourths mile from point where fusee is displayed. If displayed beyond the first rail of an adjoining main track, fusee will not apply to track on which train is running.

RULE 14(1). Westward trains will sound crossing whistle signal immediately after emerging from west portal of Tunnels Nos. 6 and 41, west of Eder.

RULE 26. Roseville: Blue signs reading "Men at Work" permanently installed on base of indicator lights at each end of car repair facility Tracks Nos. 1, 2 and 3. When indicator lights display blue aspect, these tracks must not be entered nor cars or cut of cars moved or coupled to nor other equipment placed so as to obstruct the view of signs or lights. When indicator lights display yellow aspect, blue sign reading "Men at Work" will not apply to these tracks.

Absence of both blue and yellow aspect in these indicators must be considered as displaying most restrictive indication and blue signs respected in accordance with this rule.

Hand brakes must not be released on trains originating at Roseville until blue flag has been removed.

Conductor reporting for duty on outbound trains will instruct crews to immediately proceed to make-up track and be governed by the following:

Release all hand brakes except 5 on west end and 3 on east end, on north and eastbound trains; and release all hand brakes except 5 on west end of all westbound trains.

All outbound trains made up on ice deck tracks 71, 72, 73 or 74 will not release hand brakes until signal on track where train is made up displays green aspect.

RULE 26-A. Roseville: Indicator lights located on Tracks Nos. 71 and 72 at each end of PFE Icing platform No. 1 and pole between Tracks Nos. 71 and 72, 1324 feet east of PFE Icing platform No. 1 and on Tracks Nos. 73 and 74 at west end PFE Icing platform No. 2 and pole between Tracks Nos. 73 and 74, 412 feet east of PFE Icing platform No. 2 govern movements on those tracks as follows:

Green:	Tracks may be used for train or switching movements.
Yellow:	Tracks may be entered, switched, and engines, cars or cabooses added or detached.
Red:	Tracks may be entered but cars on tracks must not be coupled to or moved. Trains made up on these tracks must not depart until it has been ascertained indicator displays green aspect.
Not Lighted:	Must be considered as displaying most restrictive indication and icing platform foreman must be contacted for instructions before cars are coupled to or moved.

RULE 81. Sacramento. Before entering main track at 7th Street or 15th Street, trains and engines except yard engines must receive proceed signal from switchman at location entry is made or movement orally authorized by yardmaster or his representative.

RULE 82-A. Trains to San Joaquin Division at Polk, originating at Sacramento, Roseville or Antelope, must obtain two clearances, one endorsed Sacramento Division, the other endorsed San Joaquin Division. Train orders addressed to such trains at Sacramento, Roseville or Antelope will apply the same as if addressed to them at Polk.

First class trains to or from San Joaquin Division at Polk will assume the corresponding number and schedule at Polk without clearance.

Trains to Western Division at Sacramento, originating at Antelope, must obtain two clearances, one endorsed Sacramento Division, the other endorsed Western Division. Train orders addressed to such trains at Antelope will apply the same as if addressed to them at Sacramento and may leave Sacramento without clearance.

Extra trains, except trains of passenger equipment, from Western Division passing Sacramento will not obtain clearance at Sacramento.

Train order office Roseville is located at yard office.

Sacramento Northern trains originating at Sacramento, 19th and B Sts., or Sacramento-Yolo Port District connection to Western Division must obtain clearance at Sacramento. Train order office Sacramento is located in passenger station.

RULE 83-A. At the following stations, only the trains indicated will register:

Sacramento—Trains originating or terminating, except Extra trains passing Sacramento to or from Western Division.

Sacramento Northern trains to Western Division will register at Sacramento train order office.

Antelope—Westward extra trains originating.

Roseville—All trains except first-class trains, extra trains consisting entirely of passenger equipment and not terminating at Roseville, or eastward extra trains operating as light engines to spur, MP 111.73.

Truckee—Trains originating or terminating.

Norden—Work extras originating or terminating.

Colfax—Trains originating or terminating.

RULE 83-B. At open train-order offices, trains may register by ticket as follows:

Antelope—Westward extra trains.

RULE 93. Yard limits in which the provisions of Rule 93 will apply, except within CTC limits, are established at the following stations:

West MP		East MP
85.51	Sacramento	98.04
	" (Walnut Grove Branch)	93.09
	" (Placerville Branch)	97.00
131.60	" (Stockton line)	136.33
103.80	Citrus	105.26
	" (Fair Oaks line)	End of Branch
	Folsom	End of Branch
110.57	" (Placerville Branch)	111.38
148.19	Placerville	End of Branch
110.64	Walnut Grove	113.90
98.04	Roseville (Eastward and No. 2 Track)	110.87
98.04	" (No. 1 and Westward Track)	110.87
119.34	Newcastle (No. 2 Track)	120.82
118.74	" (No. 1 Track)	120.15
122.66	Auburn	125.60
140.03	Colfax	142.94
169.11	Emigrant Gap	172.12
207.28	Truckee	209.09
235.65	Lawton	239.60
241.63	Sparks	247.60

Yard limit signs located to left of track:
Approaching Truckee and Lawton in both directions.

Sacramento: Sacramento Northern trains preparing to enter SP tracks at 19th & B, or 22nd & B Sts., must stop clear of fouling point, or derail if any, and member of crew must contact SP yardmaster for permission to enter SP tracks. Before switch is lined it must be known by observation that there is no movement closely approaching track to be occupied.

CCT trains preparing to enter SP tracks at Sacramento or Polk must stop clear of fouling point or derail, if any. Member of crew must contact SP operator at Elvas for permission to enter SP tracks at Polk. To enter SP tracks at 22nd St. crew member must contact SP yardmaster. Before switch is lined it must be known by observation that there is no movement closely approaching track to be occupied. When CCT clear SP tracks at 22nd St. member of crew must advise SP yardmaster.

Antelope: Switchman's proceed signal, green and white flag by day, green and white light by night, will be an indication that protection has been provided for movement against current of traffic within yard limits on eastward main track.

Roseville: End of double track at MP 103.14 Antelope, and at MP 106.16 Roseville. Single track between MP 103.14 and MP 106.16 is within interlocking limits.

Roseville: Flashing white light installed west of electrically operated switch on Tracks 21-25. Eastward movements, except yard engines, must not be made from Track 21 unless switch is lined and flashing white light is displayed or movement is orally authorized.

Westward freight trains and engines from Roseville Subdivision, after receiving proceed signal from switchman, may pass Signal 1065 displaying stop indication without stopping; when movement to be made into yard tracks.

Westward freight trains and engines, except yard engines, or trains consisting entirely of passenger equipment, when making continuous movement on main track must not pass Signal 1065 unless proceed signal received by switchman.

Westward freight trains and engines from Roseville Subdivision must stop clear of Berry St. crossing, MP 107.20 unless flashing yellow light is displayed in special signal just west of Berry St.

Westward trains and engines (except yard engines) using running track must not pass fouling point at west end in vicinity of Dry Creek unless proceed signal received from switchman, yellow flag by day, yellow light by night.

Eastward trains entering yard track must not pass Antelope train-order office unless proceed signal received from switchman.

Westward trains and engines except yard engines using running track at Antelope must not pass fouling point unless proceed signal given by switchman, green flag by day, green light by night.

Light engines making westward movement out of Tracks 1 through 8 in westward receiving yard Antelope may proceed to fouling point of westward running track if route is seen to be clear.

Eastward trains leaving via drill track must not pass Signal 1072 displaying stop indication without contacting switchman by telephone.

Eastward freight trains leaving via No. 2 Track must not pass Signal 1074 displaying stop indication without contacting switchman by telephone.

Movement of trains in both directions between eastward Signals 1060 and 1064 and westward Signals 1065 and 1067 on Roseville Subdivision and between eastward Signals 1062 and 1064 and westward Signal 1063 on East Valley Subdivision will be governed by signal indication which will supersede the superiority of trains, but movements must be made with caution, and only after block signal indicating proceed is displayed as prescribed below.

For eastward movement on No. 1 Track, top unit on Signal 1064 governs movement to No. 1 Track; bottom unit governs movement to East Valley Subdivision.

Eastward movement on No. 2 Track is governed by Signal 1060.

For westward movement on No. 1 Track; top unit on Signal 1065 governs movement to No. 1 Track; bottom unit governs movement through crossover to No. 2 Track.

For westward movement on East Valley Subdivision, top unit on Signal 1063 governs movement to junction switch leading to No. 1 Track; bottom unit governs movement across No. 1 Track and No. 2 Track of Roseville Subdivision to yard tracks.

Signal 1062 on east drill track governs movement to East Valley Subdivision only.

Trains stopped by Signals 1060, 1062, 1063, 1064, 1065 or 1067 must not proceed until signal displays proceed indication, except may proceed after stopping if proceed signal received from switchman, movement to be made with caution.

DIESEL SERVICING FACILITIES:

Eastward movements into inbound receiving tracks of Roseville diesel servicing facilities from interlocking limits MP 105.37 are governed by indicator light located on mast 500 feet east of power derail at MP 105.37.

Eastward movement must not be made past this mast unless flashing white light is displayed or movement is orally authorized by yardmaster or his representative. Westward movement must not be made over power operated switches on inbound lead unless movement is orally authorized by yardmaster or his representative.

Tracks 3 to 5 inclusive are equipped with electro-pneumatic controlled switches and switch point indicators. Indicators do not indicate track occupancy, but will display green aspect when switch is in normal position and yellow aspect when switch is in reverse position. When indicator light is not lighted, careful examination of switch must be made before making movement over switch.

Service Lead from Subway to oil, sandhouse and diesel facilities has stop sign located at fouling point of inbound lead to receiving tracks. After stopping it will be permissible to proceed if route is clear.

Switch position indicator located at:

Roseville . . . . .Jennings Unit, switch in westward running track.

Indicator does not indicate track occupancy but when displaying red, yellow or green aspects following will govern:

Red aspect . . . Inoperative.

Yellow aspect . Switch lined for yard receiving unit.

Green aspect. . Switch lined for running track Antelope.

Stop signs with reflective background are located on eastward yard running Track No. 21 between Antelope and Roseville. Instructions governing movement past each sign as follows:

West of Dry Creek Subway:

STOP UNLESS PROCEED SIGNAL RECEIVED FROM SWITCHMAN OR ORALLY AUTHORIZED BY YARDMASTER OR HIS REPRESENTATIVE.

East end Track No. 21:

STOP UNLESS PROCEED SIGNAL RECEIVED FROM SWITCHMAN OR ORALLY AUTHORIZED BY YARDMASTER OR HIS REPRESENTATIVE.

These signals will not be considered a red signal as prescribed by Rule 10-G. Yard engines accompanied by yard crews may pass these signals without stopping.

Hump Movements—Jennings Unit:

Light signals which govern hump movements at Jennings Unit located as follows:

South Hump. . . . . .At crest to right of track.

North Hump. . . . . .At crest to left of track.

Light signals which repeat the aspect of hump signals located as follows:

South Hump. . . . . .To left of south lead track, west of manual crossover.

North Hump. . . . . .To left of north lead track, west of manual crossover.

When crossovers west of crest are lined normal, the south hump repeater will repeat the aspect of the south hump signal, and the north hump repeater will repeat the aspect of the north hump signal.

When crossover west of crest is lined for movement from south receiving tracks to north hump, the south hump repeater signal will repeat the aspect of the north hump signal.

When crossover of crest is lined for movement from north receiving tracks to south hump, the north hump repeater signal will repeat the south hump signal.

These light signals do not indicate track occupancy or position of switches, but when displaying red, flashing red, yellow or green aspect, following will govern:

Aspect	Indication
Red	Stop
Flashing Red	Back
Yellow	Proceed at normal hump speed
Green	Proceed

For eastward movement of cars from receiving yard to crest, hump and repeater signals must display yellow or green aspect and in addition engineer instructed to move either orally or by hand or lamp signals by yardmaster or his representative in charge of movement.

Movement of cars toward crest of hump must not be made past repeater signal displaying red aspect unless engineer is orally informed by yardmaster or his representative that protection has been provided to safeguard the movement. Yardmaster before authorizing such a movement must know that crossovers west of crest are properly lined for such a movement and that humping movements from opposite hump through diamond crossover east of crest are stopped.

Light signals which govern trim movements from bowl at Jennings Unit are located as follows:

South Hump.....At crest to left of track.

North Hump.....At crest to right of track.

Light signals which repeat the aspect of the trim signals are located as follows:

South Hump	No. 1 repeater to left of track near 22–49 Switch Tower A-B. No. 2 repeater between leads at 36–42 and 43–46 Switches.
North Hump	No. 1 repeater to right of track near Switch 1–21. No. 2 repeater to right of track near Switch 1–7.

These light signals do not indicate track occupancy or position of switches but when displaying red or yellow aspect, following will govern:

Aspect	Indication
Red	Stop
Yellow	Proceed

For westward movement from bowl tracks to crest, trim and repeater signals must display a yellow aspect, and in addition engineer instructed to move either orally or by hand or lamp signals by switchman in charge of movement. Movement must not be made west of fouling point of bowl tracks when trim and repeater signals display red aspect unless engineer is orally informed by yardmaster or his representative that movement is protected. Yardmaster authorizing such movement must insure that any conflicting movements are stopped.

Switch point indicators are provided on all power operated switches at west end of bowl at Jennings Unit. Westward movement must not be made to foul lead or any track diverging from lead unless switch is seen to be lined for the movement.

Tracks 23, 24 and 25 equipped with electrically controlled switches and switch point indicators. Indicators do not indicate track occupancy, but will display green aspect when switch is in normal position and yellow aspect when switch is in reverse position. When indicator lamp is not lighted, switch points must be checked to determine proper position before making movement over switch.

Trains or engines, except yard engines, must not enter tracks 23, 24 or 25 unless a proceed signal is received, green flag by day, green light by night, or engineer is orally authorized. When proceed signal received, or orally authorized, train or engine may proceed into track lined for movement.

Eastward movements from tracks 23, 24 and 25 are governed by indicator light located adjacent to No. 23 track switch.

Eastward movements, except yard engines, must not be made from tracks 23, 24 or 25 unless switches are lined and flashing white light is displayed or movement is orally authorized.

Westward movements, except yard engines, must not be made from tracks 23, 24 or 25 unless proceed signal received, green flag by day, green light by night or orally authorized.

Flashing white light located west of electrically operated switch on Tracks 21-25. Eastward movements, except yard engines, must not be made from Track 21 unless switch is lined and flashing white light is displayed or movement is orally authorized.

RULE D-97. Applies between Oakland (16th St.) and Sparks.

Eastward extra trains originating at Roseville and operating as light engines to spur MP 111.73 are not required to obtain clearance at Roseville.

RULE 98. Railroad crossings at grade not interlocked:

Sacramento: WPRR at Front and R Sts.—Trains and engines must approach with caution expecting to find crossing occupied.

Switching and industry tracks in vicinity of Front and R Sts.—Ascertain that each crossing is clear before using.

SNRy at Front and R Sts.—Stop within 200 feet of crossing.

SNRy at Alhambra Blvd. and R Street—Stop before crossing.

Stop signs with reflective background have been placed at the following railroad grade crossings:

Front and R Streets.....SNRy.

Alhambra Blvd. and R Street.....SNRy.

Roseville: Lead from yard to East Valley Subdivision main track crosses No. 2 Track and No. 1 Track of Roseville Subdivision near passenger station. Eastward freight trains from yard to East Valley Subdivision will be governed by Signal 1062, and westward freight trains from East Valley Subdivision to enter yard will be governed by bottom unit of Signal 1063 before fouling or moving over No. 2 Track and No. 1 Track.

RULE 99-C. Will apply on Placerville and Walnut Grove Branches.

RULE 103-A. Trains and engines must stop and be preceded by flagman before crossing highways at:

Isleton, on wharf spur.

Cantilever flashing light signals in service at Walnut Grove Branch and Capitol Avenue crossing at Sacramento: Light type indicators located adjacent to crossing govern movement of trains and engines over Capitol Avenue. Green aspect indicates crossing gates and flashers have been actuated and movement may be made with caution. Red or dark aspect indicates stop.

Eastward trains stopping at Roseville within 400 feet of Yosemite Street crossing, when starting must not exceed 10 MPH until engine enters crossing.

Westward trains stopping at Truckee must stop with engine east of Signal 2083 to avoid unnecessary operation of automatic warning device at Bridge Street.

RULE 104. The normal position of rigid switches at junctions:

Citrus—Fair Oaks Branch, for Placerville Branch,

Folsom Junction—Folsom Branch, for Placerville Branch.

RULE 107. Roseville: Westward trains must not pass Yosemite Street when eastward passenger train is doing work at the station, unless proceed signal received from yardmaster or his representative, green flag by day, green light by night.

RULE 221. Antelope is train-order office only for westward extra trains originating.

Train-order office at Roseville is located at yard office. First class trains and trains consisting entirely of passenger equipment not terminating at Roseville are not required to obtain a clearance at Roseville.

RULE D-251. Applies to the following tracks:

Both tracks between Oakland (16th St.) (Western Division) to Sparks.

Eastward trains leaving Roseville except first class must not leave unless proceed signal received from switchman, green flag by day, green light by night. Will not apply to eastward extra trains consisting exclusively of passenger equipment on continuous main track movement through Roseville.

RULE 291. Antelope: Flashing yellow light on mast of westward interlocking signal MP 103.15.

RULE 306. The following block signals, equipped with triangular plate displaying the letter "P," have included in their control limits some special protective device. Interlocking signals are listed as "P-I".

Eastward Signal	Protection	Westward Signal
	*Spring switch, Sacto-Yolo Port Dist. conn.	P-I
	Spring switch, end double track, MP 103.14, Antelope	P-I
P-1228	Slide Detector Fence, Tunnel 20, MP 123.15 to 123.39	
P-1242	Collision detector, highway underpass, MP 125.53	
	Collision detector, highway underpass, MP 133.35	P-1347
P-1374	Collision detector, highway underpass, MP 137.68	
P-1438	Slide Detector Fence, MP 144.46 to 144.66	
P-1508	Slide Detector Fence, MP 150.83	P-1515
P-1556	Slide Detector Fence, MP 156.32 to MP 156.38	P-1565
P-1582	Slide Detector Fence, MP 159.43 to MP 159.46	P-1599 P-1601
P-I	Slide Detector Fence, MP 195.60 to MP 195.70, No. 1 Track	P-1963
P-2220	Slide Detector Fence, MP 222.16 to MP 222.34	
	Slide Detector Fences, MP 223.87 to MP 223.80	P-2239
	MP 222.88 to MP 222.77	
	MP 222.34 to MP 222.16	
P-2240	Slide Detector Fence, MP 224.50 to MP 223.80	P-2259

*If point indicator displays green aspect movement to Port District may proceed at restricted speed without hand throwing spring switch.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM. Trains or engines making westward movement to Sacramento-Yolo Port District must stop at westward signal 889, 2nd & H Sts. and contact interlocking operator, Sacramento River Drawbridge for permission to move against current of traffic to Sacramento-Yolo Port District.

Push button and pilot light are installed in box near signals 887 and 889 and near 7th St. herder shanty. Signal 887 or 889 may be cleared by operation of push button bearing number of signal from location near signal or from 7th St. herder shanty to allow bypass movement. Trains or engines encountering stop indication displayed by Signal 887 on westward freight lead must contact yardmaster, Sacramento Tower, for instructions. Yardmaster's instructions do not relieve crew desiring to enter westward main track from compliance with Rule 513.

RULE D-506. Floriston: Light type indicator at MP 222.40 applies to No. 1 Track only, and indicates condition of slide detector fence only and is not connected with block signal circuit. Lunar light indicates track at slide detector fence safe for trains; red aspect requires that inspection must be made of track protected by slide detector fence before train passes the fence.

RULE 507. Midas: Trains entering siding at Midas and finding eastward Signal 1600 or westward Signal 1609 displaying stop indication must be preceded by flagman until intervening track to end of siding is seen to be clear.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location		Normal Position
Antelope	End of double track (MP 103.14)	Westward Track

Spring switches not equipped with facing point locks are located as follows:

Location		Normal Position
*Sacramento	Sacto-Yolo Port Conn.	Sacto-Yolo Port Dist.
*Sacramento	Westward freight lead 2nd & H	Westward main track
*Roseville	East end east drill track	No. 2 Track
Roseville	East end Big Reno	East drill track
*Gold Run	East end eastward siding	No. 2 Track

*Equipped with switch-point indicator.

RULE 605. INTERLOCKING

Sacramento River Drawbridge: Trains or engines encountering stop indication displayed by interlocking signal must contact operator for instructions and be governed by Rules 662 and 663. Telephones are located adjacent to interlocking signals and Signals 887 and 889.

Nineteenth Street, Sacramento: At crossing of R Street Track with WPRR.

Movements across WPRR main track are under control of WPRR train dispatcher located at Sacramento who will control signals which govern movement but do not indicate occupancy of track.

Signal at 19th Street will display proceed indication only when hand operated switches are lined for R Street line. When movements are to be made into Valley Grocery spur or Bekins spur, switches shall be lined for spur after entering interlocking limits. When signals governing movement over WPRR crossing display stop indication after approach circuit is occupied or if signals governing movement out of Valley Grocery spur or Bekins spur do not display proceed indication after switch has been lined, a member of crew must contact WPRR train dispatcher by telephone for instructions. Upon receiving permission from WPRR train dispatcher movement must be made under provisions of Rule 663.

Telephones located in telephone boxes at following locations: West leg of WPRR wye track and R Street.

Bekins spur signal, steel relay shelter just south of crossing.

Elvas: Limits extend on Sacramento-Roseville line from interlocking signal 1800 feet west of tower to interlocking signal 1370 feet east of tower, and on Elvas-Polk line to interlocking signal at west switch Polk; and on Placerville Branch to interlocking signal 600 feet east of junction switch.

Following switches are equipped with electric switch locks and electric switch locks must not be operated until permission has been obtained from operator whose instructions will govern movements not controlled by signal indicator:

Elvas	American Can Co. Spur.
"	Crossover between center siding and westward track.
"	Crossover from center siding to eastward track.
"	West end of center siding.
Hopfen spur	Switch.
R Street industrial track	Switch.
Black Diamond Lumber Co.	Switch.

Switches will not be lined for movement to Polk siding without first obtaining permission from operator.

Georgiana Slough Drawbridge: At MP 119.53 on Walnut Grove Branch.

Roseville: Limits as follows:

On main tracks between MP 102.50 and MP 106.64.

Eastward signal at MP 102.50 governs movements as follows:

Top unit to Eastward Track,
Middle unit to receiving track through first switch,
Bottom unit to receiving track through second switch.

Eastward signal at MP 106.16 governs movement as follows:

Top unit to No. 2 Track,

Bottom unit to No. 1 Track.

Telephones to operator are located at main track signals. Instructions for operation of dual control switch machines are posted in telephone booths.

Switch to Los Angeles By-Product spur, Antelope equipped with electric switch lock. Switch lock must not be operated until permission obtained from operator whose instructions will govern movements not controlled by signal indicator.

Norden: Limits extend on No. 1 Track and No. 2 Track from interlocking signals located on west end highway overpass, Emigrant Gap, MP 171.87, to westward interlocking signals located on signal bridge MP 207.64, west end Truckee.

Run-around track and Turntable Lead 3—Trains or engines must obtain permission from operator before lining switch to siding.

Westward interlocking signal on No. 1 Track, 550 feet east of Norden station building connected with repeater signal on the left side of track for better visibility.

Call-on signals on certain interlocking signal masts are normally dark, but when displaying flashing yellow light are authority to pass interlocking signal displaying stop indication without obtaining permission from operator to couple to train or engine; movement to be made at restricted speed.

Bottom unit of interlocking signals for movements on siding may display lunar aspect. When lunar aspect is displayed, train or engine may proceed without stopping at restricted speed. (Rule 289).

Following switches equipped with electric switch locks:

1. Summit. Spur switch MP 193.4.
2. No. 1 Turntable Lead switch, No. 1 Track.
3. Spur switch west end Truckee, MP 207.47.

Lock box doors on electric switch locks must not be opened without permission of operator.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

EASTWARD

Illum. Letter	On Signal	Approaching	Authorizes and requires movement as follows:
S	1404	Colfax	Enter siding and contact operator.
W	1688	Emigrant Gap*	When letter W is illuminated, train must stop and not proceed until indicator is extinguished.

*When eastward train finds Signal 1688 displaying stop indication and W letter type indicator not illuminated, member of train crew must contact operator, Norden, before proceeding, and be governed by his instructions.

W	7-ft. Mast MP 241.69	Reno	Eastward trains must stop west of Keystone St., MP 242.11, and not proceed until it is known that westward passenger train at Reno passenger station has started to leave station.

WESTWARD

S	2091	Truckee	Enter westward siding and contact operator, Norden.
W	2027	Andover*	
W	2029	Andover*	
W	2083	Truckee*	

*When letter W is illuminated, train must stop and not proceed until indicator is extinguished.

When westward train finds Signal 2029, Signal 2027 or Signal 2083 displaying stop indication and W letter type indicator not illuminated, member of train crew must contact operator Norden before proceeding, and be governed by his instructions.

RULE 705. HOT BOX DETECTORS

Illum. Letter	On Signal	Approaching	Location of Readout
H	1421	Colfax	West End Colfax MP 141.1
W	1431	Colfax	

Scanner Site MP	Direction	Location
143.05	East and West	Colfax-Cape Horn

Refer to Rule 705 All Subdivisions.

GENERAL REGULATIONS

RULE 825. Sacramento: Not less than three hand brakes must be set on west end of cars or trains on Tracks 2 through 9, inc. Not less than two hand brakes must be set on east end of cars or trains on Tracks 14 through 27, inc.

Roseville: Not less than five hand brakes must be set on cars or trains on the following tracks Roseville Terminal:

East End—Tracks 1 through 25, incl., Receiving Yard.
West End—Tracks 50 through 84, incl., Departure Yard.
West End—Track 21, Departure Yard.
East End—All tracks in PFE repair yard, incl., Tracks 90 and 91.

Portable rail skids are hung on posts at the following stations:

West end team track, Placerville,
West end of interchange tracks, Placerville,
Lower end of sidings at Bowman, Midas, Emigrant Gap Crossover Verdi.

See Rule 825—All Subdivisions.

5 hand brakes must be secured on west end and 3 hand brakes must be secured on east end of all eastward trains arriving in Roseville departure yard.

RULE 872. Enginemen taking charge of road engines at Roseville diesel facility and enginemen taking charge of engines at Sacramento and Sparks will consider engines as having been amply supplied with water, fuel and sand.

AIR BRAKE RULES

RULE 3. Eastward Trains

Roseville to Crystal Lake . . . . . 80 pounds

Westward Trains

Sparks to Boca . . . . . 80 pounds

PASSENGER TRAINS

RULE 17.

Norden to Truckee
Norden to Loomis

Without dynamic brake in operation turn up all accessible retaining valves.

FREIGHT AND MIXED TRAINS

Retaining valves must be used on descending grades as follows:

Norden to Truckee, Norden to Loomis
MP 131.70 to MP 123.00 (Placerville Branch).

WITHOUT DYNAMIC BRAKE IN OPERATION:

One retaining valve for each 80 tons in train. If gross tonnage exceeds 80 tons per operative brake, retaining valves must be used on all cars and speed must not exceed 15 MPH.

WITH DYNAMIC BRAKE IN OPERATION:

Permissible Tons Per Unit Without Retaining Valves*

	Basic-Dynamic Brake		Extended Range Dynamic Brake		
	4 Axle	6 Axle	4 Axle	6 Axle	8 Axle
With dynamic brake in operation but WITHOUT pressure maintaining system of braking:					
Norden to Truckee	650	950	800	1200	1600
Norden to Loomis	450	650	550	850	1125
MP 131.70 to MP 123.00 (Placerville Branch)	600	900	725	1075	1450
With dynamic brake in operation and WITH pressure maintaining system of braking:					
Norden to Truckee	1600	2400	2000	3000	4000
Norden to Loomis	1100	1650	1400	2100	2800
MP 131.70 to MP 123.00 (Placerville Branch)	1500	2250	1800	2700	3600

If permissible tonnage is exceeded, one retaining valve must be used for each 150 tons in excess thereof.

Locomotive classes AF 628, AF 630, EF 425, EF 623, EF 625, EF 630, EF 636, GF 425 (except units 6700-6727), GF 628, GF 630, GF 633, EF 850B and GF 850 are equipped with extended range dynamic brake.

*If any unit having basic dynamic brake is operated with units having extended range dynamic brake, all units in consist must use tonnage authorized for units having basic dynamic brake.

RULE 17-A. Freight trains without dynamic brakes in operation will stop at the following stations for at least 10 minutes for wheel heat radiation.

Eastward	Westward
MP 203.0	Troy
	Emigrant Gap
	Midas
	Gold Run
	Bowman

Train inspection must be made as prescribed by Rule 827 at all wheel heat radiation stops.

RULE 24-E. Will apply to trains arriving Roseville.

RULE 25. Will apply at Norden when not required to stop and make train air brake test at that point for other reasons, except:

If engineer receives positive information from trainmen that air gage in caboose shows an increase in brake pipe pressure after leaving Crystal Lake eastward or Boca westward and that brake pipe pressure has increased in caboose to indicate a 90 pound brake pipe pressure on the locomotive before arrival Norden, or:

If, when conditions are favorable for making a running test approaching MP 210 on westward freight trains authorized to operate at Column 1 speed not to exceed 60 MPH, engineer, after informing trainman in caboose that running test is to be made, receives positive information from trainman following the test that brakes did apply on the caboose and that brake pipe pressure is being properly restored.

RULE 33. Norden to Truckee
Norden to Loomis
MP 131.70 to MP 123.00 (Placerville Branch)

Maximum tonnage per operative brake—80 tons, except with dynamic brake and pressure maintaining system of braking in operation with not more than 15 cars for each six axles of dynamic brake; with speed not exceeding 15 MPH and with all retaining valves on loaded cars in high pressure position—100 tons.

Should dynamic brake failure occur while handling in excess of 80 tons per operative brake, train may proceed at speed not exceeding 15 MPH if in jugdment of conductor and engineer it is safe to do so, and provided retaining valves are used as prescribed by **Air Brake Rule 17.**

If gross tonnage between Norden and Loomis is between 75 and 80 tons per operative brake, speed must not exceed 20 MPH between Emigrant Gap and MP 143.00 and train must be stopped at Midas for at least 10 minutes for wheel heat radiation and train inspection made as prescribed by Rule 827. Stop need not be made if in judgment of Conductor and Engineer it is safe to proceed.

Restrictive grades are as follows:

Eastward	MP	to MP	Speed—MPH
Norden to Truckee	192.8	210.0	20
Boca to Floriston	219.0	224.0	25
Verdi to Lawton	229.5	240.0	25
Westward			
Norden to Colfax	193.6	143.6	20
West of Colfax	142.0	138.3	25
West of Colfax to Rocklin	136.5	115.0	20
West of Colfax to Rocklin	115.0	111.3	25
Placerville Branch			
Westward	150.0	122.0	20
	117.5	111.7	25
Walnut Grove Branch			
Westward	120.3	119.8	25
	119.8	118.8	20

RULE 39. Running test must be made on westward passenger trains just after emerging from Tunnel No. 6 or Tunnel No. 41.

MISCELLANEOUS

Sacramento: Communicating signal will be used to start passenger train at Sacramento.

Excess width or height loads must not be operated on Sacramento Passenger Station Track 4. Employes must not ride on top or side of engines or cars on Track 4.

Maximum speed on Aerojet spurs, with caution, not to exceed 15 MPH, except over grade crossings 10 MPH.

10. Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
All engines	Newcastle—Over trestle portion of fruit spurs.
"	Summit—Lumber spurs Nos. 3 and 4 beyond derail.

11. Load limit (car and contents):

Sacramento-Sparks	315,000 pounds
Brighton-Elvas	315,000 pounds
Sacramento-Isleton	240,000 pounds
Sacramento-Brighton via R St.	240,000 pounds
Brighton-Placerville	240,000 pounds
Folsom Junction-Folsom	240,000 pounds
Citrus-Fair Oaks	240,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

12. Tracks between Roseville and Sparks numbered, and unless otherwise authorized, will be used as double track as follows:

No. 1 westward trains, via Auburn and
No. 2 eastward trains, via Auburn, Nevada Street.

Westward freight trains entering Roseville yard must not exceed speed of 10 MPH passing TV camera located in vicinity herders' shanty east end Roseville yard.

Eastward freight trains entering Roseville yard must not exceed speed of 10 MPH passing TV camera located west end Antelope receiving yard.

OPERATION OF TURNTABLES

26. Turntable Norden equipped with rail locks each end. Before moving onto table from any lead table must be lined so engine will enter from locked end only. Engines when backing and approaching table from lead from eastward siding, will stop to clear table and fireman after properly lining and locking table will signal engineer to move onto table by green light controlled by pushing button located on post of turntable shed on engineer's side. This signal does not indicate position of turntable or turntable lock. Engines leaving turntable will leave from locked end. In making movements to or from turntable it will not be necessary to lock opposite end of table.

Turntable must not be moved until engineer signals fireman engine is properly spotted and brakes applied.

Engineer or fireman, preferably engineer, must remain in the cab of engine at all times when engines are being turned at Norden.

Balloon track at MP 169.16, west of Emigrant Gap, diverging from No. 1 Track. Crossover between main tracks located at east end of balloon track at MP 169.55. Engines and equipment will enter balloon track at west switch and leave balloon track at east switch.

29. Rail connection to the Yolo Port in Sacramento Yard from the clearance point at Washington to the Port Railroad connection at Riske Lane is used jointly by SNRy and SP crews. Movement on joint track governed by block signals whose indications surpeseded the superiority of trains.

Block indicators located at switches indicate track occupancy.

When block indicator shows block clear, switch may be reversed and movement made after block signal displays a yellow aspect.

If block indicator shows block occupied, switch must not be reversed until it has been ascertained that there is no opposing or conflicting movement.

If after switch has been reversed signal displays stop indication, train or engine must wait five minutes and then be preceded by flagman through joint track area.

Maximum speed permitted on joint track is 10 MPH and all movements must be made with caution.

Normal position of switches connecting with joint track is as follows:

SNRY Woodland Branch connection just west of West Capitol Ave. underpass lined for Yolo Port Railroad.

East wye switch SNRy Woodland Branch for movement west leg of wye.

Sacramento Yolo Port Railroad connection just east of county road crossing for SNRy west leg of wye.

Sacramento Yolo Port Railroad yard tracks are used jointly by SNRy and SP crews and all movements must be made with caution not exceeding 10 MPH.

Flag protection to the rear is not required when operating in joint track area or over Sacramento Yolo Port Railroad yard tracks.

30. ROSEVILLE SUBDIVISION

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description
88.54	Sacramento	Sacramento River bridge ....Side and Overhead
92.15	Elvas	American River bridge....Side
	(POLK-ELVAS)	
131.78	Polk	Traction company overhead crossing ....Overhead
133.13	Brighton	Signal bridge....Overhead
	(PLACERVILLE BRANCH)	
122.30	East of White Rock	Rock cut....Side
126.40	Latrobe	Rock cut....Side
126.50	East of Latrobe	Rock cut....Side
128.60	East of Latrobe	Rock cut....Side
	(WALNUT GROVE BRANCH)	
92.41	East of Baths	Bridge....Side
111.42	Snodgrass Slough	Bridge....Side
	(ROSEVILLE-SPARKS—EASTWARD)	
111.21	East of Rocklin	Antelope Creek Bridge....Side
114.20	East of Rocklin	Tunnel No. 15....Side and overhead
114.70	East of Rocklin	Tunnel No. 16....Side and overhead
117.30	East of Rocklin	Tunnel No. 17....Side and overhead
120.50	East of Newcastle	Tunnel No. 18....Side and overhead
122.70	East of Newcastle	Tunnel No. 19....Side and overhead
123.10	East of Newcastle	Tunnel No. 20....Side and overhead
124.60	East of Nevada St., Auburn	Tunnel No. 21....Side and overhead
131.20	East of Bowman	Tunnel No. 22....Side and overhead
132.70	East of Bowman	Tunnel No. 23....Side and overhead
132.90	East of Bowman	Tunnel No. 24....Side and overhead
133.10	East of Bowman	Tunnel No. 25....Side and overhead
133.30	East of Bowman	Tunnel No. 26....Side and overhead
133.80	East of Bowman	Tunnel No. 27....Side and overhead
134.80	East of Applegate	Tunnel No. 28....Side and overhead
135.90	East of Applegate	Tunnel No. 29....Side and overhead
138.70	East of Applegate	Tunnel No. 30....Side and overhead
139.20	East of Applegate	Tunnel No. 31....Side and overhead
139.40	East of Applegate	Tunnel No. 32....Side and overhead
164.34	East of Midas	Tunnel No. 1....Side and overhead
176.60	East of Emigrant Gap	Tunnel No. 35....Side and overhead
176.90	East of Emigrant Gap	Tunnel No. 36....Side and overhead
177.80	Crystal Lake	Tunnel No. 37....Side and overhead
177.87 to 198.91	Crystal Lake to Andover	Snow sheds and signals in Snowsheds ....Side and overhead
180.50	East of Cisco	Tunnel No. 38....Side and overhead
180.70	East of Cisco	Tunnel No. 39....Overhead
185.30	East of Cisco	Tunnel No. 40....Side and overhead
193.30	East of Norden	Tunnel No. 41....Side and overhead
200.10	East of Shed 47	Tunnel No. 42....Side and overhead
180.38	East of Cisco	Signal Bridge No. 1804....Overhead
182.38	East of Cisco	Signal Bridge No. 1824....Overhead
184.02	East of Cisco	Signal Bridge No. 1844....Overhead
188.03	East of Troy	Signal Bridge No. 1880....Overhead
189.88	East of Troy	Signal Bridge No. 1900....Overhead
191.75	Norden	Signal Bridge No. 1919....Overhead
201.28	East of Andover	Signal Bridge....Overhead
209.12	East of Truckee	Signal Bridge No. 2096....Overhead
210.60	East of Truckee	Signal Bridge No. 2106 ....Side and overhead
212.63	East of Truckee	Signal Bridge No. 2124 ....Side and overhead
214.71	East of Truckee	Signal Bridge No. 2146 ....Side and overhead
218.05	East of Boca	Signal Bridge No. 2180....Side
220.03	East of Boca	Signal Bridge No. 2200 ....Side and overhead
221.88	East of Boca	Signal Bridge No. 2220 ....Side and overhead
230.12	East of Floriston	Signal Bridge No. 2300....Overhead
231.50	Verdi	Signal Bridge No. 2316 ....Side and overhead
237.02	Lawton	Signal Bridge No. 2370....Overhead
238.90	East of Lawton	Signal Bridge No. 2390....Side
	(SPARKS-ROSEVILLE—WESTWARD)	
238.90	West of Reno	Signal Bridge No. 2389....Side
231.50	Verdi	Signal Bridge No. 2317 ....Side and overhead
230.12	West of Verdi	Signal Bridge No. 2301....Overhead
229.65	West of Verdi	3rd Truckee River Crossing....Side
221.88	West of Floriston	Signal Bridge No. 2219....Overhead
220.65	West of Floriston	1st Truckee River Crossing....Side
220.03	West of Floriston	Signal Bridge No. 2201....Side
218.26	West of Floriston	Highway Bridge....Overhead
218.05	West of Floriston	Signal Bridge No. 2181....Side
214.71	West of Boca	Signal Bridge No. 2147 ....Side and overhead
212.63	West of Boca	Signal Bridge No. 2125 ....Side and overhead
212.25	West of Boca	Highway Bridge....Overhead
210.60	West of Boca	Signal Bridge No. 2107....Overhead
209.12	West of Boca	Signal Bridge No. 2109....Overhead
207.55	West of Truckee	Signal Bridge No. 2075....Overhead
200.22	Andover	Tunnel No. 13....Side and overhead
198.91 to 177.87	Andover to Crystal Lake	Snowsheds and signals snow sheds ....Side and overhead
195.70	West of Shed 47	Tunnel No. 12....Side and overhead
195.20	West of Shed 47	Tunnel No. 11....Side and overhead
195.10	West of Shed 47	Tunnel No. 10....Side and overhead
194.90	West of Shed 47	Tunnel No. 9....Side and overhead
194.30	West of Shed 47	Tunnel No. 8....Side and overhead
194.25	West of Shed 47	Stone Wall....Side
194.10	West of Shed 47	Tunnel No. 7....Side and overhead
193.70	West of Shed 47	Tunnel No. 6....Side and overhead
191.75	West of Norden	Signal Bridge....Overhead
189.88	West of Norden	Signal Bridge No. 1901....Overhead
184.40	West of Troy	Signal Bridge No. 1841....Overhead
182.38	West of Troy	Signal Bridge No. 1823....Overhead
181.00	West of Troy	Tunnel No. 4....Side
180.70	West of Troy	Tunnel No. 3....Side and overhead
180.38	Cisco	Signal Bridge No. 1803....Overhead
164.34	West of Blue Canon	Tunnel No. 1....Side and overhead
132.90 to 122.00	West of New England Mills to West of Auburn	Rock Cuts....Side
127.86	Bowman	Highway Bridge....Overhead
120.50	Newcastle	Tunnel No. 18....Side and overhead
111.21	East of Rocklin	Under Structure....Side and overhead

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS

	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through slip switches	10
Through turnouts on other than sidings	10
On branches	10
On "R" St. Sacramento, between Front St. and Brighton	10
On Mather Field spur	10
On back tracks or engine leads to turntable, Sacramento	10
On tracks serving McClellan Field (Planehaven)	10
Through siding and turnout at Polk	20
Through crossovers Cisco, Boca	25
Through westward crossover Shed 47, MP 198.8	20
Through westward crossover Emigrant Gap No. 1 Track to No. 2 Track	25
Verdi crossover	20
Westward through crossover Norden, from No. 2 to No. 1 Track	25
Through siding Norden	20
Westward to eastward crossover to west end of Truckee	25
Through westward crossover, MP 207.64, Truckee, Calif.	25

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on pages 5 and 6, and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED
MP MP Column:	1	2
EASTWARD, SACRAMENTO TO SPARKS:		
88.54 to 89.20	10	10
89.20 to 90.00	25	25
90.00 to 91.61	35	35
91.61 to 92.56 (interlocking and bridge)	25	25
92.56 to 93.00	50	50
93.00 to 102.50	70	60
102.50 to 103.15	35	35
103.15 to 106.08	45	45
106.08 to 106.74	15	15
106.74 to 108.12 (No. 2 Track)	35	35
108.12 to 113.00 (No. 2 Track)	70	60
113.00 to 142.20 (No. 2 Track)	50	50
142.20 to 193.00 (No. 2 Track)	30	30
193.00 to 208.00 (No. 2 Track)	30	25
208.00 to 211.70 (No. 2 Track)	45	45
211.70 to 224.00 (No. 2 Track)	40	40
224.00 to 241.63 (No. 2 Track)	45	45
241.63 to 244.16 (No. 2 Track) (Reno)	20	20
244.16 to 246.20 (No. 2 Track)	30	30
EASTWARD, POLK TO ELVAS:		
132.00 to 133.17	70	60
133.17 to 134.10	45	45
134.10 to 136.00	40	40
136.00 to 136.38 (wye to Roseville)	25	25
136.00 to 136.36 (wye to Sacramento)	20	20
EASTWARD, BRIGHTON TO PLACERVILLE:		
94.67 to 94.74	..	15
94.74 to 96.05	..	40
96.05 to 109.77	..	45
109.77 to 111.05	..	40
111.05 to 111.34	..	15
111.34 to 114.00	..	25
114.00 to 122.20	..	35
122.20 to 139.00	..	20
139.00 to 139.30	..	15
139.30 to 149.07	..	20
149.07 to 150.01	..	10
EASTWARD, FOLSOM JCT. TO FOLSOM	..	20
EASTWARD, CITRUS TO FAIR OAKS.	..	20
EASTWARD, SACRAMENTO TO ISLETON:		
89.59 to 90.50	..	20
90.50 to 122.09	..	25

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED
MP MP Column:	1	2
WESTWARD, SPARKS TO SACRAMENTO:		
246.20 to 244.16 (No. 1 Track)	30	30
244.16 to 241.63 (No. 1 Track) (Reno)	20	20
241.63 to 224.00 (No. 1 Track)	45	45
224.00 to 211.70 (No. 1 Track)	40	40
211.70 to 208.00 (No. 1 Track)	45	45
208.00 to 194.00 (No. 1 Track)	30	30
194.00 to 115.13 (No. 1 Track)	30	25
115.13 to 113.98 (No. 1 Track)	40	40
113.98 to 113.26 (No. 1 Track)	55	55
113.26 to 111.27 (No. 1 Track)	70	60
111.27 to 111.03 (No. 1 Track)	40	40
111.03 to 108.12 (No. 1 Track)	70	60
108.12 to 106.74 (No. 1 Track)	35	30
106.74 to 106.08	15	15
106.08 to 102.50	45	45
102.50 to 93.00	70	60
93.00 to 92.56	50	50
92.56 to 91.61 (bridge and interlocking)	25	25
91.61 to 90.00	35	35
90.00 to 89.15	25	25
89.15 to 88.54	10	10
WESTWARD, ELVAS TO POLK:		
136.38 to 135.99 (wye from Roseville)	25	25
136.36 to 135.99 (wye from Sacaramento)	20	20
135.99 to 134.10	40	40
134.10 to 132.00	70	60
WESTWARD, PLACERVILLE TO BRIGHTON:		
150.01 to 149.07	..	10
149.07 to 139.30	..	20
139.30 to 139.00	..	15
139.00 to 122.20	..	20
122.20 to 114.00	..	35
114.00 to 111.34	..	25
111.34 to 111.05	..	15
111.05 to 109.77	..	40
109.77 to 96.05	..	45
96.05 to 94.74	..	40
94.74 to 94.67	..	15
WESTWARD, FOLSOM TO FOLSOM JCT	..	20
WESTWARD, FAIR OAKS TO CITRUS	..	20
WESTWARD, ISLETON TO SACRAMENTO:		
122.09 to 90.50	..	25
90.50 to 89.59	..	20

Freight trains must not exceed 20 MPH (westward) from MP 192.10 (Norden) to MP 113.26 (Loomis) and (eastward) from MP 192.00 (Norden) to MP 209.10 (Truckee) when retaining valves required in accordance with Air Brake Rule 17.

Engine, flanger and caboose only may operate at speeds shown in Column 1, except maximum speed must not exceed 45 MPH on tangent track and 35 MPH on curves, and between Colfax and Truckee, may operate at 35 MPH.

Limits within which trains are specifically authorized to operate at Column 1 speed not exceeding 65 MPH under the conditions specified in All Sub-Divisions, Page 7, Miscellaneous, Item No. 28:

Eastward	Westward
MP 93.00 to MP 102.50	MP 113.26 to MP 111.27
MP 108.12 to MP 113.00	MP 111.03 to MP 108.12
	MP 102.50 to MP 93.00

RULE 4-B. WPRR timetable bulletins will be posted at Carlin, Wendel and Sparks.

RULE 10-J. Speed signs to right of track with one track intervening:

Westward	Reading
MP 343.91	70–60
MP 417.44	70–60

Speed signs located to left of track in direction of movement:

Westward	Reading	Eastward	Reading
MP 244.91	20	MP 240.93	20
MP 247.89	30	MP 244.16	30
MP 248.64	70–50	MP 247.14	70–60
MP 249.36	70–60	MP 248.61	35
MP 265.56	60		

RULE 14. Tule: WPRR westward trains must sound whistle signal o — —, when passing sign reading "WP whistle" located at MP 425.10.

RULE 20. Sections of WPRR schedules required to display signals will display green flags in addition to green lights.

RULE 82-A. Extra trains originating at Hazen and operating between Hazen and Fallon will display engine number of the lead unit leaving Hazen and are authorized to operate as extra trains between Hazen and Fallon without obtaining a clearance at Hazen or Fallon.

Unless otherwise provided, eastward trains must not leave Winnemucca without obtaining WPRR clearance and train orders, if any, which will apply on WPRR from Weso to Carlin.

RULE 83. Extra trains originating at Hazen enroute Fallon, in addition to information required by train register, must register destination of trip (turning point) and date of departure in the column captioned "Signals." When trip has been completed, date of arrival at Hazen must also be entered in column captioned "Signals."

An extra train enroute Fallon from Hazen must not leave Hazen until it has been ascertained from the train register that all preceding extra trains via the route to be used have completed their trip and registered time and date of arrival at Hazen accordingly.

RULE 83-A. At the following stations only trains indicated will register:

Winnemucca.....Eastward first-class trains.

RULE 83-B. At open train-order offices, trains may register by ticket as follows:

Carlin.....Westward WPRR first-class trains.
Winnemucca.....Eastward first-class trains.

Train-order operator Winnemucca will telephone such registrations to WPRR train-order operator at WPRR Winnemucca who will enter on WPRR train register and repeat registration for verification.

RULE 93. Yard limits within which the provisions of Rule 93 will apply are established at the following points:

West MP		East MP
241.63	Sparks	247.60
	Hazen (Mina Branch)	289.47
	" (Fallon Branch)	289.23
	Fernley (Wendel Line)	277.50
356.00	Wendel	360.08
415.36	Mina	418.00
533.40	Carlin	536.46

Carlin: Eastward trains via Southern Pacific portion of paired track must not pass stop sign located at Mile Post 533.75 unless orally authorized or proceed signal received.

Sparks: When trains are to be crossed over westward main track, switchman must not give proceed signal to engineer until trains moving on westward main track have stopped or crossover switches are lined for movement.

Movement from engine leads must not foul eastward main track except on proceed signal from switchman.

Switchman at Sparks must use green flag by day and green light by night in giving proceed signals to trains for movement on yard tracks and when making moves of any kind with road engines.

RULE D-97 will apply:

Between Sparks and beginning of CTC Vista.

From Carlin to Weso and between Rose Creek and beginning CTC Perth.

On both main tracks between MP 336.5, Flanigan and interlocking limits MP 337.9.

RULE 99-C. Will apply on Mina Branch.

RULE 103-A. Automatic crossing gates:

At the following stations there are crossings protected by gates which are not actuated when trains are stopping at station to receive or discharge traffic until train starts to move toward crossing, and speed of 10 MPH must not be exceeded until gates are down:

Station	Location	Direction	MP
Reno	Sierra St.	Westward	242.80
Reno	Virginia St.	Westward	243.00
Reno	Center St.	Westward	243.10

Locations at which train must stop to avoid unnecessary operation of crossing gates while receiving or discharging traffic:

Station	Location	Direction
Reno	60 ft. east of Center St.	Westward
Reno	230 ft. east of Virginia St.	Westward
Reno	60 ft. east of Virginia St.	Westward
Winnemucca	200 ft. west of Bridge St.	Eastward

Lovelock: Eastward passenger trains making station stop will stop with rear of train clear of 8th Street crossing.

Winnemucca: Passenger trains making station stop must stop with train clear of Bridge St. crossing.

Westward freight trains stopping to perform switching must leave train east of Bridge St. crossing or in siding, so as not to block crossing while engine is being attached or detached.

Eastward trains stopping on main track or siding at Winnemucca must stop 200 feet west of Bridge St. Markers on south side of tracks.

Battle Mountain: Freight trains stopping to perform switching must leave train east of main road crossing to avoid blocking crossing when engine is coupled to train.

RULE 104. The normal position of rigid switches at end of double track and junctions is as follows:

Fernley (Wendel Line).....For controlled siding.
Hazen (Mina Branch).....For controlled siding.
Hazen (Fallon Branch).....For Mina Branch.
Wendel.....For Alturas Subdivision of the Oregon Division.

RULE 107. Station train indicator provided in approach to following station:

Westward

Reno (On signal bridge with Signal 2437)

When illuminated this indicator will convey the following information:

TRAIN—Train at platform on opposite track.
CLEAR—Indicator in service.

When neither TRAIN nor CLEAR is illuminated, indicator is out of service and prompt report must be made to chief train dispatcher.

RULE D-151. Double track operation established on both main tracks between MP 336.50. Flanigan and Flanigan interlocking limits MP 337.70. These two main tracks designated as eastward main track and westward main track.

RULE 204. WPRR train orders and clearances will be issued at SP train order office Wendel, and will apply to those who are to execute them on WPRR tracks between Flanigan and Weso.

RULE 206. Second paragraph will not apply to WPRR engines between Carlin and Weso.

RULE 221. Lights will not be displayed in train order signals on the Mina Branch.

RULE D-251 will apply as follows:

On both tracks between Sparks and beginning of CTC Vista.
On both tracks from end of CTC Perth to Rose Creek.
On both main tracks between MP 336.50, Flanigan and interlocking limits, MP 337.70.

RULE 292. Carlin: Eastward SP trains or engines moving from west detour to Carlin Yard must not pass light unit mounted on mast at MP 534.10 on west detour unless flashing white light is displayed or proceed signal is received from switchman or orally authorized to proceed.

When flashing white light is displayed, trains and engines may proceed at restricted speed on route lined without stopping.

RULE 306. The following block signals equipped with triangular plate bearing the letter "P" have included in their control limits some special protective device. Absolute signals are listed as "P-A" or "P-SA"; interlocking signals are listed as "I" or "P-SA".

Eastward Signal	Protection	Westward Signal
P-2508	Rock slide fence, MP 252.47	P-A
P-A		P-A
		P-A
P-A	Rock slide fence, MP 254.52	P-2553
P-A		
P-2554	Rock Slide fence, MP 256.59	P-A
P-A		P-A
		P-A
P-A	Collision detector, roadway underpass, MP 275.36	P-A
		P-A
P-I	Spring switch west end siding, Winnemucca.	
	Spring switch east end siding, Winnemucca..	P-I
	Rock slide fence, MP 517.50-MP 518.10....	P-5181
	Rock slide fence, MP 524.38	P-5255
	Rock slide fence, MP 527.00-MP 527.57....	P-5277
	Rock slide fence, MP 530.54-MP 530.57....	P-5315
	Rock slide fence, MP 530.65-MP 530.73....	P-5315
P-SA	Spring switch, west end double track	
P-SA	Flanigan	
	Spring switch, east end double track Flanigan	P-3379
	Spring switch, SPCo and WPRR connection	P-I
		P-I
P-I	High water detector Bridge MP 345.68 between Herlong and Stacy	P-I

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Sparks: Eastward freight trains, except BAX, OVE, and R Blocks, must stop before passing Signal 2452 unless proceed signal received from switchman or orally authorized. If proceed signal received from switchman or orally authorized and signal displays stop indication, movement may be made as prescribed by Rule 507.

Signal 2468 governs movement of eastward trains from yard tracks. This signal is normally dark until switches are lined for crossover movement. If proceed signal received from switchman or orally authorized and signal displays stop indication, train may proceed in accordance with Rule 513.

Westward freight trains, except Advance FMS, FMS Adv. WCM or WCM, must stop before passing Signal 2467 unless proceed signal received from switchman or orally authorized. If proceed signal received from switchman or orally authorized, and signal displays stop indication, movement may be made as prescribed by Rule 507.

Carlin: Signal 5345 governs movement of westward trains from yard tracks and is normally dark until switches are lined for crossover movement. If proceed signal received from switchman or orally authorized, and signal displays stop indication, train may proceed in accordance with Rule 513.

Flanigan: Automatic block signals on both main tracks between MP 336.50 and interlocking limits MP 337.80 govern movements with designated current of traffic only.

Two unit westward interlocking signal west end double track MP 336.50 governs movements as follows:

Top unit—via WPRR main track.

*Bottom unit—Across WPRR main track via SP.

*Unit equipped with letter type indicator for display of letter "S" which must be illuminated for movements via SP across WPRR main track. When letter "S" is illuminated, crews of SP trains operating via SP will hand throw spring switch at east end of WPRR connection for movement across WPRR main track and when spring switch properly lined, bottom unit will display proceed indication.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location		Normal Position
Winnemucca..	East end siding	Main track
Winnemucca..	West end siding	Main track
Weso	West switch, west crossover between SP and WPRR main tracks	WPRR main track
Flanigan	East end double track, MP 337.90	Westward track
*Lovelock	West end westward siding	Westward track
*Lovelock	East end eastward siding	Eastward track
*Rye Patch	East end middle siding	Eastward track
*Cosgrave	East end middle siding	Eastward track
Weso	East switch, east crossover between WPRR and SP main tracks	WPRR main track
*Mote	West end siding (Push buttons in box on relay case north of signal)	Main track
*Mosel	West end siding (Push buttons in box on relay case south of signal)	Main track
Flanigan	West end double track, MP 336.50	Eastward track
Flanigan	East end WPRR conn. MP 336.50	WPRR main track

*Equipped with switch point indicator.

Sparks: Spring switches equipped with switch point indicators are located as follows:

East end of Tracks 21 and 22.
West end of Tracks 21 and 23.

RULE 605. INTERLOCKING

Wendel-Flanigan: Limits extend between eastward signal east end double track MP 337.90, Flanigan and westward signal MP 357.20, Wendel, and is under control of operator, Wendel.

Flanigan: Limits extend between westward interlocking signals end of double track, MP 336.50 to WPRR signal, MP 384.35 and to SP eastward signal MP 336.20.

WPRR end of WPRR connection on WPRR is dual control switch.

Route selection of trains over WPRR crossing and via WPRR main track are under control of WPRR train dispatcher.

When trains are stopped by signals governing use of interlocking and no WPRR train can be seen approaching or moving through the interlocking, member of crew must consult with WPRR train dispatcher by telephone located at the crossing.

When instructed by WPRR train dispatcher to use emergency release for movement over WPRR crossing, operate push button in iron box at crossing.

After push button is operated, red indicator light when displayed indicates time release is in operation. After time interval has elapsed yellow indicator light should be displayed, indicating signals on intersecting line display stop indication, and train may then proceed in accordance with Rule 663(c).

If yellow light is not displayed, train may proceed only after providing necessary protection on intersecting track as required by Rule 663(c).

Instructions for operating push button release posted inside of box at crossing.

Winnemucca: Limits extend between eastward signals located at end of double track Rose Creek, MP 406.50 and Weso, MP 420.75.

Trains required to enter siding must not pass interlocking signal in advance of spring switch until switch has been lined for siding. Telephones located at interlocking signals.

Weso: Limits extend between eastward signal on SP track, MP 420.75 and eastward signal on WPRR track, MP 535.80 to westward signals on SP track, MP 421.00 and westward signal on WPRR track, MP 536.00 and is under the control of WPRR train dispatcher at Sacramento.

East switch of west crossover and west switch of east crossover are dual control switches. When necessary to hand throw these switches permission must be obtained from WPRR train dispatcher, except when movement is made under the provisions of Rule 663(c), and be governed by Rules 771 and 772. Telephones located at interlocking signals.

West switch of west crossover equipped with an electric switch lock. Permission must be obtained from WPRR train dispatcher before movement is made through crossovers from WPRR main track to SP main track and be governed by Rule 663(b).

When interlocking signals display stop indication and cannot be cleared by WPRR train dispatcher, movement, except westward movement to WPRR track, may be made under the provisions of Rule 663(b), except if unable to contact WPRR train dispatcher and it can be seen there is no train closely approaching the route to be used, movement may be made as prescribed by Rule 663(c). When movement is made under the provisions of Rule 663(c), a member of crew must examine switches to see that points are in proper position for movement, and on dual control switches that selector lever is placed in "hand" position until movement over switch has been completed. After movement has been completed dual control switches must be restored to "motor" position and locked.

When interlocking signals display stop indication, westward movement to WPRR track may only be made as prescribed by WPRR Rule 509(a).

Westward inferior WPRR trains must arrive Weso sufficiently in advance of superior WPRR trains to avoid delaying them between Weso and Winnemucca.

Letter "A" has been added to westward home signal at Weso. Letter "A" applies to WPRR only.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and requires movement as follows
W	7-ft. mast MP 241.69	Reno	Eastward trains must stop west of Keystone Street, MP 242.11, and not proceed until it is known that westward passenger train at Reno passenger station has started moving.
S	3428	West end eastward siding Lovelock	Enter eastward siding and remain until letter "M" displayed.
M	3429	West end westward siding Lovelock	**Enter main track and proceed as prescribed by Rule D-251.
M	3442	East end eastward siding Lovelock	**Enter main track and proceed as prescribed by Rule D-251.
S	3449	East end westward siding Lovelock	Enter westward siding and remain until letter "M" displayed.
S	3642	Rye Patch	*Enter siding and remain until letter "M" is displayed.
M	3-ft. mast	West end siding Rye Patch	**Enter main track and proceed as prescribed by Rule D-251.
M	3660	Rye Patch	**Enter main track and proceed as prescribed by Rule D-251.
S	3663	Rye Patch	*Enter siding and remain until letter "M" is displayed.
S	3958	Cosgrave	*Enter siding and remain until letter "M" is displayed.
M	3-ft. mast	West end siding Cosgrave	**Enter main track and proceed as prescribed by Rule D-251.
M	3978	East end siding Cosgrave	**Enter main track and proceed as prescribed by Rule D-251.
S	3977	Cosgrave	*Enter siding and remain until letter "M" is displayed.
S	P-I	Winnemucca eastward	Enter siding.
S	P-I	Winnemucca westward	Enter siding.
S	Signal 5091	East end siding Beowawe	Enter siding and remain until letter "M" is displayed.

S3428, S3449, S3642, S3663, S3958, S3977, S...Signal 5091; train taking siding because of the S indication located at the above signals, if letter M cannot be illuminated and if no means of communication is available, train may proceed after complying with Rules 513 and D-251.

Illum. Letter	On Signal	Approaching	Authorizes and requires movement as follows
T	4399	Preble	Call train dispatcher from first telephone.
M	7-ft. mast	West end siding** Beowawe	Enter main track and proceed.

When illuminated Letter "S" is displayed on Signal 5091, Signal 5091 will display red aspect and Signal 5107 will display yellow aspect.

W	4653	Mote*	Westward trains must stop and not proceed until indicator is extinguished. *When westward train finds Signal 4653 displaying stop indication and W letter type indicator not illuminated, member of train crew must contact train dispatcher before proceeding.

When westward Signal 4655 west end Mote displays stop indication and W letter type indicator on Signal 4653 is illuminated, train must not proceed until W is extinguished.

*When necessary to use siding and Letter "S" is not displayed, permission must first be obtained from train dispatcher.

**Display of Letter "M" for trains does not relieve conductors and engineers of compliance with Rule 513.

RULE 705. HOT BOX DETECTORS

Illum. Letter	On Signal	Approaching	Location of Readout
H	2683	Thisbe	Westward Absolute Signal W.E. Thisbe
W	2684	Fernley	
W	2713	Thisbe	
H	2742	Fernley	Eastward Absolute Signal E.E. Fernley
H	2945	Massie	Westward Absolute Signal W.E. Massie
W	2956	Upsal	
W	2979	Massie	
H	2998	Upsal	Eastward Absolute Signal E.E. Upsal
H	3223	Ocala	Westward Absolute Signal W.E. Ocala
W	3224	Toy	
W	3255	Ocala	
H	3256	Toy	Eastward Absolute Signal E.E. Toy
W	3460	Colado	
H	3478	Colado	MP 350.7 Colado
H	3541	Colado	MP 350.7 Colado
W	3559	Colado	
W	3784	Imlay	
H	3824	Imlay	MP 384.2 Imlay
H	3855	Imlay	MP 383.1 Imlay
W	3881	Imlay	
H	4103	Rose Creek	MP 407.8 Rose Creek
W	4104	Winnemucca	
W	4127	Rose Creek	
H	4150	Winnemucca	MP 417.4 Winnemucca
H	4243	Tule	MP 422.8 Tule
W	4293	Tule	
H	4631	Valmy	MP 460.5 Valmy
W	4653	Mote	
H	4893	Argenta	MP 487.4 Argenta
W	4917	Argenta	
H	5091	Beowawe	MP 507.7 Beowawe
W	5133	Beowawe	

Scanner Site MP	Direction	Location
270.5	East and West	Thisbe-Fernley
297.0	East and West	Massie-Upsal
323.7	East and West	Ocala-Toy
346.2	East	Lovelock-Colado
355.8	West	Colado-Woolsey
380.2	East	Humboldt-Imlay
387.2	West	Imlay-Mill City
412.0	East and West	Rose Creek-Winnemucca
427.3	West	Tule-Golconda
465.0	West	Valmy-Mote
491.0	West	Argenta-Mosel
512.5	West	Beowawe-Harney

Refer to Rule 705 All Subdivisions.

When letter H is illuminated, train must be stopped before reaching location of readout and member of crew must open hot bearing detector box. When letter W is illuminated train must stop and not proceed until indicator is extinguished. Telephone located near letter W.

RULE 760. CENTRALIZED TRAFFIC CONTROL

Limits extend from MP 249.27 Vista to MP 340.26 Perth.

GENERAL REGULATIONS

RULE 812. Be governed by current timetables, bulletins and rules of WPRR, on WPRR track between Weso and Carlin.

SP trains and engines are authorized to operate over WPRR tracks between WPRR MP 384.38, Flanigan and WPRR MP 535.94, Weso and existing WPRR paired track connection Weso subject to WPRR rules Operating Department, timetable and special instructions, and timetable bulletins.

RULE 824. Loaded cars must not be switched at Thorne unless air brakes are cut in and in service on all cars.

RULE 825. Not less than five hand brakes must be set on east end of freight trains or cars in Sparks yard. Hand brakes will not be set if outgoing crew takes charge of train on arrival and if inbound crew is advised by yardmaster that engine is not to be detached.

RULE 872. Enginemen taking charge of road engines at Sparks and Carlin will consider engines as having been amply supplied with fuel, water and sand.

AIR BRAKE RULES

FREIGHT AND MIXED TRAINS

RULE 17. Retaining valves must be used on descending grades as follows:

Reservation to Schurz

WITHOUT DYNAMIC BRAKE IN OPERATION: One retaining valve for each 80 tons in train. If gross tonnage exceeds 80 tons per operative brake, retaining valves must be used on all cars and speed must not exceed 15 MPH.

WITH DYNAMIC BRAKE IN OPERATION:

Permissible Tons Per Unit Without Retaining Valves*

	Basic-Dynamic Brake		Extended Range Dynamic Brake		
	4 Axle	6 Axle	4 Axle	6 Axle	8 Axle
With dynamic brake in operation but WITHOUT pressure maintaining system of braking	650	950	800	1200	1600
With dynamic brake in operation and WITH pressure maintaining system of braking	1600	2400	2000	3000	4000

If permissible tonnage is exceeded, one retaining valve must be used for each 150 tons in excess thereof.

Locomotive classes AF 628, AF 630, EF 425, EF 623, EF 625, EF 630, EF 636, GF 425 (except units 6700-6727), GF 628, GF 630, GF 633, EF 850B and GF 850 are equipped with extended range dynamic brake.

*If any unit having basic dynamic brake is operated with units having extended range dynamic brake, all units in consist must use tonnage authorized for units having basic dynamic brake.

RULE 24-B. Sparks: Incoming engineer, after completing stop, must make a full service brake application leaving brakes applied. When outgoing crew takes charge of train on arrival or otherwise is assured, upon request, that continuity of brake pipe has not been distrubed, engineer will release brake and proceed.

FREIGHT TRAINS

RULE 25. Will apply to eastward trains at Reservation when retaining valves are being used.

RULE 33. Reservation to Schurz
Maximum tonnage per operative brake—80 tons, except with dynamic brake and pressure maintaining system of braking in operation: with not more than 20 cars for each six axles of dynamic brake; with speed not exceeding 25 MPH, and with all retaining valves on loaded cars in high pressure position—100 tons.

Should dynamic brake failure occur while handling in excess of 80 tons per operative brake, train may proceed at speed not exceeding 15 MPH if in judgment of conductor and engineer it is safe to do so, and provided retaining valves are used as prescribed by **Air Brake Rule 17.**

Restrictive grades are as follows:

MINA BRANCH

Eastward	MP to MP		Speed MPH
	337.5	340.0	25
	347.5	351.5	25
	394.2	396.6	25
Westward	394.2	393.0	25

MISCELLANEOUS

To reduce hazard incident to blasting operations of Nevada Barth, Inc., radio transmitter must not be used between Mile Post 523 and Mile Post 517, between the hours of 6:30 AM and 4:00 PM, daily.

Do not exceed 3 MPH while operating over Nevada Barth Company track scales at Barth.

Dragging and/or derailed equipment detectors and indicators in service at following locations:

MP	Location
*479.65	East of Battle Mountain
*498.60	East of Mosel
*513.20	East of Beowawe

*Equipped with automatic device to extinguish blue lights after nine minute interval. Not necessary for trainmen to extinguish lights after examination of train for defects.

The indicators, applying to trains in both directions, are mounted on post opposite the detectors. Normal indication dark. When indicator is activated, blue indicator lights will be displayed in both directions and when illuminated, engineman or trainman will immediately take action to stop train and make inspection of train and track. If there is no dragging equipment, derailment, or track disturbance, or if cause for display of indication is detected and condition is detected, cut-out switch located in lower part of case at indicator will be opened and report made to train dispatcher. Should approaching train observe blue indication, train must be stopped, cutout switch opened, and report made to dispatchers. Telephone located at each detector.

Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
All engines	Luning—Over coal pit on industry track.
All except AS407, 409, 410, ES 406, 408, 409, BS 412, GS 404, 407 class	Reno—All industry tracks north of eastward main track between Park St. and WPRR interchange.

Load limit (car and contents):

Sparks-Carlin	315,000 pounds
Fernley-Wendel	315,000 pounds
*Hazen-Fallon	263,000 pounds
Hazen-Wabuska	281,000 pounds
Wabuska-Mina	263,000 pounds

*Speed of trains handling cars with gross weight in excess of 199,000 pounds must not exceed 20 MPH.

Unless authorized by Superintendent, heavier loads must not be handled.

SP and WPRR eastward trains will use WPRR track from Weso to Carlin being governed by WPRR rules, timetable, special instructions and timetable bulletins.

SP and WPRR westward trains will use SP track from Carlin to Weso being governed by SP rules, timetable, special instructions and timetable bulletins.

Current of traffic on SP track from Carlin to Weso is westward and trains will operate under SP rules applicable to double track.

Movements against the current of traffic on SP track must not be made except under flag protection or as authorized by train order.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location		Description
Impaired clearance in toe path exists on north side of house tracks Sparks where industry has cement unloading facility.			
249.84	Vista	Truckee River bridge No. 5	Overhead & side
250.99	Vista	Truckee River bridge No. 6	Overhead & side
258.07	Patrick	Truckee River bridge No. 7	Overhead & side
299.87	Wadsworth	Truckee River bridge No. 1	Side
295.05		Government canal bridge	Side
302.08	Fallon	Carson River bridge	Side
302.50	Fallon	Government canal bridge	Side
518.91	Barth	Humboldt River bridge No. 6	Side
519.68	Barth	Humboldt River bridge No. 8	Overhead & side
523.25		WPRR crossing	Overhead
523.34		Humboldt River bridge No. 14	Overhead & side
525.15	Palisade	Humboldt River bridge No. 15	Side
525.20	Palisade	Tunnel No. 1	Overhead & side
525.42	Palisade	Humboldt River bridge No. 16	Side

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on pages 5 and 6, and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED
MP MP Column:	1	2
EASTWARD, SPARKS TO WESO:		
246.20 to 247.14	30	30
247.14 to 249.36	70	60
249.36 to 249.40 (spring switch)	35	35
249.40 to 252.06	70	60
252.06 to 253.80	60	60
253.80 to 256.72	70	60
256.72 to 262.34	70	60
262.34 to 264.81	60	60
264.81 to 270.85	70	60
270.85 to 273.76	60	60
273.76 to 274.12	55	55
274.12 to 340.16	70	60
340.16 to 340.23 (through turnout)	60	60
340.23 to 343.91	70	60
343.91 to 344.80	70	60
344.80 to 405.77	70	60
405.77 to 406.50	70	60
406.50 to 406.54 (through turnout)	60	60
406.54 to 417.44	70	60
417.44 to 417.46 (Winnemucca)	45	45
417.46 to 420.12	70	60
420.12 to 420.87	70	45
420.87 to WP 535.97 (through crossover to WPRR)	25	25

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED
MP MP Column:	1	2
WESTWARD, CARLIN TO SPARKS:		
534.80 to 533.90	25	25
533.90 to 530.51	60	60
530.51 to 528.00	70	60
528.00 to 525.86	45	45
525.86 to 517.90	55	50
517.90 to 500.91	70	60
500.91 to 500.31	65	60
500.31 to 443.84	70	60
475.80 to 443.84	70	60
443.84 to 442.60	75	60
442.60 to 434.28	70	60
434.28 to 433.89	70	60
433.89 to 428.62	70	60
428.62 to 424.74	60	60
424.74 to 422.29	70	60
422.29 to 421.86	70	60
421.86 to 420.87	70	60
420.87 to 417.46	70	60
417.46 to 417.44 (Winnemucca)	45	45
417.44 to 406.54	70	60
406.54 to 406.50 (through turnout)	60	60
406.50 to 344.80	70	60
344.80 to 343.91	70	60
343.91 to 340.23	70	60
340.23 to 340.16 (through turnout)	60	60
340.16 to 274.12	70	60
274.12 to 273.76	55	55
273.76 to 270.85	60	60
270.85 to 264.81	70	60
264.81 to 262.34	60	60
262.34 to 253.80	70	60
253.80 to 252.06	60	60
252.06 to 249.40	70	60
249.40 to 249.36 (spring switch)	50	50
249.36 to 247.89	70	60
247.89 to 247.14	70	50
247.14 to 246.20	30	30

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution NOT Exceeding MPH
Through yard and other tracks, crossovers and turnouts, except:	15
Through turnouts on other than sidings	10
On any wye	10

SPEED RESTRICTIONS ON SIDINGS AND CROSSOVERS

Location	Speed	Location	Speed
Hafed	20	Lovelock-North	15
Patrick	20	Lovelock-South	15
Clark	20	Rye Patch	10
Thisbe	25	Imlay	15
Fernley	20	Cosgrave	10
Darwin	25	Winnemucca	25
Hazen	20	Preble (Crossover)	20
Massie	20	Iron Point	20
Upsal	25	Mote	20
Parran	25	Battle Mountain	20
Ocala	25	Mosel	20
Toy	25	Beowawe	20
Granite Point	25		

Freight and mixed trains containing no restricted cars are authorized to operate at Column 1 speeds not exceeding 65 MPH under conditions specified in All Subdivisions, Page 7, Miscellaneous, Item No. 28.

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on pages 5 and 6, and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED
MP MP Column:	1	2
EASTWARD, FERNLEY TO WENDEL:		
275.86 to 275.92 (junction switch)	15	15
275.92 to 276.83	30	30
276.83 to 286.43	35	35
286.43 to 288.23	30	30
288.23 to 305.72	35	35
305.72 to 306.26	30	30
306.26 to 320.28	35	35
320.28 to 321.41	30	30
321.41 to 336.39	35	35
336.39 to 336.51 (Flanigan)	20	20
336.51 to 337.93 (E. B. Main)	20	20
337.93 to 346.00	60	60
346.00 to 356.52	50	50
356.52 to 357.27	30	30
357.27 to 358.70	15	15
①EASTWARD, HAZEN TO MINA:		
288.35 to 288.62	25	25
288.62 to 288.73	30	30
288.73 to 296.18	49	49
296.18 to 297.09	40	40
297.09 to 299.90	49	49
299.90 to 301.06	40	40
301.06 to 301.56	35	35
301.56 to 302.95	40	40
302.95 to 303.36	35	35
303.36 to 315.53	49	49
315.53 to 317.13	40	40
317.13 to 317.23	30	30
317.23 to 318.06	49	49
318.06 to 318.15	25	25
318.15 to 319.21	40	40
319.21 to 319.57	35	35
319.57 to 324.68	40	40
324.68 to 325.10	35	35
325.10 to 328.00	49	49
328.00 to 349.67	20	20
349.67 to 349.76	15	15
349.76 to 357.50	20	20
357.50 to 361.50	35	35
361.50 to 369.83	20	20
369.83 to 371.08	25	25
371.08 to 383.00	20	20
383.00 to 417.00	25	25
①EASTWARD, HAZEN TO FALLON:		
288.35 to 303.90	25	25

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED
MP MP Column:	1	2
WESTWARD, WENDEL TO FERNLEY:		
358.70 to 357.27	15	15
357.27 to 346.00	50	50
346.00 to 337.26	60	60
337.26 to 336.51	40	40
336.51 to 336.39 (Flanigan)	20	20
336.39 to 321.41	35	35
321.41 to 320.28	30	30
320.28 to 306.26	35	35
306.26 to 305.72	30	30
305.72 to 288.23	35	35
288.23 to 286.43	30	30
286.43 to 276.83	35	35
276.83 to 275.92 (junction switch)	30	30
275.92 to 275.86 (jct. switch & crossover)	15	15
①WESTWARD, MINA TO HAZEN:		
417.00 to 383.00	25	25
383.00 to 371.08	20	20
371.08 to 369.83	25	25
369.83 to 361.50	20	20
361.50 to 357.50	35	35
357.50 to 349.76	20	20
349.76 to 349.67	15	15
349.67 to 328.00	20	20
328.00 to 325.10	49	49
325.10 to 324.68	35	35
324.68 to 319.57	40	40
319.57 to 319.21	35	35
319.21 to 318.15	40	40
318.15 to 318.06	25	25
318.06 to 317.23	49	49
317.23 to 317.13	30	30
317.13 to 315.53	40	40
315.53 to 303.26	49	49
303.36 to 302.95	35	35
302.95 to 301.56	40	40
301.56 to 301.06	35	35
301.06 to 299.90	40	40
299.90 to 297.09	49	49
297.09 to 296.18	40	40
296.18 to 288.73	49	49
288.73 to 288.62	30	30
288.62 to 288.35	25	25
①WESTWARD, FALLON TO HAZEN:		
303.90 to 288.35	25	25

①EF415A class engines must not exceed 25 MPH between Wabuska and Mina, and Hazen and Fallon.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, crossovers and turnouts	10

RULE 10-I. Rule 10-I may be applied Alazon to Carlin to WPRR trains without issuance of Form Y train orders.

Trains and engines operating Alazon to Carlin must proceed prepared to respect yellow "Proceed Prepared to Stop" signs and red "Conditional Stop" signs displayed in accordance with this rule, and when so displayed such trains may proceed only as prescribed by this rule.

RULE 10-J. Speed sign to right of track with one track intervening:

Westward	Reading
MP 607.10	79–60

Speed signs to left of track in direction of movement:

Westward	Reading	Eastward	Reading
MP 753.25	30–20 Trestle	MP 616.25	50
MP 753.25	Thru Turnout 20		
MP 641.59	79–60		

Speed signs duplicated to left of track:

Westward	Reading	Eastward	Reading
MP 753.25	60	MP 616.84	60
MP 739.70	79–60	MP 738.95	60
		MP 738.95	30–20

RULE 14. Carlin: Westward—Approaching east end yard:

SP freight trains, o — o,
WPRR trains, — o.

RULE 20. Sections of WPRR schedules required to display signals will display green flags in addition to green lights.

RULE 82-A. Eastward SP regular trains authorized on WPRR are also authorized to assume corresponding schedule or section of schedule at Alazon without obtaining SP clearance.

Eastward trains may be authorized to assume timetable schedule at Wells, by clearance OKed by Chief Train Dispatcher, without train order authority.

WPRR regular trains authorized on WPRR are also authorized to assume corresponding schedule or section of schedule at Alazon without obtaining SP clearance.

WPRR trains originating at WPRR Elko must obtain SP slearance "Ok'd" by SP chief train dispatcher.

RULE 83. Conductor of westward freight trains at Ogden will notify train dispatcher through operator at 21st St. when their train is ready to leave, but will not depart until permission received from train dispatcher, and from yardmaster or his representative.

Work extras on SP track must not leave Elko until it has been ascertained that regular trains have arrived or left.

RULE 83-A. At the following stations only the trains indicated will register:

Elko.....Westward first-class trains.

Engineers on light engines terminating at Ogden, will register at Engine Crew Dispatcher's office instead of "YD" telegraph office.

Train register for this purpose is located in Engine Crew Dispatcher's office, Ogden.

RULE 83-B. At open train-order offices train may register by ticket as follows:

Carlin.....Westward WPRR first-class trains,
Elko.....Westward first-class trains.

Operator at Elko will telephone registrations to WPRR operator at Elko, who will enter on train register.

RULE 86. Engines using main track within yard limits Elko must clear the time of first-class trains.

RULE 93. Yard limits within which the provisions of Rule 93 will apply, are established at the following points:

West MP		East MP
533.40	Carlin	536.46
554.02	Elko	557.92
780.21	Ogden	

RULE D-97 applies:

Between Alazon and Moor.
Between Valley Pass and Lucin and between Bridge and Ogden.
From Alazon to Carlin, except for engines using main track within Elko yard limits.

RULE 103-A. Wells: Eastward trains occupying track No. 2 will cut crossing from a point at least 5 car lengths west of main crossing just west of station to allow passengers to pass between station and passenger train.

Elko: Trains stopping to perform switching must leave train to clear all street crossings.

Wells: Trains stop clear of crossing west of station when doing switching.

RULE 204. Westward WPRR trains of the Ogden or Sparks Subdivisions, with the same conductor and engineer operating through Carlin, may be issued train orders on one subdivision that affect their movement on the other or both subdivisions.

When train orders are issued at Carlin which affect movement of SP trains east of Alazon, train-order operator must deliver such train orders with a clearance OK'd by SP chief train dispatcher.

RULE 206. Second paragraph will not apply to WPRR engines between Alazon and Carlin.

RULE 220. Third paragraph will apply to westward WPRR first-class trains at SP Elko.

RULE 221. Elko is a train-order office only for train originating.

RULE D-251 will apply as follows:

On both tracks between Alazon and Moor, between Valley Pass and Lucin and between Bridge and Ogden.

From Alazon to Carlin, except for engines using main track within Elko yard limits.

RULE 292. Carlin: Westward freight trains or engines must not pass Signal 5359 unless flashing white light is displayed or proceed signal is received from yardman or orally authorized to proceed. Telephone located in shanty at east end of yard.

When Signal 5359 displays stop indication and flashing white light is displayed, such trains and engines may proceed without stopping on main track or diverging route at restricted speed.

RULE 306. The following block signals equipped with triangular plate bearing the letter "P" have included in their control limits some special protective device. Absolute signals are listed as P-A or P-SA:

Eastward Signal	Protection	Westward Signal
	Rock slide fence over east portal Tunnel 2	P-5401
	Rock slide fence MP 541.08	P-5415
	Rock slide fence, east portal Tunnel 3	P-5673
	High water detector, Culvert 589.33	P-5915
	High water detector, Culvert 591.15	P-5915
P-7802	Spring switch SP-DRGW connection	
	Spring switch EE crossover—MP 780.15	P-7805
	SP-DRGW connection	P-7803
	Spring switch EE crossover—MP780.15	P-7801
	Spring switch east end crossover, Moor	P-SA
	Spring switch east end eastward siding, Moor	P-A

Eastward Signal	Protection	Westward Signal
	Collision detector, roadway underpass, MP 592.54	P-5937
P-A	Spring switch west end westward siding, Valley Pass	
P-SA	Spring switch west end crossover east end, Valley Pass	
	High water detector Culvert MP 672.14 westward track	P-6733
	High water detector Culvert MP 677.32 westward track	P-6775
	High water detector Culvert MP 679.33 westward track	P-SA P-SA P-A
P-6780	High water detector Culvert MP 679.33 eastward track	
	Spring switch east end eastward siding, Lucin	P-A
P-A	Dragging equipment detector, Lakeside	
*P-7428	Fill slide detector (No. 1 track) MP 743.25	P-A P-A

*Member of crew must flag length of block.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

RULE 505. Automatic block signal system: Westward trains moving from SP-D&RGW connection to main track must stop at Signal P-7801 and member of crew must push button bearing number P-7801 located on signal case. When Signal P-7801 indicates proceed, train may proceed.

Westward trains finding Signal P-7803 in stop position after stopping, member of crew must push button bearing number P-7803 located on signal case. When Signal P-7803 indicates proceed, train may proceed.

After member of crew has actuated push button, if signal does not clear, train may then proceed only after complying with Rules 513 and 507, and in addition careful examination must be made of all facing point switches.

East Carlin: Detour extends from east ice house lead on SP to East Carlin on WPRR.

Eastward SP freight trains and other trains when so directed, also engines moving between WPRR and SP yards will use East Carlin and/or West Carlin detours.

West Elko: Detour extends from WPRR yard to West Elko on SP main track.

Junction switch is a spring switch and normal position is for SP main track.

Westward WPRR trains leaving yard via detour must enter approach circuit to indicate that such trains are ready to depart, and must not foul SP main track until letter "M" is displayed, or authority received from SP train dispatcher.

When Signal 5545 on SP main track displays stop indication, westward trains on SP main track after stopping and obtaining train dispatcher's permission may proceed under the provisions of Rule 507, provided it can be seen that there is no train or engine closely approaching west end of detour to enter SP main track.

Elko: East detour extends from SP siding to WPRR freight yard.

Montello: When Signal 6621 displays stop indication, permission must be obtained from train dispatcher before applying Rule 507.

When "S" indicator is lighted on Signal 6639 for westward trains, Signals 6639 and 6657 will display approach aspect, covered by Rule 285.

When "S" indicator is lighted on Signal 6602 for eastward trains, Signal 6602 will display approach aspect, covered by Rule 285.

RULE 507. Elko: When westward Signal 5565 displays stop indication, westward Southern Pacific freight trains must stop clear of Fourteenth Street crossing, and not proceed until signal displays proceed indication or it can be ascertained the block is not occupied by a preceding train or engine. Telephone installed in booth east of Fourteenth Street on north side of track.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location		Normal Position
Moor	East end crossover	Main track
Moor	East end eastward siding	Main track
Valley Pass	West end westward siding	Main track
Valley Pass	West end crossover	Main track
Lucin	East end eastward siding	Main track

Spring switches not equipped with facing point locks are located as follows:

Location		Normal Position
*West Elko	West end WP detour	Main track
*Halleck	West end siding	Westward track
*Alazon	West switch of crossover between SP and WPRR main tracks	SP main track
*Wells	East end siding	Eastward track
*Montello	East end track No. 1	Eastward track
*Montello	West end track No. 4	Westward track
Lucin	West end westward siding	Westward track
*Little Mountain	West end siding	Westward track
*Little Mountain	East end siding	Eastward track
Ogden	Junction switch SP DRGW connection	Main track
*Ogden	West switch crossover MP 780.15	Main track
*Ogden	East switch crossover MP 780.15	Crossover

*Equipped with switch-point indicator.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorized and requires movement as follows:
M	5543	WPRR connection West Elko	Enter main track and proceed as prescribed by Rule D-251.
M	5565	Elko	Indicator applies to WPRR freight trains only. WPRR freight trains proceed on main track. If letter "M" is not displayed, WPRR freight trains enter SP siding and proceed through crossover to WPRR freight yard.
T	5743	Elburz	Call train dispatcher from first telephone.
M	5765	West end siding Halleck	Enter main track and proceed as prescribed by Rule D-251.
S	5787	Halleck	Enter siding at Halleck and remain in siding until letter "M" is displayed.
M	7-ft. mast	West end siding Deeth	Enter main track and proceed as prescribed by Rule D-251.
S	5915	Deeth	Enter siding at Deeth and remain in siding until letter "M" is displayed.

Illum. Letter	On Signal	Approaching	Authorizes and requires movement as follows:
S	6052	Wells	Enter eastward siding and remain until letter "M" is displayed.
M	6080	Eastward siding Wells	Enter main track and proceed as prescribed by Rule D-251.
S	6095	Wells	Enter westward siding and remain in siding until letter "M" is displayed.
M	7-ft. mast	West end westward siding Wells	Enter main track and proceed as prescribed by Rule D-251.
S	6602	Montello	Enter track No. 1 and remain until letter "M" is displayed.
M	6628	East end track No. 1 Montello	Enter main track and proceed as prescribed by Rule D-251.
S	6639	Montello	Enter track No. 4 and remain until letter "M" is displayed.
M	6623	West end track No. 4 Montello	Enter main track and proceed as prescribed by Rule D-251.
S	7652	Little Mtn.	Enter siding Little Mtn. and remain in siding until letter "M" is displayed.
M	7676	East end siding Little Mtn.	Enter main track and proceed as prescribed by Rule D-251.
S	7695	Little Mtn.	Enter siding Little Mtn. and remain in siding until letter "M" is displayed.
M	7667	West end siding Little Mtn.	Enter main track and proceed as prescribed by Rule D-251.

Display of letter "M" at West Elko, Halleck, Deeth, Wells, or Little Mountain, does not relieve conductors or engineers of compliance with Rule 513.

When letter "M" is displayed on Signal 6628 or Signal 6623 at Montello and signal displays stop indication, train may proceed under the provisions of Rule 507 after first complying with Rule 513.

Track No. 1 at Montello is for use by eastward trains only and when necessary for westward trains to use track No. 1 permission must first be obtained from the train dispatcher.

When necessary to use siding at Little Mountain and letter "S" is not displayed, permission must first be obtained from train dispatcher.

S5787, S5915, S6052, S6095, S6602, S6639, S7652, S7695: train taking siding because of the S indication located at the above signals, if letter M cannot be illuminated and if no means of communication is available, train may proceed after complying with Rules 513 and D-251.

RULE 705. HOT BOX DETECTORS

Illum. Letter	On Signal	Approaching	Location of Readout
H	5787	Halleck	MP 576.4 Halleck
W	5829	Halleck	
H	6187	Moor	MP 616.2 Moor
W	6206	Holborn	
H	6224	Holborn	MP 625.4 Holborn
W	6225	Moor	
H	6432	Cobre	MP 644.7 Cobre
W	6626	Tecoma	
H	6658	Tecoma	MP 669.3 Tecoma
W	6758	Lucin	
H	6780	Lucin	Eastward Absolute Signal W.E. Lucin
H	Westward Absolute Signal E.E. Lucin	Lucin	Westward Absolute Signal W. E. Lucin
H	Westward Absolute Signal E.E. Lemay	Lemay	Westward Absolute Signal W.E. Lemay
W	7044	Groome	
W	7063	Lemay	
H	7082	Groome	Eastward Absolute Signal E.E. Groome
H	Westward Absolute Signal E.E. Strongknob	Strongknob	Westward Absolute Signal W.E. Strongknob
W	7314	Lakeside	
W	7327	Strongknob	
*H	MP 733.4	Lakeside	Eastward Absolute Signal E.E. Lakeside
*H	MP 754.2	Bridge	Westward Absolute Signal W.E. Bridge
W	7628	Little Mountain	MP 767.85 East End
H	7652	Little Mountain	Little Mountain

*Displays Flashing White Light when "H" illuminated.

Scanner Site

MP	Direction	Location
581.0	West	Halleck-Deeth
620.6	East and West	Moor-Holborn
641.6	East	Valley Pass-Cobre
664.0	East	Montello-Tecoma
676.4	East	Tecoma-Lucin
683.8	West	Lucin-Pigeon
706.0	East and West	Lemay-Groome
731.8	East and West	Strongknob-Lakeside
756.2	West	Bridge-Promontory Pt.
763.6	East	Promontory Pt.-Little Mnt.

Refer to Rule 705 All Subdivisions.

*When eastward train finds Signal 6758 displaying STOP indication and "W" letter type indicator not illuminated, member of train crew must contact train dispatcher before proceeding.

Refer to Rule 705, All Subdivisions.

RULE 760. CENTRALIZED TRAFFIC CONTROL

Limits extend from absolute signal MP 713.60 on WPRR main track and absolute signal MP 603.50 on SP main track and absolute signal MP 713.90 on WPRR main track and absolute signals MP 603.80 on SP eastward and westward main tracks. From end of double track at Moor to end of double track at Valley Pass and from west end eastward siding at Lucin to end of double track at Bridge.

At Alazon West switch of crossover between SP and WPRR main tracks is a spring switch and normal position is for SP main track.

When absolute signals display stop indication member of crew must contact train dispatcher for instructions. If signal can not be cleared train dispatcher may authorize member of crew to operate push buttons in box mounted on signal house north side SP track. Instructions are posted in box.

If absolute signal can not be cleared by operation of push buttons movement may be made as prescribed by Rule 776 and in addition eastward movement to WPRR may only be made as prescribed by WPRR Rule 509(a).

Bottom unit of eastward three unit absolute signal located at end of double track Moor, MP 616.20 and bottom unit of westward three unit absolute signal located at end of double track Valley Pass, MP 641.60, govern movement on siding and will display lunar aspect only. When lunar aspect is displayed in this unit, train may proceed into siding at restricted speed without stopping, expecting to find siding occupied by a preceding train.

At Lucin trains moving against current of traffic finding absolute signal at west end westward siding displaying stop indication must obtain train dispatcher's permission to enter block and must ascertain that spring switch is properly lined.

Reverse movement after trailing through spring switch east end eastward siding Lucin must not be made until train dispatcher's permission obtained and it is known that switch points have moved to proper position.

On double track between Lakeside and Tresend, train movements may be made in either direction on either track, being governed by absolute and automatic siginals.

Automatic and absolute signals between Tresend and Saline (No. 2 Track) equipped with triangular plate bearing the letter "P" are connected with dragging equipment detectors, and when stopped by these signals train dispatcher must be notified. After examination of train for dragging equipment by trainmen, signal may then be cleared by operating push button in box on relay shelter marked to correspond with direction of movement.

Absolute signal located south of No. 2 Track, MP 752.4, governs eastward trains only.

Absolute signal located north of No. 2 Track (off trestle), MP 752.4, governs eastward trains on No. 2 Track only.

Two unit absolute dwarf signal installed north of No. 2 Track, MP 752.5, governs westward trains. Top unit governs movement of westward trains to fill on No. 2 Track. Bottom unit governs movement of westward trains to trestle on No. 2 Track.

Push buttons for clearing absolute signals actuated by dragging equipment detectors located on CTC house south of switch from eastward main Track to No. 2 Track at MP 752.50.

GENERAL REGULATIONS

RULE 812. Be governed by current timetable, bulletins and rules of WPRR, on WPRR track between Carlin and Alazon.

Members of crew making temporary repairs to hot bearings will be held personally responsible for control of burning waste to preclude possibility of starting fire on Salt Lake trestle.

RULE 872. Enginemen taking charge of engines at Ogden and Carlin will consider engines as having been amply supplied with fuel, water and sand.

AIR BRAKE RULES

PASSENGER TRAINS

RULE 17. Use of retaining valves is not required when dynamic brake is in operation and/or pressure maintaining system of braking is being used on descending grades Moor to Wells and Valley Pass to Montello.

FREIGHT AND MIXED TRAINS

Retaining valves must be used on descending grades as follows:

Moor to Wells, Valley Pass to Montello.

WITHOUT DYNAMIC BRAKE IN OPERATION:

One retaining valve for each 80 tons in train. If gross tonnage exceeds 80 tons per operative brake, retaining valves must be used on all cars and speed must not exceed 15 MPH.

WITH DYNAMIC BRAKE IN OPERATION:

Permissible Tons Per Unit Without Retaining Valves*

	Basic-Dynamic Brake		Extended Range Dynamic Brake		
	4 Axle	6 Axle	4 Axle	6 Axle	8 Axle
With dynamic brake in operation but WITHOUT pressure maintaining system of braking	525	775	650	950	1275
With dynamic brake in operation and WITH pressure maintaining system of braking	1500¶	1950¶	1600¶	2550¶	3200¶

¶Freight trains exceeding 7200 tons must not exceed 40 MPH between MP 645.4 and MP 654.0.

If permissible tonnage is exceeded, one retaining valve must be used for each 150 tons in excess thereof.

Locomotive classes AF 628, AF 630, EF 425, EF 623, EF 625, EF 630, EF 636, GF 425 (except units 6700-6727), GF 628, GF 630, GF 633, EF 850B and GF 850 are equipped with extended range dynamic brake.

*If any unit having basic dynamic brake is operated with units having extended range dynamic brake, all units in consist must use tonnage authorized for units having basic dynamic brake.

Retaining valves may be turned up when stops are made at any of the following stations:

Westward . . . . Holborn or Moor
Eastward . . . . . Moor, Holborn, Pequop, Valley Pass, Cobre

RULE 17-A. When retaining valves are used Valley Pass to Montello, stop for heat radiation need not be made if there is no indication of wheels overheating and in the judgment of engineer and conductor it is safe to proceed.

RULE 24-B. Elko: Incoming engineer, after completing stop, must make a full service brake application leaving brakes applied. When outgoing crew takes charge of train on arrival or otherwise is assured, upon request, that continuity of brake pipe has not been disturbed, engineer will release brakes and proceed.

RULE 25. Will apply to eastward trains between Moor and Valley Pass and to westward trains between Valley Pass and Moor.

Flashing light temperature indicators installed at Signals 6186 and 6381. When flashing on approach of a train, will indicate that the temperature is below 32 degrees.

If unable to obtain a proper air brake test while running (Rule 29) train must be stopped and air brake hoses on head end blown out as prescribed by **Air Brake Rule 2.**

RULE 33. Restrictive grades are as follows:

Eastward	MP	to MP	Speed—MPH
Cobre to East of Cobre	645.4	654.0	25
Tecoma to East of Tecoma	670.0	675.0	25
Westward			
Moor to Wells	616.3	607.8	25

MISCELLANEOUS

Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
All engines.....	Lucin—Beyond engine restriction signs on South Spur.
"	Elko—Vogeler Whse. spur over track scale.

Load Limit (car and contents):

Carlin-Ogden.....315,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

29. SP and WPRR eastward trains will use WPRR track from Carlin to Alazon being governed by WPRR rules, timetable, special instructions and timetable bulletins.

SP and WPRR westward trains will use SP track from Alazon to Carlin being governed by SP rules, timetable, special instructions and timetable bulletins.

Current of traffic on SP track from Alazon to Carlin is westward and trains will operate under SP rules applicable to double track.

Movements against the current of traffic on SP track must not be made except under flag protection or as authorized by train order.

30.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description
539.54	Vivian...Tunnel No. 2.....	Overhead & side
542.45	Vivian...Humboldt River bridge No. 24..	Overhead & side
566.55	Ryndon..Tunnel No. 3.....	Overhead & side
567.19	Ryndon..Humboldt River bridge No. 25..	Overhead & side
569.85	Ryndon..Humboldt River bridge No. 27..	Overhead & side
570.36	Ryndon..Humboldt River bridge No. 28..	Overhead & side
778.51	.....Weber River bridge No. 2.....	Side
	Salt Lake Trestle (between Bridge and Tresend).....	Side

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on pages 5 and 6, and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 6 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY MP MP Column:	PASSENGER TRAINS 1	FREIGHT AND MIXED 2
EASTWARD, ALAZON TO OGDEN:		
WP 713.67 to 603.75 (through turnout)	40	40
603.75 to 607.10	70	60
607.10 to 608.63	50	50
608.63 to 616.23	40	40
616.23 to 616.25 (through crossover)	25	25
616.25 to 616.84	50	50
616.84 to 635.77	60	60
635.77 to 645.02	70	60
645.02 to 653.04	55	45
653.04 to 658.04	60	45
658.04 to 660.00	70	50
660.00 to 672.00	70	60
672.00 to 674.00	70	50
674.00 to 679.51	70	60
679.51 to 679.56 (through turnout)	60	60
679.56 to 739.70	70	60
739.70 to 752.05	60	60
679.56 to 752.05	70	60
Lakeside and Tresend, through crossovers, ends of double track	35	35
752.05 to 752.12 (through turnout)	60	60
752.12 to 779.46	70	60
779.46 to 780.21	70	40
780.21 to 780.58 (OUR&D Limits)	30	15
*Through east crossover Tresend	20	20
*739.70 to 752.49	20	20
*★★752.49 to 756.88	79	60

TERRITORY MP MP Column:	PASSENGER TRAINS 1	FREIGHT AND MIXED 2
WESTWARD, OGDEN TO CARLIN:		
780.21 to 752.12	70	60
752.12 to 752.05 (through turnout)	60	60
752.05 to 739.70	60	60
739.70 to 679.56	70	60
Tresend and Lakeside, through crossovers, ends of double track	35	35
679.56 to 679.51 (through turnout)	60	60
679.51 to 673.70	70	60
673.70 to 672.12	65	60
672.12 to 658.04	70	60
658.04 to 655.83	60	60
655.83 to 652.50	50	50
652.50 to 649.67	45	45
649.67 to 646.56	50	50
646.56 to 645.02	40	40
645.02 to 641.54	70	60
641.54 to 641.51 (through crossover)	25	25
641.51 to 635.77	70	60
635.77 to 616.84	60	60
616.84 to 607.10	50	45
607.10 to 603.75	70	60
603.75 to 568.69	70	60
568.69 to 567.18	65	60
567.18 to 557.35	70	60
557.35 to 556.60	70	50
556.60 to 555.95	30	30
555.95 to 542.47	70	60
542.47 to 541.39	60	60
541.39 to 536.70	70	60
536.70 to 535.95	70	50
535.95 to 534.80	25	25
*753.67 to 753.62 (through crossover)	25	25
753.62 to 752.50	70	60
*★★752 50 to 739.70	20	20
*Through east crossover Tresend	20	20

*No. 2 Track (Great Salt Lake Trestle).

★★All trains must not exceed speed of 20 MPH through turnout from eastward main track at MP 752.49.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through yard and other tracks, crossovers and turnouts, except:	15
Through turnouts on other than sidings	10
On any wye	10

Speed Restrictions on Sidings and Crossovers

Location	Speed	Location	Speed
Elko	15	Pigeon	25
Elburz (Crossover)	15	Jackson	25
Halleck	20	Lemay	25
Deeth	20	Groome	25
Wells	15	Hogup	25
Moor	25	Strongknob	25
Moor (Crossover)	25	Lakeside	20
Holborn	25	Lakeside (Crossover)	35
Pequop	25	Tresend (East Crossover)	20
Valley Pass	25	Tresend (West Crossover)	35
Valley Pass (Crossover)	25	Midlake (Track No. 1)	25
Loray (Crossover)	20	Bridge (East Crossover)	25
Lucin-North	25	Bridge (West Crossover)	25
Lucin-South	15	Little Mountain	10

Freight and mixed trains containing no restricted cars are authorized to operate at Column 1 speeds not exceeding 65 MPH under conditions specified in All Subdivisions, Page 7, Miscellaneous, Item No. 28.

(A) Between MP 641.54 and MP 616.84 maximum speed of westward freight trains must not exceed 60 MPH.

(B) Between MP 603.75 and MP 645.02 maximum speed of eastward freight trains must not exceed 60 MPH.

(C) Between MP 645.02 and MP 658.04 (Cobre and Montello) eastbound, all freight trains must not exceed speeds displayed on speed signs and current timetable bulletins.

(D) Between MP 752.17 and MP 739.70 on No. 2 track (between Tresend and Bridge), maximum speed of eastward and westward trains must not exceed 20 MPH.

(E) Through crossover MP 780.15 and SP-D&RGW connection—25.

Eastward trains after having been instructed to operate directly to D&RGW will enter connection through spring switch located just east of Signal P7802 and members of crew will hand throw switch and return switch to normal position after movement is completed.