



**SUPERINTENDENT TRANSPORTATION**

M. C. McMANUS ..... San Francisco  
J. H. BROWN ..... Sacramento  
W. F. SCHOBER ..... Sacramento

**TRANSPORTATION SUPERINTENDENTS**

G. M. METZDORF ..... Sacramento  
M. W. HAMMOND ..... Elko

**TERMINAL SUPERINTENDENTS**

F. D. WEBB ..... Oakland  
R. R. AHEARN ..... Stockton  
K. P. WOOD ..... Sacramento  
A. R. SCOTT ..... Salt Lake City

**TERMINAL TRAINMASTERS**

J. P. LORDA ..... Oakland  
R. D. COX ..... Stockton  
..... Stockton

**TRAINMASTERS**

R. A. HENDERSON ..... San Jose/Milpitas  
R. M. VERHAEGE ..... San Jose/Milpitas  
..... Fremont  
M. C. JACOBS ..... Sacramento  
J. F. KENNEDY ..... Sacramento  
R. L. MEYER ..... Oroville  
R. E. SHERWOOD ..... Oroville  
A. KINICKI ..... Keddie  
M. E. GRAHAM ..... Portola  
R. P. McCARTHY ..... Portola  
F. M. RANKIN ..... Salt Lake City

**TRAINMASTER/AGENT**

C. T. MALLORY ..... Yuba City

**DIVISION ROAD FOREMEN ENGINES**

J. L. WALLIS ..... Stockton  
J. W. KISER ..... Keddie  
R. K. HARRISON ..... Elko

**ROAD FOREMAN ENGINES**

R. L. DICKINSON ..... Stockton

**CHIEF TRAIN DISPATCHER**

J. L. GEIST ..... Sacramento

**THE  
WESTERN PACIFIC  
RAILROAD CO.**



**CONSOLIDATED  
WESTERN DIVISION  
AND  
EASTERN DIVISION**

**TIMETABLE**

**No. 1**

**EFFECTIVE SUNDAY, JUNE 11, 1972**

**AT 12:01 A.M.**

**PACIFIC DAYLIGHT SAVING TIME**

**FOR THE GOVERNMENT AND INFORMATION OF  
EMPLOYEES ONLY**

**D. H. MacLEOD**  
*Vice President & General Manager*

**R. C. MARQUIS**  
*Chief Transportation Officer*

**J. A. TERHORST**  
*Superintendent, Western Division, Sacramento*

**J. C. LUSAR**  
*Superintendent, Eastern Division, Elko*

**ASSISTANT AND RELIEF  
CHIEF DISPATCHERS**

C. L. Rowe	W. J. Goolsby
E. L. Nielson	D. F. Meyer
R. A. Ditmanson	J. M. Baird

**TRAIN DISPATCHERS**

J. A. Wherland	J. C. McCall
W. F. Goldsberry	J. P. Marberry
W. R. Miller	M. E. Edgeman
A. R. Mize	C. L. Foss
R. M. Beard, Jr.	J. R. Summers
R. R. Jordan	T. J. Clein
J. P. Wirick	R. G. Cotton
R. C. Ditmanson	
D. D. Bradford	

**SWITCH  
ALL  
FREIGHT  
EASY**

**AVOID DAMAGE—SWITCH CUSTOMERS'  
CARS CAREFULLY**

OVERSPEED Couplings are DAMAGING—Here's what happens:



Damage to freight or car can be avoided by always keeping coupling speed within the safe range — **NOT OVER 4 MILES PER HOUR—A BRISK WALK.**

**HANDLE FREIGHT CAREFULLY AND  
KEEP OUR CUSTOMERS!**

**RAILROAD SURGEONS**

Location	Name	Title
San Francisco	Dr. M. E. Childress	Chief Surgeon
San Francisco	Dr. E. E. Garvey	Aurist
San Francisco	Dr. Ruth Fleming	Local Surgeon
San Francisco	Dr. R. H. Bacon	Local Surgeon
San Francisco	Dr. B. Weber	Local Surgeon
San Francisco	Dr. C. Doherty	Local Surgeon
San Francisco	Dr. F. D. Fellows	Aurist
San Francisco	Dr. W. J. Ferguson	Oculist
Oakland	Dr. J. P. Evans	Local Surgeon
Oakland	Dr. R. F. Westerfield	Local Surgeon
Oakland	Dr. John Chokatos	Local Surgeon
Oakland	Dr. L. L. Coleman	Local Surgeon
Oakland	Dr. G. W. Eliassen	Local Surgeon
Oakland	Dr. Joseph R. Carlisle	Oculist
Oakland	Dr. Bruce H. O'Neil	Local Surgeon
Hayward	Dr. Bruce Fisher	Local Surgeon
Hayward	Dr. N. Luebke	Local Surgeon
Hayward	Dr. R. C. Crockett	Local Surgeon
Fremont	Dr. Carmelo Addario	Local Surgeon
Pleasanton	Dr. Harold J. Shanks	Local Surgeon
San Jose	Dr. R. A. Larocca	Local Surgeon
San Jose	Dr. W. A. Johnson	Local Surgeon
San Jose	Dr. J. Condie	Local Surgeon
San Jose	Dr. J. Parisi	Oculist
San Jose	Dr. D. L. Breithaupt	Oculist
Tracy	Dr. John C. Kimball	Local Surgeon
Tracy	Dr. John V. Hume	Local Surgeon
Stockton	Dr. E. G. Hermosillo	Local Surgeon
Stockton	Dr. H. F. Quinn	Local Surgeon
Stockton	Dr. V. S. Solis	Local Surgeon
Stockton	Dr. O. R. Vannucci	Local Surgeon
Stockton	Dr. J. D. Wilson	Local Surgeon
Stockton	Dr. Wm. H. Plageman	Oculist
Stockton	Dr. J. E. Roberts	Oculist
Stockton	Dr. H. J. Zeiter	Oculist
Lodi	Dr. W. G. Fessler	Local Surgeon
Lodi	Dr. S. W. Leiske	Local Surgeon
Sacramento	Dr. D. O. Kilroy	Local Surgeon
Sacramento	Dr. P. W. Frame, Jr.	Local Surgeon
Sacramento	Dr. A. Calkin	Local Surgeon
Sacramento	Dr. B. A. Daley	Local Surgeon
Sacramento	Dr. R. M. Zinky	Local Surgeon
Sacramento	Dr. J. W. Swingle	Local Surgeon
Sacramento	Dr. John A. Berg	Oculist
Sacramento	Dr. R. L. Alexander	Oculist
Sacramento	Dr. J. J. Fisher	Oculist
Sacramento	Dr. D. Depp	Oculist
Marysville	Dr. L. D. Bugni	Local Surgeon
Oroville	Dr. Charles Benninger, Jr.	Local Surgeon
Oroville	Dr. C. Craviotto	Local Surgeon
Oroville	Dr. J. W. Patrick	Local Surgeon
Oroville	Dr. E. S. Fortner, Jr.	Local Surgeon
Oroville	Dr. W. H. Bunstock	Local Surgeon
Oroville	Dr. J. Floyd	Local Surgeon
Oroville	Dr. R. D. Bethel	Oculist
Quincy	Dr. D. H. Mansell, Jr.	Local Surgeon
Quincy	Dr. I. G. Althouse	Local Surgeon
Quincy	Dr. S. L. Christenson	Local Surgeon
Quincy	Dr. T. K. Norrie	Local Surgeon
Quincy	Dr. M. L. Whitney	Local Surgeon
Greenville	Dr. W. C. Batson	Local Surgeon
Westwood	Dr. H. G. Levin	Local Surgeon
Bieber	Dr. A. O. Meier	Local Surgeon
Fall River Mills	Dr. N. C. Carlson	Local Surgeon
Portola	Dr. C. W. Brown	Division Surgeon
Portola	Dr. W. S. Bross, Jr.	Ass't Division Surgeon
Reno	Dr. P. W. Knoop	Local Surgeon
Reno	Dr. D. F. Guisto	Local Surgeon
Reno	Dr. K. F. Maclean	Local Surgeon
Reno	Dr. W. M. Tappan	Local Surgeon
Reno	Dr. R. P. Schultz	Local Surgeon
Reno	Dr. G. F. Magee	Oculist
Winnemucca	Dr. K. L. Hartoch	Local Surgeon
Winnemucca	Dr. W. L. Mason, Jr.	Local Surgeon
Elko	Elko Clinic	Local Surgeons
Tooele	Tooele Clinic	Local Surgeon
Salt Lake City	Dr. H. B. Harmon	Local Surgeon
Salt Lake City	Dr. S. A. Lawson	Local Surgeon
Salt Lake City	Dr. J. H. Quinn	Oculist
Salt Lake City	Dr. B. J. Fairbanks	Oculist

Eastward

**FIRST SUBDIVISION**

Westward

			Mile Post	Station Numbers	Miles from Oakland (Yard)	TIME TABLE NO. 1 JUNE 11, 1972 STATIONS ↓ SIDING CAPACITY IN FEET	Miles from Stockton (Yard)			
			4.7	5	.0	Yd. Lmts. TO OAKLAND (Yard) BKFTPO	87.3			
			5.8	6	1.1	1.1 SP CROSSING I	86.2			
			5.9	6	1.2	0.1 CHESTNUT JCT. (SP Conn.) I	86.1			
			7.2	7	2.5	1.3 OAKLAND (SP X'ing.)	84.8			
			7.7	8	3.0	0.5 CLINTON (SP X'ing.) IP	84.3			
			9.6	10	4.9	1.9 FRUITVALE	82.4			
			10.6	11	5.9	1.0 MELROSE (SP X'ing.) IP	81.4			
			11.3	12	6.6	3470 0.7 KOHLER P	80.7			
			13.7	14	9.0	2.4 ELMHURST (SP X'ing.) IP	78.3			
			14.8	15	10.1	1.1 SAN LEANDRO P	77.2			
			20.1	20	15.4	7221 5.3 HAYWARD P	71.9			
			29.7	30	25.0	3947 TO 9.6 FREMONT BP	62.3			
			30.3	31	25.6	0.6 NILES TOWER (SP X'ing.) IP	61.7			
			30.5	31	25.8	0.2 NILES JUNCTION YP	61.5			
			38.1	38	33.4	4320 7.6 HEARST P	53.9			
			42.7	43	38.0	4.6 RADUM (SP X'ing.) AIP	49.3			
			42.97	43	38.27	0.27 RADUM (SP X'ing.) AI	49.03			
			47.0	47	42.3	4032 4.03 LIVERMORE P	45.0			
			56.2	56	51.5	5444 9.2 ALTAMONT P	35.8			
			63.3	63	58.6	5663 7.1 MIDWAY P	28.7			
			72.8	73	68.1	10688 9.5 TRACY YP	19.2			
			74.05	74	69.35	1.25 SP CROSSING AI	17.95			
			82.1	82	77.4	5430 8.05 WYCHE P	9.9			
			84.45	84	79.75	2.35 SP CROSSING I	7.55			
			92.0	92	87.3	TO 7.55 STOCKTON (Yard) BKFTPO	0.0			

Double Track Chestnut Jct. to Clinton.  
Traffic Control System in effect Clinton to Stockton Yard inclusive. See Rule 540.

Eastward

## SECOND SUBDIVISION

Westward

			Mile Post	Station Numbers	Miles from Stockton (Yard)	TIME TABLE NO. 1 JUNE 11, 1972 STATIONS ↓ SIDING CAPACITY IN FEET	Miles from Oroville (Yard)			
			92.0	92	0.0	TO STOCKTON (Yard) BKFTPO	110.9			
			93.2	93	1.2	1.2 AT&SF CROSSING IP	109.7			
			93.8	94	1.8	0.6 SP CROSSING IP	109.1			
			94.3	94	2.3	2888 0.5 FLORA STREET P	108.6			
			95.1	95	3.1	0.8 EL PINAL (SP X'ing.) IP	107.8			
			97.9	98	5.9	5791 2.8 HAMMER LANE P	105.0			
			113.9	114	21.9	3542 16.0 THORNTON P	89.0			
			121.9	122	29.9	6151 8.0 PHILLIPS P	81.0			
			132.4	132	40.4	4817 10.5 POLLOCK P	70.5			
			136.0	136	44.0	TO Yard SOUTH SACRAMENTO 3.6 BKFPPO	66.9			
			138.0	138	46.0	2.0 "R" ST. (SP X'ing.) IYP	64.9			
			139.5	140	47.5	1.5 HAGGIN (SN Conns.) P	63.4			
			140.7	141	48.7	1.2 GLOBE (SN Conn.) P	62.2			
			143.6	144	51.6	6146 2.9 DEL PASO P	59.3			
			152.5	153	60.5	8.9 SANKEY (SN Conns.) P	50.4			
			156.5	156	64.5	6145 4.0 PLEASANT GROVE P	46.4			
			172.5	173	80.5	3599 16.0 EAST ARBOGA P	30.4			
			175.63	176	83.63	3.13 CLEVELAND (SN Conn.) P	27.27			
			178.8	179	86.8	5092 3.17 MARYSVILLE P	24.1			
			180.2	180	88.2	1.4 BINNEY JCT. (SP X'ing.) IP	22.7			
			180.42	180	88.42	0.22 SP CONNECTION P	22.48			
			193.0	193	101.0	6158 12.58 CRAIG P	9.9			
			202.9	203	110.9	9.9 OROVILLE (Yard) BKFYPO	0.0			

Sacramento Northern trains and engines will be governed by Western Pacific timetable and operating rules.

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

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



Eastward

**THIRD SUBDIVISION**

Westward

			Mile Post	Station Numbers	Miles from Oroville (Yard)	TIME TABLE NO. 1 JUNE 11, 1972 STATIONS ↓ SIDING CAPACITY IN FEET		Miles Portola			
			202.9	203	0.0		OROVILLE (Yard) BKF YPO	114.5			
			205.1			4687	2.2	P			
			209.1	205	2.2		OROVILLE (Siding)	112.3			
						6285	4.8	P			
			213.9	214	7.0		KRAMM	107.5			
						6385	6.1	P			
			220.0	220	13.1		ELSEY	101.4			
						6515	6.0	P			
			226.0	226	19.1		JAMES	95.4			
						6785	8.9	P			
			234.9	235	28.0		POE	86.5			
						5976	4.6	P			
			239.5	240	32.6		PULGA	81.9			
						4064	8.6	P			
			247.6	248	40.7		MERLIN	73.8			
						6741	8.0	P			
			255.6	255	48.7		CAMP RODGERS	65.8			
						4657	4.5	P			
			260.1	260	53.2		BELDEN	61.3			
						9962	10.1	P			
			270.2	270	63.3		VIRGILIA	51.2			
						4233	3.5	P			
			273.7	274	66.8		TWAIN	47.7			
						4180	3.6	P			
			277.3	277	70.4		PAXTON	44.1			
						7518	4.2	KFPY			
			281.5	281	74.6		KEDDIE	39.9			
						3791	6.4	P			
			287.9	288	81.0		QUINCY JUNCTION	33.5			
						4632	8.5	P			
			296.4	296	89.5		SPRING GARDEN	25.0			
						4174	5.2	P			
			301.6	302	94.7		SLOAT	19.8			
						4832	8.8	P			
			310.4	310	103.5		BLAIRSDEN	11.0			
						4158	8.3	P			
			318.7	319	111.8		MABIE	2.7			
						TO Yard	2.7	BKF YPO	0.0		
			321.4	321	114.5		PORTOLA				

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





Eastward

**FIFTH SUBDIVISION**

Westward

		Second Class Leave Daily Ex. Sunday	Mile Post	Station Numbers	Miles from Portola	TIME TABLE NO. 1 JUNE 11, 1972 STATIONS ↓ SIDING CAPACITY IN FEET			Miles from Winnemucca			
		220 LOCAL FREIGHT										
		AM 3.45	321.4	321	0.0	TO Yard	PORTOLA	BKF YPO	210.9			
		4.00	327.5	328	6.1	5770	6.1 HAWLEY	P	204.8			
		4.25	339.1	339	17.7	6245	11.6 CHILCOOT	P	193.2			
		4.35 AM	341.8	342	20.4	3000	2.7 RENO JCT.	YP	190.5			
			345.6	346	24.2	6126	3.8 SCOTTS	P	186.7			
			362.6	363	41.2	6369	10.7 DOYLE	P	169.7			
			371.7	372	50.3	4193	9.1 HERLONG (Cal.)	P	160.6			
			383.5	384	62.1	6162	11.8 FLANIGAN (Nev.)	P	148.8			
			384.4	384	63.0		0.9 SP CONNECTION	P	147.9			
			393.7	394	72.3	6162	9.3 SAND PASS	P	138.6			
			404.7	405	83.3	6152	11.0 SANO	P	127.6			
			416.3	416	94.9	5647	11.6 REYNARD	P	116.0			
			430.8	431	109.4	6160	14.5 PHIL	P	101.5			
			437.9	438	116.5	6289	7.1 GERLACH	KYP	94.4			
			451.2	451	129.8	6145	13.3 TREGO	P	81.1			
			461.3	461	139.9	6150	10.1 CHOLONA	P	71.0			
			470.6	471	149.2	6158	9.3 RONDA	P	61.7			
			479.4	479	158.0	6167	8.8 FLOKA	P	52.9			
			487.6	488	166.2	6156	8.2 ANTELOPE	P	44.7			
			496.6	497	175.2	6163	9.0 JUNGO	P	35.7			
			508.6	509	187.2	6148	12.0 GASKELL	P	23.7			
			519.2	519	197.8	6145	10.6 RAGLAN	P	13.1			
			532.3	532	210.9	Yard	13.1 WINNEMUCCA	BK PY	0.0			
		Arrive Daily Ex. Sunday										
		220										

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



**Eastward**

**SIXTH SUBDIVISION**

**Westward**

		First Class	Mile Post	Station Numbers	Miles from Winnemucca	TIME TABLE NO. 1 JUNE 11, 1972 STATIONS ↓ SIDING CAPACITY IN FEET			Miles from Elko			
		Leave Daily										
		6 SP Psgr.										
			532.3	532	0.0	Yard	WINNEMUCCA	BK PY	133.1			
		PM 7.20	536.0	536	3.7		3.7 WESO (SP Conn.)	IP	129.4			
		7.32	548.1	548	15.8	6261	12.1 GOLCONDA	P	117.3			
			553.8	554	21.5		5.7 PREBLE (SP Conn.)	P	111.6			
		7.44	562.4	562	30.1	5616	8.6 REDHOUSE	P	103.0			
		7.55	575.1	575	42.8	6268	12.7 ELLISON	P	90.3			
			589.1	589	56.8		14.0 NORTH BATTLE MT'N.	P	76.3			
		8.09	590.7	591	58.4	5950	1.6 RENNOX	P	74.7			
		8.18	600.6	601	68.3	6253	9.9 KAMPOS	P	64.8			
		8.26	609.5	610	77.2	5494	8.9 DUNPHY	P	55.9			
		8.35	619.5	620	87.2	TO 5999	10.0 BEOWAWE (SP Conn.)	P	45.9			
		8.42	626.9	627	94.6	5445	7.4 CLURO	P	38.5			
		8.47	630.5	631	98.2		3.6 BARTH (SP Conn.)	P	34.9			
			643.4	643	111.1		12.9 WEST CARLIN (SP Conn.)	I	22.0			
	S	9.10 9.20	644.6	645	112.3	R	1.2 CARLIN	PB	20.8			
		9.22	646.0	646	113.7		1.4 EAST CARLIN (SP Conn.)	P	17.4			
		9.32	656.3	656	124.0	6244	10.3 HUNTER	P	9.1			
	F	9.42 PM	665.4	665	133.1	Yd. Lmts. TO-R	9.1 ELKO (SP Conn.)	BK FPY	0.0			

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

Feet Capacity	Mile Post	SP Co. Stations	Station Numbers
300W...P	422.8	Tule .....	423536 (Spur)
1640W...P	434.0	Golconda .....	434536 (Spur)
.....P	439.3	Preble (WP Conn.) .....	554 .....
6050.....P	448.1	Iron Point .....	448554 .....
245W...P	461.3	Valmy .....	461554 (Spur)
7550.....P	466.3	Mote .....	466554 .....
6500.....P	475.8	Battle Mtn. ....	476554 .....
3185W...P	487.7	Argenta .....	488554 (Spur)
7580.....P	492.9	Mosel .....	493554 .....
7100.....P	508.2	Beowawe (WP Conn.) .....	620 .....
245W...P	517.0	Harney .....	517620 (Spur)
.....P	520.3	Barth (WP Conn.) .....	631 .....
2790W...P	525.7	Palisade .....	526631 (Spur)
Yd. Lmts.	534.5	Carlin (WP Conn.) .....	645 .....
.....P	544.7	Moleen .....	545645 .....

Traffic Control System in effect Winnemucca to Eastward Interlocking Home Signal, Weso, MP 535.5. See Rule 540. Automatic Block Signal System extends from Weso to Elko, Eastward only.

Eastward

SEVENTH SUBDIVISION

Westward

		First Class	Mile Post	Station Numbers	Miles from Elko	TIME TABLE NO. 1 JUNE 11, 1972 STATIONS ↓ SIDING CAPACITY IN FEET			Miles from Wendover			
		Leave Daily										
		6 SP Psgr.										
	F	PM 9.42	665.4	665	0.0	Yd. Lmts. TO-R	ELKO (SP Conn.)	BK FPY	140.9			
			683.1	683	17.7		17.7 SP CONNECTION	P	123.2			
		9.59	683.3	683	17.9	5844	0.2 ELBURZ	P	123.0			
		10.15	700.0	700	34.6	5769	16.7 DEETH	P	106.3			
			701.0	701	35.6		1.0 SP CONNECTION	P	105.3			
		10.30 PM	713.6	714	48.2		12.6 ALAZON (SP Conn.)	IP	92.7			
			717.7	718	52.3	6198	4.1 WELLS	P	88.6			
			728.1	728	62.7	6123	10.4 RUBY	P	78.2			
			738.2	738	72.8	6160	10.1 VENTOSA	P	68.1			
			747.2	747	81.8	6153	9.0 SPRUCE	P	59.1			
			757.5	758	92.1	6183	10.3 SAGE	P	48.8			
			765.9	766	100.5		8.4 NN CROSSING	I	40.4			
			766.4	766	101.0	6198	0.5 SHAFTER (NN Conn.)	P	39.9			
			772.4	772	107.0	6160	6.0 SILVER ZONE	P	33.9			
			781.1	781	115.7	6143	8.7 CLIFSIDE	P	25.2			
			788.9	789	123.5	6152	7.8 PILOT	P	17.4			
			798.6	799	133.2	6143	9.7 OLA (Nev.)	P	7.7			
			806.3	806	140.9	Yard	7.7 WENDOVER (Utah)	BK PY	0.0			

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

Feet Capacity	Mile Post	SP Co. Stations	Station Number
2350W...P	564.8	Osino .....	565665 (Spur)
.....P	573.1	Elburz (WP Conn.) .....	683 .....
7600.....P	576.7	Halleck .....	577683 .....
5500.....P	589.6	Deeth .....	590683 .....
.....P	591.1	WPRR Connection .....	701 .....

Automatic Block Signal System extends from Elko to Alazon, Eastward only.  
Traffic Control System in effect Westward Interlocking Home Signal, Alazon, MP 713.7, to Wendover. See Rule 540.

Eastward

**EIGHTH SUBDIVISION**

Westward

			Mile Post	Station Numbers	Miles from Wendover	TIME TABLE NO. 1 JUNE 11, 1972 STATIONS ↓ SIDING CAPACITY IN FEET		Miles from Roper			
			806.3	806	0.0		WENDOVER BK PY	124.1			
			815.5	816	9.2	6143	9.2 SALDURO P	114.9			
			825.1	825	18.8	6143	9.6 ARINOSA P	105.3			
			834.9	835	28.6	6160	9.8 BARRO P	95.5			
			845.3	845	39.0	6150	10.4 KNOLLS P	85.1			
			854.2	854	47.9	6161	8.9 CLIVE P	76.2			
			866.1	866	59.8	6146	11.9 LOW P	64.3			
			878.6	878	72.3	8080	12.5 DELLE YP	51.8			
			892.9	893	86.6		14.3 ELLERBECK P	37.5			
			897.1	897	90.8	6168	4.2 BURMESTER YP	33.3			
			911.44	911	105.14		14.34 SMELTER (WP-UP Jct.) P	18.96			
			911.9	912	105.6	2350	0.46 KCC TRANSFER P	18.5			
			912.1	912	105.8		0.2 KCC CROSSING AIP	18.3			
			913.2	913	106.9	6050	1.1 GARFIELD P	17.2			
			926.6	927	120.3		13.4 WP-UP JUNCTION P	3.8			
			926.7	927	120.4		0.1 WP-UP JUNCTION P	3.7			
			927.2	927	120.9		0.5 POLLARD JCT. IP	3.2			
			927.4	927	121.1		0.2 D&RGW CROSSING IP	3.0			
			928.0	928	121.7		0.6 SALT LAKE CITY	2.4			
			928.7	929	122.4		0.7 UP CROSSING AI	1.7			
			930.4	930	124.1	Yd. Lmts. TO	1.7 ROPER (Salt Lake City) BKF YPO	0.0			
			35.3	2927	122.3		NORTH YARD				
							Additional Stations UP Trackage				
			768.3	768911			GARFIELD				
			779.2	779911			BUENA VISTA				
			779.9	780991			INDUSTRIAL CENTER SPUR				

Employees operating on Eighth Subdivision be governed by current UP-WP Joint Pamphlet governing joint operation between SMELTER-(WP-UP Jct.) and UP North Yard, Salt Lake City.

Traffic Control System in effect Wendover to Eastward Interlocking Home Signal, Pollard Jct., MP 927.2. See Rule 540.

See special instructions under heading "Eighth Subdivision" for instructions concerning movement between Pollard Jct. and Roper Yard.

**WESTERN DIVISION  
SAN JOSE BRANCH**

EASTWARD		Miles from Niles Jct.	Capacity in Feet	TIME TABLE NO. 1 JUNE 11, 1972 STATIONS SIDING CAPACITIES AND FACILITIES		Station Numbers	WESTWARD	
		0.0		NILES JUNCTION	YP	31		
		3.3	Spur 1 E 534	3.3 IRVINGTON	P	3031		
		4.9	488	1.6 INLAND STEEL	P	5031		
		6.8	Spur 1 E 545	1.9 WARM SPRINGS	P	7031		
		8.0	Spur 1 E 830	1.2 CURTNER	P	8031		
		11.5	E 3440 TO W 3316	3.5 MILPITAS	BKYP	12031		
		14.1	Spur 1 E 631	2.6 BERRYESSA	P	14031		
		17.5	Yard	3.4 SAN JOSE (Yard)	BKFTPO	18031		
		19.6		2.1 VALBRICK (SP X'ing.)		19031		
		20.4		0.8 WILLOW GLENN (SP X'ing.)	I	20031		
		22.3		1.9 WEST SAN JOSE (SP X'ing.)		22031		
		23.0	Yard	.07 SAN JOSE (End of branch)		23031		

**RULE 540.** Traffic Control System extends from Niles Jct. to west yard limit San Jose (MP BR-15.25).

Yard limits San Jose MP BR-15.25 to MP BR-23.0.

**RULE 340-A.** Trains or engines may enter East or West Siding Milpitas from outside tracks without contacting dispatcher when it can be seen that it is safe to do so.

**WESTERN DIVISION  
TRACY BRANCH**

	0.0	10688	TRACY	YP	73
	1.7	1746	1.7 KERLINGER	PO	2073
	1.92	1020	0.22 TEEKAY (End of Branch)		2073

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



EASTWARD

**WESTERN DIVISION  
RENO BRANCH**

WESTWARD

SECOND CLASS		Miles from Reno Junction	Capacity in Feet	TIME TABLE NO. 1 JUNE 11, 1972 STATIONS SIDING CAPACITIES AND FACILITIES		Station Numbers	THIRD CLASS	
220 Local Freight Leave Daily Ex. Sunday							219 Local Freight Arrive Daily Ex. Sunday	
AM 4.40		0.0	3000	RENO JUNCTION	YP	342	AM 10.50	
5.10		10.1	480	10.1 PEAVINE, (CAL.)		10342	10.18	
5.39		18.8	1229	8.7 ANDERSON		19342	9.51	
5.47		21.3	Spur 1E 1033	2.5 MARTIN		21342	9.43	
5.55		23.37	419	2.07 PANTHER		23342	9.35	
6.05		28.53	1202	5.16 NORTH RENO		29342	9.25	
6.13		30.3	632	1.77 COMSTOCK		30342	9.17	
6.14		30.6	Spur 1W 1933	0.3 SIERRA PACIFIC		31342	9.16	
6.15		30.7	Spur 1W 939	0.1 VAUGHN MILL NO. 1		31342	9.15	
6.20		31.2	Spur 1W 903	0.5 VAUGHN MILL NO. 2		31342	9.10	
6.23		31.42	Spur 1W 1033	0.22 ROCKY MOUNT NO. 1		31342	9.07	
6.25		31.57	Spur 1E 830	0.15 ROCKY MOUNT NO. 2		31342	9.05	
6.30 AM		33.1	Yd. Lmts. TO-R	1.53 RENO	O	33342	9.00 AM	
Arrive Daily Ex. Sunday							Leave Daily Ex. Sunday	
220							219	

**RULE T-82-A.** Is modified to the extent that trains may be authorized at Portola to operate on the Reno Branch. No. 220 may leave Reno Jct. without clearance.

**RULE 204.** Train orders may be issued to trains at Portola which affect their movement on the Reno Branch. Rocky Mount No. 2. No derail, keep hand brakes set and do not leave cars east of first road crossing.

**DERAIL** located on main track at MP 31.69 which is 630 feet east of Rocky Mount No. 2, must be lined and locked for main track except when switching is being done on Vaughn Mill No. 1, Vaughn Mill No. 2, Rocky Mount No. 1, or on Rocky Mount No. 2 spurs. This derail must first be opened and locked open while switching is being done and not be re-lined for main track until switching is completed and cars properly coupled to engine, and have been charged to full air pressure.

**Reno.** Movements over street crossings east and west of Nevada Transportation Company warehouse must be protected by flagman.

Trains or engines must approach East 6th Street carefully. This crossing is protected by flasher lights and bell signals.

Flasher light and bell signals, 4th St.—Engines or cars must stop within 30 feet of and before fouling outer edge of sidewalks on either side of 4th Street, before entering or occupying either crossing from either direction.

Yellow marker lights installed on top of instrument case will be illuminated upon occupancy of track circuit and after 15 to 18 seconds will flash. Movement into or through the crossing may then be made. If yellow marker fails to light, flag protection must be provided unless signals are known to be operating. This to provide 20 second operation of signals prior to occupancy of crossing by engine or cars as required by Nevada State Law.

Cars or engines must not be spotted within signal circuit limits as indicated by illumination or flashing of marker lights on these instrument cases.

**WESTERN DIVISION  
LOYALTON BRANCH**

		0.0	5770	HAWLEY	P		328	
		11.8	1554	11.8 LOYALTON			12328	

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

Trains or engines moving over Highway crossing No. 4-E-12.4 Loyalton must come to a complete stop then be protected by a member of the crew in order to warn highway traffic that crossing is to be blocked.

EASTWARD

### EASTERN DIVISION WARNER BRANCH

WESTWARD

		TIME TABLE NO. 1 JUNE 11, 1972 STATIONS Siding Capacities in Feet—Facilities—Station Numbers				
	0.0	6168 TO	BURMESTER	YP	897	
	7.0	942	7.0 MARSHALL		7897	
	13.5	1254	6.5 CONN. TOOEE ARMY DEPOT		14897	
	15.5		2.0 WARNER		16897	

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

### EASTERN DIVISION ELLERBECK BRANCH

	0.0		ELLERBECK	P	893	
	0.9	Spur 1E 998	0.9 USS&R CO. SPUR		1893	
	2.7		1.8 WYE	Y	2893	
	3.7	Spur 1W 345	1.0 FLUX		3893	
	4.7	Spur 1E 134	1.0 DOLOMITE		5893	

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

**USS&R Co. Spur** is on 1% grade, has derail 192 feet from switch. Engines or cars must not pass beyond PROTECTIVE SIGN. Cars left there must be properly secured.

**Wye.** East switch east leg of Wye must be left lined for straight track as derail.

Conveyor located on tail track east of east switch of run-around track has impaired side and overhead clearance, will not clear high car or engine, and trainmen must not ride cars east of impaired clearance sign.

**Dolomite.** Look out for poor footing both sides of track on curve just east of plant, and all tracks vicinity plant.

### EASTERN DIVISION ROWLEY BRANCH

	0.0	8080	DELLE	YP	878	
	10.6	3380	10.6 ROWLEY	P	11878	
	11.2		0.6 END OF BRANCH		11878	

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

Derails located on east end of run-around track and on both legs of wye Delle.

### EASTERN DIVISION MARBLEHEAD BRANCH

	0.0	1738	MARBLEHEAD	P	871	
	4.66	1230	4.66 PLANT		5871	
	4.87		0.21 END OF BRANCH		5871	

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

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

## ALL SUBDIVISIONS

All times as shown for trains at Stations on schedule pages current timetable are Pacific Daylight Time.

This is a consolidated Eastern and Western Division Timetable. The following Sub-divisions and branches are under the supervision of the Eastern Division Superintendent at Elko: That portion of Fifth Sub-division between MP 384.38 and Win-

nemucca  
Sixth Sub-division  
Seventh Sub-division  
Eighth Sub-division  
Warner Branch  
Ellerbeck Branch  
Delle Branch  
Marblehead Branch

The following Sub-divisions and Branches are under the supervision of the Western Division Superintendent at Sacramento:

First Sub-division  
Second Sub-division  
Third Sub-division  
Fourth Sub-division  
That portion of Fifth Sub-division between Portola and MP 384.38.  
San Jose Branch  
Tracy Branch  
Loyalton Branch  
Reno Branch

## FIRST, SECOND AND THIRD SUBDIVISIONS

### YARD OPERATIONS

**OAKLAND — BETWEEN CLINTON AND EAST SWITCHING LIMIT**

**STOCKTON — BETWEEN WEST AND EAST SWITCHING LIMITS**

**SACRAMENTO — BETWEEN WEST AND EAST SWITCHING LIMITS**

**OROVILLE — BETWEEN WEST AND EAST SWITCHING LIMITS**

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

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

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

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

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

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

## FIRST SUBDIVISION

### OAKLAND.

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

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

Eastward: By train order form reading ".....use westward main track Chestnut Jct. to Clinton."

B. Yard engines must move with the current of traffic when practicable, using crossovers to move to other track to perform work. When not practicable to move with the current of traffic a short move may be made. When a long move against the current of traffic is necessary, conductor must receive information from dispatcher, either through yardmaster or direct, that no opposing train will be encountered.

C. Street Crossing at Third and Broadway must not be blocked.  
D. Train and engine movements over Broadway Street crossing will be governed by vehicular traffic signals.

Eastward and westward trains and engines must approach Broadway Street expecting to find signals at STOP.

Trains and engines may proceed without stopping at Broadway Street on green traffic signal.

Lunar white light is located on near right-hand traffic light masts. When lighted, it indicates track circuit control is effective.

Eastward trains and engines, if stopped or delayed between Washington and Broadway Streets, and Westward trains and engines, if stopped or delayed between Webster and Broadway Streets, in excess of one minute and find traffic signals displaying red, must stop within ten (10) feet of curb line of Broadway Street and wait for green traffic signal. Should traffic signal fail to display green and lunar white marker is not lighted, flag protection over street crossing must be provided. Occupancy of the intersection by a train or engine will cause signals governing vehicular traffic to display red.

After having crossed Broadway Street, trains or engines must clear the circuits as soon as possible.

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

F. T.C.S. blocks within Oakland switching limits as follows:  
Clinton MP 7.7 to absolute signal MP 8.8  
Absolute signals MP 8.8 to MP 9.9  
Absolute signal MP 9.9 to west switch Kohler  
West switch Kohler to east switch Kohler  
East switch Kohler to absolute signal MP 13.7

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

H. 66th and Seminary Avenue Crossings must be cut when blocked more than five minutes.

**SAN LEANDRO.** Absolute signal governing movement from siding to main track, lock 430-C, will display aspect per Rule



288 when main track switch is in reverse position and will continue to display aspect per Rule 288 for movement from siding as long as main track switch is in reverse position.

When signal displays aspect per Rule 288, trains and engines may proceed at restricted speed prepared to stop until the next signal in advance can be determined.

#### **HAYWARD.**

(a) Freight trains doing switching will leave train outside of limits of bonded rails operating crossing bells at "A", "B" and "C" Streets and will use engine whistle or horn and bell only when necessary to prevent accident.

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

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

(c) Westward trains or engines departing runaround track Hayward do not exceed three (3) MPH and make certain crossing gates are in the down position before entering "B" Street, Hayward.

**CARPENTER.** WP crews must not operate beyond sign reading "Stop. Western Pacific R. R. operations prohibited beyond this point." Sign is located approximately 350 feet inside gate on BART spur.

**UNION CITY.** Whipple Road Crossing, MP 25.64 must not be blocked while setting out, picking up or switching Carpenter.

**FREMONT.** Look out for heavy movement of gravel trucks using Shinn Road crossing over main track, siding and back track 800 feet west of Station. Engineers must prolong horn or whistle signal 14.11. approaching and passing over this crossing on any of the above named tracks.

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

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

**NILES TOWER. RULE 670.** Reverse movements may be made within interlocking limits without obtaining permission from the towerman provided a portion of the train or engine is between interlocking home signals.

**NILES JCT.** An electrically locked switch point derail has been installed near clearance point at west end of west leg of wye.

**BRIDGE 35.09 ALAMEDA CREEK.** "W" Sign - Whistle board is placed approximately one-quarter mile in advance of bridge. Whistle signal as prescribed by Rule 14.16, a succession of short sounds, will be sounded approaching bridge.

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

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

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

**TREVARNO.** Drill track. Switch is electrically-locked and is protected by hand-throw derail. Derail is not electrically-locked and must remain in derailing position until release of electrically-

locked switch is obtained. Derail actuates signals on main track when not in derailing position.

**ALTAMONT.** Water cars spotted on house track are connected with underground water line. They must not be moved except on special instructions.

#### **TRACY.**

(a) Engines must move with extreme care not exceeding 3 MPH while moving over frogs and switches and around curves on Tomato Spurs.

(b) Main track and inside crossover switches at east end are dual-control. When either switch is placed in hand-throw position the other switch is disconnected from power operation and it is then unnecessary to place it in hand-throw position.

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

(c) Siding Tracy included in signal circuits and must not be occupied or fouled unless authorized by an absolute signal indication or by permission of the Train Dispatcher.

#### **ARMY SUPPLY DEPOT (LATHROP).**

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

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

#### **STOCKTON YARD. FIRST AND SECOND SUBDIVISION**

Block limits are as follows:

East switch Wyche to MP90

MP 90 to MP 90.85

MP 90.85 to west switch Diner Siding

West switch Diner Siding to east switch Diner Siding

East switch Diner Siding to AT&SF Crossing

AT&SF Crossing to Weber Avenue Crossing

Weber Avenue Crossing to west switch Flora Street

West switch Flora Street to east switch Flora Street

East switch Flora Street to North Channel Line

North Channel Line to west switch Hammer Lane.

(a) Eastward trains, caboose hops and light engines will be governed by signal indication entering Stockton Yard.

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

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

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

(b) Unless instructed by yardmaster, No. 3 lead will not be used for train movements.

(c) Switch leading to Tidewater Southern main track just west of Bridge 90.4, normal position lined for entering and leaving No. 1 lead.

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

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

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



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

(e) Flashing red indicator lights are located at MP 91.02 and at MP 91.88. When flashing, these indicator lights authorize switching movements between absolute signals at MP 90.85 and West Diner Siding MP 91.75 without contacting Train Dispatcher. All movements so authorized must be made at yard speed. It will not be necessary to wait five minutes before entering main track after opening non-locked switches in this block when flashing red aspect is displayed on the indicator.

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

(f) Charter Way. Westward signal is a two-unit signal and diverging route may be to either "B" lead or Diner Siding.

When either of the dual-control switches in this block is placed in hand-throw position the other switch is disconnected from power operation and it is not necessary to place it in hand-throw position when switching over it unless it is used.

## SECOND SUBDIVISION

### STOCKTON.

North Channel Line. Governed by absolute signals and electric lock. Eastward signal is a tow-unit signal with "S" unit. When the "S" unit is illuminated electric lock is released and must be unlocked before switch is changed by hand operation. Work authority obtained under Rule 547 does not authorize use of this switch per Rule 550.

Engines and cars must be brought to a stop at Country Club Highway crossing and must be preceded by flagman over crossing.

Bridge over Smith Canal will not clear man on top of car.

### THORNTON.

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

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

### SOUTH SACRAMENTO.

(a) Block limits are as follows:

East switch Pollock to west switch South Sacramento  
West switch South Sacramento to east switch South Sacramento

East switch South Sacramento to absolute signal SP Crossing R Street

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

Absolute signal west switch Haggin to absolute signal east switch Haggin

Absolute signal east switch Haggin to absolute signal Globe.

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

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

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

(d) In connection with the power-operated derail at east end of siding, South Sacramento, it is permissible for a yard engine to make an eastward move over it by signal indication, then, without reaching main track move westward without placing the derail in hand-throw position. However, if there are a series of such moves, the derail must be placed in hand-throw position to avoid hazard of train dispatcher changing lineup during the switching operations.

(e) At South Sacramento authority to place power switch at east end in hand-throw position will carry with it authority to switch in the block between east switch South Sacramento and eastward absolute signal at R Street and at west end authority to switch in the block between west switch South Sacramento and Pollock. This means that two yard engines may be granted authority to switch over power switches at each end of South Sacramento at the same time but, only the yard engine which has specific authority from the train dispatcher to do so may use the main track block between east and west switches. The foregoing not in conflict with instructions in paragraph. (b).

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

(f) A yard conductor may permit road crews to use his switching authority for moves, such as engine to or from train, etc., or other switch crews crossing over, but must insure that there is no hazard by reason of his own switching operations. Train dispatcher may not issue switching authority (including operation of power switches in hand-throw position) to more than one person at a time (except to switch both ends of a train).

### SACRAMENTO.

(a) Normal position of switch at tail of wye "R Street Line" is lined for west leg of wye.

(b) Lunar white marker displayed in connection with aspect per Rule 287 on westward absolute signal at east switch Haggin, indicates that switches are lined for movement to Sacramento Northern yard.

When aspect per Rule 287 is displayed without display of lunar white marker it indicates switches are lined to siding.

### MARYSVILLE.

(a) Inside crossover switch on siding and hand-throw tandem derrails on east end of tracks 1 and 2 are not electrically-locked and must NOT be operated before obtaining electric lock 346 B.

(b) SN connection switch on siding must be locked for siding when not in use. All movements on siding must be made at yard speed.

### SP Connection MP 180.42.

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

Instructions for operation of electric lock located in telephone box adjacent to main track switch. Electric lock switch must be operated before derail, otherwise electric lock will not release. See Rule 550.

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

### SACRAMENTO NORTHERN CREWS

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

Westward SN trains or engines at Marysville must contact train dispatcher for instructions to move Marysville to Cleveland or beyond.

### SANKEY

Eastward absolute signal on SN is a two-unit signal.  
Upper unit governs movements to WP main track.  
Lower unit governs movements on SN main track.

### MARYSVILLE

(a) All switches for entrance to WP main track are governed by absolute signals or electric locks. Movements of SN trains or yard engines will be made by signal indication or by permission of the WP train dispatcher.

(b) **RULE 547.** Governs switching operations. Block limits are:

Absolute signal at Cleveland to west siding switch Marysville.

West siding switch Marysville to east siding switch Marysville.

East siding switch Marysville to MP 185.6.

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

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

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

(c) Instructions for operating electric locks are posted in telephone booths adjacent thereto.

Permission must be obtained from train dispatcher before electric locks can be released and he must be notified after movement is completed and electric lock has been locked.

### OROVILLE YARD, SECOND AND THIRD SUBDIVISION

(A) Unless otherwise instructed, written clearance is not required by trains departing Oroville Yard.

Written instructions regarding track conditions, underfoot conditions, and dimensional loads on Second and Third Subdivision will be issued at Portola, Bieber, Greenville and Stockton Yard. At Oroville Yard, inbound Engineer will leave such information on locomotive and Conductor will leave such information in desk drawer of caboose.

Prior to departure Oroville Yard, Conductor, or engineer if no conductor, will contact train dispatcher to verify instructions in effect and receive any additional instructions per Rule 541.

(B) Train dispatcher may grant permission to different engines in different parts of the same block to operate a dual-control switch by hand or use the main track for switching and will not be required to protect work limits by absolute signals in each direction or apply red tags to the signal levers. However, he must not grant such permission if a train or engine is moving by signal indication in the block toward point where work is to be done or is closely approaching such block.

(C) **Oroville Yard.** Yard track indicators located opposite absolute signals governing movements of eastward or westward freight trains into yard will indicate to trains or engines the number of the track on which they are to yard their trains.

When indicator is dark yardmaster must be contacted at head-in switch to obtain track assignment unless previously received.

During hours yardmasters not on duty Oroville Yard trains being headed in for meets or to be passed by other trains, will use No. 1 Track and if necessary East Drill Track.

Yardmaster on shift previous to shift not covered by yardmaster will, prior to going off duty, clear No. 1 Track and East Drill Track and will advise Second and Third Sub Train Dispatchers accordingly.

Rule 105 applies using these tracks.

During hours yardmaster not on duty Second and Third Sub Train Dispatchers will confer prior to lining trains into Oroville Yard.

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

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

### THIRD SUBDIVISION

**RULE 105.** Sidings on third subdivision, are included in signal circuits. None of these sidings may be occupied or fouled unless authorized by an absolute signal indication or by permission of the train dispatcher.

**Grays Flat Spur, MP 272.6.** Cars must not be left at top of hill or on descending grade on this spur.

**Twain.** Dual control power operated split point derail in service at clear point, west end Twain siding. Derail operates in conjunction with power operated main track switch.

When west switch Twain is hand operated, power operated derail must also be hand operated. Rule 545 will govern.

Permasco car skates on posts approximately 15 car lengths and 30 car lengths west of east switch Twain.

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

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

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

### Keddie.

(a) When calling in flagman from east on Fourth Subdivision enginemen will sound six long blasts of horn.

(b) All switches leading in or out of siding (No. 1 track), must be left lined for the siding. Inside crossover switch at the west end of siding is dual-control, power-operated and, when in power position, works simultaneously with west siding main track crossover switch. When west siding main track crossover switch is in hand-operated position, inside crossover switch must also be hand operated.

### DRAGGING EQUIPMENT DETECTORS

**West switch Poe.** Indicator lamp 50 feet west of detector.  
**Signal 2238.** Indicator lamp 50 feet east.

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

### FOURTH SUBDIVISION

Permasco car skates at Moccasin, Greenville, Robbers Creek, Lodge Pole, and Little Valley.

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



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

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

**Rule T-82-A.** For the application of Rule T-82-A, Greenville will be regarded as the initial station for Eastward Regular Trains.

A clearance will not be required by Fourth Sub-division trains departing Keddie. Conductor, or engineer if there is no conductor, will contact train dispatcher prior to leaving Keddie on Fourth Subdivision to ascertain if any instructions concerning track or underfoot conditions or load dimensions are in effect between Keddie and Greenville.

**Rules T-83-A, T-83-B.** All trains register at Greenville by ticket except during hours Train Order Office is closed. When Train Order Office is closed, conductor, or engineer if there is no conductor, of westward trains must contact Train Dispatcher by radio or other means to report train arrival at Greenville. Should means of communication fail, required information must be entered on Train Register located in office.

Train Order Office at Greenville is closed two one 201 a.m. until nine one 901 a.m. and five one 501 p.m. until six one 601 p.m. daily.

**Keddie.** (a) When calling in flagmen from east on Fourth Subdivision, enginemen will sound six long blasts of horn.

(b) Upper unit of 2-unit absolute signal governs eastward movement from inside tracks Keddie to the Fourth Subdivision.

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

**Greenville.** Aspect per Rule 285 displayed by Eastward Absolute Signal at West Greenville authorizes movement to end of TCS at East Greenville.

Aspect per Rule 292-A displayed by Eastward and Westward Absolute Signals at West Greenville authorize movement into, and out of, siding Greenville. Siding Greenville is not included in signal circuits and all movements must be made at "Yard Speed". Westward Absolute Signal at East Greenville governs movement on main track to West Greenville. Siding Greenville must not be entered at East Greenville unless authorized by train Dispatcher.

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

Normal position junction switch lined for Western Pacific main track.

**Westwood.** No. 2 track and old electric siding connected with No. 2 track at west end will be used as siding.

Derailed on west end old electric siding and house track must be kept in derail position except when being used. East switch of old electric siding must be left lined for siding.

**Poison Lake.** Switch point derail at clearance point west end of log loading track. This derail must be left in derailing position except when track is actually being switched.

### THIRD AND FIFTH SUBDIVISIONS

#### OPERATION OF TRAINS AND ENGINES BETWEEN EAST AND WEST TRAIN YARD SWITCHES PORTOLA

(A) Signal aspect per Rule 288 displayed by automatic signals or indicators between east train yard switch MP 322.13 and west train yard switch MP 320.15, authorizes yard switching or engine movement on main track within these limits.

(B) The absence of signal aspect per Rule 288, or its removal, is an indication that the train dispatcher desires the main track cleared for through train movements.

(C) When main track is used on authority of signal aspect per Rule 288, all movements must be made at yard speed.

(D) When a westward train or engine is stopped at absolute signal at east train yard switch, MP 322.13, or an eastward train or engine is stopped at absolute signal at west train yard switch, MP 320.25, by a STOP indication and train or engine is instructed by the train dispatcher to proceed under flag protection per Rule 509.1.b, when next signal or indicator in advance can be seen displaying aspect per Rule 288, and intervening track to such signal can be seen to be clear, train or engine may pick up flagman and proceed at yard speed.

(E) Eastward absolute signals at west train yard switch are under electrically-coordinated joint control of train dispatchers for the Third and Fifth Subdivisions.

Permission to take switch or derail at west end train yard in hand-throw must be obtained from Third Subdivision train dispatcher. Third Subdivision train dispatcher will in turn contact Fifth Subdivision train dispatcher for his concurrence.

When west train yard switch is in hand-operated position, derailing switch, if used, must also be hand-operated.

(F) Derail at west end of west siding is hand-operated independent of switch. Derail will actuate signals on main track when not in derailing position.

(G) Yard track indicators located opposite absolute signals governing movements of eastward or westward freight trains into yard will indicate to such trains the number of the track on which they are to yard their trains.

When indicator is dark yardmaster must be contacted at head-in switch to obtain track assignment.

### FIFTH SUBDIVISION

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

### FIFTH AND SIXTH SUBDIVISIONS

**Winnemucca.** Rule T-82-A. No clearance is required at WP Winnemucca for movement to Fifth or Sixth Subdivisions. Crew member of WP trains will contact Train Dispatcher for instructions and verbal authority to depart Winnemucca. After such authority is received, movement will be governed by signal indication.

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

**Elko.** Westward WP trains require a WP clearance in addition to an SP clearance.

**RULE 105.** North siding Winnemucca is included in signal circuits and must not be occupied or fouled unless authorized by an absolute signal indication or by permission of the train dispatcher.

### OPERATION OF SP TRAINS BETWEEN FLANIGAN AND WESO INCLUSIVE FIFTH AND SIXTH SUBDIVISIONS

SP trains and engines are authorized to operate over WP tracks between Flanigan and Weso, subject to WP Rules, Timetable, Special Instructions, and Timetable Bulletins.

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

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

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

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

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

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

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

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

**Winnemucca.** Rule T-82-A. No clearance required. Clearance received at Carlin authorizes movement Weso to Flanigan. Clearance received at Wendel authorizes movement Flanigan to Carlin.

**Weso.** SP trains diverging from SP track to WP track Weso will be governed by instructions applicable to WP westward trains.

**Carlin.** Rules T-82-A and 204. Train orders may be issued to westward SP trains at SP Carlin which will affect their movement between Weso and Flanigan.

## SIXTH SUBDIVISION

**RULE T-97.** Eastward extra trains must have train order or clearance authority for movement before leaving interlocking limits, Weso. See (K) **RULE T-97**, SIXTH AND SEVENTH SUBDIVISIONS, Use of WP Portion of Paired Track between Weso Alazon, inclusive.

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

## SIXTH AND SEVENTH SUBDIVISIONS

### Use of WP Portion of Paired Track Between Weso and Alazon Inclusive

(A) Between Weso and Alazon, track of WP and SP will be used jointly. All eastward trains of both companies will use WP track, and all westward trains of both companies will use SP track, unless otherwise instructed by train order, except as provided in Sections (S) and (W) hereof. Each railroad will be operated under single track rules.

(B) Train dispatchers will use following form of train order to authorize movement of a westward train or to create a work extra.

Example 1: "Eng ..... run extra on WP track .... to ...."  
This form of order must be given to all opposing trains on WP track.

Example 2: "Eng ..... works extra on WP track ..... M until .... M between ..... and ....."  
This form of order must be given to trains before entering territory covered.

When moving westward on WP track between Alazon and Weso, maximum speed of passenger trains and light engines is 59 MPH, and for freight and mixed trains 49 MPH, but all other speed restrictions must be observed. Unless proceed signal received or it is known that warning devices are operating, such

trains and engines must stop approaching road crossings where automatic warning devices are installed, and may proceed after member of crew protects crossing.

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

(D) **RULE 20.** All sections except the last must display two green lights by day and night in place provided on the front of engine as classification signals.

**RULE 21.** Extra trains must display two white lights by day and night in place provided on the front of engine as classification signals.

When two or more engines are coupled only the lead unit will display classification signals.

**RULE 24.** Trains must be identified by engine number on lead or other unit in engine consist and the number designated for identification must be illuminated day and night. Other engine numbers must not be illuminated.

(E) **RULE T-82-A.** SP trains, unless otherwise directed, must not leave SP Winnemucca without clearance or train order authority for movement on WP at Weso.

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

(F) **RULES T-82-A and T-83** will not apply to SP trains at Elko, but they will be governed by train-order signal, and at Carlin will be governed by train register and second paragraph of Rule T-83-B.

### (G) RULES T-83-A and T-83-B.

**Weso.** Eastward SP inferior trains arriving Weso may run ahead of superior trains Weso to Carlin when interlocking signal at Weso displays PROCEED indication. Under the same conditions, eastward inferior WP trains may run ahead of superior trains Weso to Alazon. This does not relieve inferior trains from providing flag protection if stopped or delayed. Eastward superior trains must run expecting to find inferior trains running ahead under these conditions.

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

**Elko.** Eastward SP first-class trains register by ticket. Other eastward SP trains will not register.

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

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

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

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

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

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

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

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



Any other eastward extra movements must be authorized by train order.

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

"Eng ..... is annulled as an extra from ....."

(L) **RULE 204.** Train orders may be issued to eastward SP trains at SP Winnemucca which will affect their movement between Weso and Carlin.

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

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

Train orders may be issued to Eastward SP trains at Wendel which will affect their movement between Weso and Carlin.

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

(M) **RULE 221.** Applies only to eastward SP trains at Elko.

(N) **RULES 509 and 510.** When a block signal indicates STOP (in either direction) trains will be governed by Rules 509 or 510.

Signals in paired track territory which are not equipped with number plates are STOP signals. When these signals display STOP indication, member of crew will contact train dispatcher in accordance with Rule 509.

At Preble, Barth, Elburz and Deeth, when signals indicate STOP and train dispatcher knows there is no opposing movement involved, he may orally authorize train to proceed at restricted speed to the next governing signal.

When member of crew is unable to contact train dispatcher within five minutes, train may proceed at restricted speed to the next governing signal without sending a flagman ahead.

**CONTINUE TOP OF RIGHT HAND COLUMN**

(O) At locations designated between Weso and Alazon, letter type indicators will be used. The following letters, when illuminated, will indicate:

"S" Take siding.

"M" Proceed on main track.

When the letter "S" is illuminated, train must take siding.

When the letter "M" is illuminated, train is given authority as specified below:

Illuminated Letter	Located	Approaching	Authority is as follows
"S"	East Rennox	East Rennox	Trains finding "S" indicator flashing must take siding at Kampos and contact train dispatcher for instructions. When a member of crew is unable to contact train dispatcher within 5 minutes, trains will be governed by Rules 99 and T-340 and may proceed without instructions from train dispatcher.
"S"	On signal 6188	West switch Beowawe	Enter siding and remain until letter "M" displayed.
"M"	On signal 6202	East switch Beowawe	Observe Rules 99 & T-340, then enter main track and proceed unless restricted by the letter "S", at Cluro.
"S"	On signal 6262	West switch Cluro	Enter siding and remain until letter "M" displayed.
"M"	On signal 6274	East switch Cluro	Observe Rules 99 & T-340, then enter main track. SP trains proceed to Carlin, WP trains proceed to Elko.

When Signal 6262 displays aspect per Rule 291 and letter "S" is illuminated, train may pass Signal 6262 at restricted speed in order to enter Cluro siding.

(P) **West Carlin.** Main track detour switch at MP 643.4 is interlocked.

Interlocking limits extend from home signal MP 643.4, located 100 feet west of remote-controlled switch, to dwarf home signal, located 350 feet east on main track, governing westward movements, and to dwarf home signal, located 350 feet east on detour, governing westward movements to main track.

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

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

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

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

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

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

When these signals display an indication permitting eastward movement, signal authorizes SP eastward inferior trains to run ahead of eastward superior trains from East Carlin to Alazon, being governed by signal indications displayed. Eastward superior trains must run expecting to find inferior trains moving in advance East Carlin to Alazon authority of the eastward absolute signal indication. This does not relieve inferior trains from providing flag protection if stopped or delayed.

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

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

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

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

(U) Spring switch, 12th Street, east end of old main track, WP Elko yard, normally lined for eastward main track and may be trailed through eastward onto main track.

Trains or engines trailing through spring switch old main track to main track East Elko must not exceed 20 MPH.

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

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

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

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

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

(W) Westward WP freight trains and other trains when so directed, also engines moving between WP and SP yards will use East Elko and/or West Elko detours.

(X) **Weso.** Interlocking. Remote-controlled by WP train dispatcher. Westward home signal governs movements through interlocking limits and to enter T.C.S. on WP main track. When STOP indication is displayed and movement via WP is desired, WP Rule 509 and SP Rule 663 will apply. When STOP indication is displayed and movement via SP is desired, SP Rule 663 will apply.

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

Switches on SP end of crossovers are dual-control. Permission of WP train dispatcher is required for hand operation, except for SP movements made as prescribed by SP Rule 663, and be governed by SP Rules 771 and 772.

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

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

Obtain permission from the WP train dispatcher for movement from WP track to SP track over crossovers and be governed by SP Rule 663.

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

If communication has failed and the WP train dispatcher cannot be contacted, movement may be made on all routes, except westward to WP track, observing SP Rule 663.

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

(Y) **Alazon.** Interlocking. Remote-controlled by SP dispatcher. Eastward home signal governs movements through interlocking limits and to enter T.C.S. on WP main track. When STOP indication is displayed and movement via WP is desired, WP Rule 509 and SP Rule 663 will apply. When STOP indication is displayed and movement via SP is desired, SP Rule 663 will apply.

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

Dual-control switches within interlocking limits are under control of SP dispatcher. When necessary to hand-throw these switches, permission must be obtained from dispatcher and be governed by SP Rules 771 and 772.

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

(Z) **RULE T-86.** WP inferior trains may run ahead of superior trains from Elko to Alazon. Eastward superior trains must run expecting to find inferior trains running under these conditions. This does not relieve inferior trains from providing flag protection if stopped or delayed. This shall not apply to engines using main track within Elko Yard limits.

## ENGINE WHISTLE SIGNALS

**Weso:** Westward WP trains on SP track must sound whistle signal

o — at sign reading "WP WHISTLE" located at SP MP 425.10 approaching Tule.

**Carlin:** Westward: Approaching east end yard:

SP freight trains, o — o,  
WP trains, — o.

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

## WESTWARD AUTOMATIC BLOCK SIGNAL SYSTEM CIRCUITS

- (a) Signals 6511 (200-ft. east of Tunnel 42), and 6497 (200-ft. east of Tunnel 41), and Signal 6475 at MP 647.50 are controlled from east absolute signals at East Carlin Detour; "Block System Limit" signs are opposite clearing points East Carlin Detour.
- (b) Signals 6369 (100 feet east of Tunnel 40) and 6357 (624 feet east of Tunnel 39); "Block System Limit" sign opposite Signal 6352, controlled from 2400 feet east of MP 632.

- (c) Signals 6313 (3650 feet west of MP 632) and 6287. "Block System Limit" sign opposite Signal 6274, controlled from 1000 feet east of MP 623.

### SEVENTH SUBDIVISION

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

**Wells.** Engines must not exceed 10 MPH on straight track and 5 MPH on turnouts in UP yard.

Trains having work to do, must clear road crossings east of WP depot, cutting train if necessary.

**Shafter.** Engines must not exceed 10 MPH on straight track and 5 MPH on turnouts in NN yard and are prohibited from using NN rip track. Nevada Northern crossing must not be blocked while switching.

### SEVENTH AND EIGHTH SUBDIVISIONS

**RULE 540.** Movement of trains departing Wendover will be governed by signal indication. Written clearance will not be required. Conductor, or Engineer, if there is no Conductor, will contact the train dispatcher prior to departure Wendover.

Written instructions regarding track conditions, underfoot conditions, or load dimensions on SEVENTH and EIGHTH Subdivisions will be issued at Roper or Elko. Inbound engineer will leave such information on locomotive and inbound conductor will leave such information in desk drawer on caboose.

### EIGHTH SUBDIVISION

#### POLLARD JCT. AND ROPER YARD INSTRUCTIONS

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

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

WP trains and engines departing. o o o o .

Ogden trains and engines departing \_\_\_\_\_.

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

"Yard limits will be indicated by yard limit signs and designated in the time-table.

Within yard limits the main track may be used, clearing first class trains as prescribed by the rules. In case of failure to clear the main track, protection must be given as prescribed by Rule 99.

Within yard limits the main track may be used without protecting against second class, extra trains and locomotives.

All except first class trains must move within yard limits at reduced speed, unless the track is seen or known to be clear.

D-93. Within yard limits when running against the current of traffic or on a portion of Two or More Tracks used as single track, all trains and locomotives must move at reduced speed, unless the track is seen or known to be clear."

**REDUCED SPEED.** A speed that will permit stopping short of another train or obstruction, or anything that may require the speed of a train or locomotive to be reduced.

### FIRST SUBDIVISION, SAN JOSE BRANCH

#### NILES JUNCTION.

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

(b) Trains in excess of 40 car lengths including caboose which find this signal displaying aspect per Rule 291 or Rule 285 must stop and contact train dispatcher for instructions.

(c) Trains must not block Morrison Canyon Road or Pickering Avenue unnecessarily.

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

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

#### MILPITAS.

(a) Track adjoining south side of main track west of office is known as "West Siding" and track adjoining south side of main track east of office is known as "East Siding."

(b) Absolute signals installed at crossovers, MP BR-11.65, just east of office building. When instructed by the train dispatcher to line crossover switches to enter west or east siding, both switches to crossover to be used must be lined before any portion of train or engine passes absolute signal and thereafter, to enter siding only, trains may pass absolute signal displaying aspect per Rule 292.

Crossover movement from either east or west siding to main track may be made by signal indication after train dispatcher has authorized lining of crossover switches by display of illuminated "S" indicator per Rule 292-A.

Dwarf signals located adjacent to crossover govern crossover movements to main track only and do not apply to siding movements. Except when in use for movement through crossover these signals will be dark.

(c) Derail on west leg of wye located at clearance point. Derail on east leg of wye located 392 feet west of main track switch.

(d) Trains setting out, picking up or doing other work will contact train dispatcher for instructions when ready to depart.

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

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

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

Gates, doors to buildings and derails on both east and west ends of Ford plant are controlled and operated by Ford security police.

#### San Jose Yard.

Westward absolute signal located opposite west yard limit sign, MP BR-15.25.

Westward trains must contact train dispatcher by telephone before leaving yard tracks at William Street for authority to proceed to absolute signal at MP BR-15.25.



## INTERLOCKING PLANTS AND SIGNALS AND RAILROAD CROSSINGS NOT INTERLOCKED

**MP 5.8-SP Crossing and MP 5.9-Chestnut Junction, Magnolia Tower.** Interlocking. Towerman on duty.

Eastward: Two-unit home signal 490 feet west of crossing. Upper unit governs movement to eastward main track; lower unit to westward main track. Single unit dwarf signal 490 feet west of Crossing governs movement from No. 1 track to either eastward or westward main track.

Westward: Two unit home signal on westward main track 700 feet east of crossing; upper unit governs movement to WP yard; lower unit to OT interchange. Color-light dwarf signal 490 feet east of crossing governs movement from eastward main track to WP yard.

Eastward whistle signals:

East yard to eastward main track, — .

to westward main track, — o — .

No. 1 track, east yard, to eastward main track, o — .

to westward main track, o — o .

**MP 7.2 SP Crossing. Both Main Tracks.** No Interlocking. Protected by manually-operated gates. When SP engines or cars are using SP track, gates will be across both WP tracks and indicate STOP to movements on WP in either direction. Trains must approach under control and not proceed over this Crossing unless it is known to be clear.

**MP 7.7 Clinton, SP Crossing.** Interlocking, Remote-Controlled.

Spring switch located 60 feet west of Crossing at end of double track normally lined for westward main track and may be trailed through eastward on eastward main track.

Home signal east of crossing is a single unit signal with "S" unit on mast. This signal will display aspects per Rule 292, 292-A, and 288. All westward movements through this interlocking will be authorized by flashing red aspect per Rule 288. "S" Unit must be illuminated per Rule 292-A before spring switch is reversed. Trains or engines moving from eastward main track to westward main track, or vice versa, must move beyond home signal and receive proper signal indication for reverse movement. If authorized to pass this signal in STOP position, in addition to observing Rule 663, spring switch must be examined and points found to fit properly for movement desired. That part of Rule 663, referring to waiting time, is modified to three minutes instead of ten minutes at this Crossing.

**MP 10.6 and MP 10.7 Melrose, SP Crossings.** Interlocking. Remote-Controlled.

That part of Rule 663, referring to waiting time, is modified to five minutes instead of ten minutes at this crossing.

**MP 13.7 Elmhurst, SP Crossing.** Interlocking. Remote-Controlled.

**RULE 509** also applies. That part of Rule 663, referring to waiting time, is modified to five minutes instead of ten minutes at this Crossing.

**MP 30.3 Niles Tower, SP Crossing.** Interlocking. Towerman on duty.

**MP 42.7 and MP 42.97 Radum, SP Crossing.** Interlocking. Automatic.

That part of Rule 663, referring to waiting time, is modified to five minutes instead of ten minutes at this Crossing.

In order to avoid delay to trains on opposing route while doing work at Radum, train must be left outside of interlocking plant circuit governed by home signals.

**MP 74.05, SP Crossing.** Interlocking. Automatic.

While doing work on tracks adjoining this Crossing, train or cars must be left outside of interlocking plant circuit governed by home signals in order to avoid delay to trains on opposing route.

Signals are approach clearing. If train or engine fails to reach home signal within eleven minutes after proceed aspect is displayed, train or engine must expect to find STOP aspect displayed. Secondary clearing circuits extending 500 feet in ap-

proach to home signals, must be occupied before signal may again display proceed aspect.

**MP 84.45 SP Crossing.** Interlocking. Remote-Controlled. Under control SP Train dispatcher.

When interlocking signals display STOP aspect and reason not apparent, contact SP train dispatcher. When westward home interlocking displays STOP aspect, westward trains will stop to clear Lathrop highway crossing.

WP emergency release box located adjacent to crossing must be operated when instructed to do so by SP train dispatcher or when instructed by SP train dispatcher to flag through interlocking. If unable to contact SP train dispatcher and no trains can be seen or heard approaching, operate emergency release and observe rules 663 and 509.

When switching is done on main track at West Lathrop or crossover west end of Army Supply Depot track, SP train dispatcher must be notified by telephone, length of time to be used so signal lineup may be changed if necessary and must also be notified when switching is completed.

**MP 90.5 Ortega, Hunter Street Line, SP Crossing.** Interlocking. Remote-Controlled.

Movements over SP Crossing will be made in accordance with signal indication.

Westward interlocking signal is also absolute signal. **RULE 509** also applies.

Electric locks on WP main track switch to Hunter Street Line and derail located north side SP Crossing are under control of WP train dispatcher. Both switch and derail are equipped with spring device for trailing movements.

Instructions for handling movements over SP Crossing posted in telephone shelters adjacent to both switch and derail.

**MP 93.2 AT&SF Tower, AT&SF Crossing.** Interlocking. Towerman on duty.

**RULE 509** also applies. Limits of AT&SF Stockton Tower include that portion of main track and siding on the AT&SF to Fresno Street and signal indications will supersede the superiority of trains for both opposing and following movements on the same track. The movement of trains and engines in these limits will be supervised by the Tower who will issue instructions as may be required. The Tower must be advised in advance of any known condition that will delay the train or engine or prevent it from making usual speed.

Speed limit between Stockton Tower and Fresno Street 20 MPH.

Following fixed signals and indications are effective in above specified territory:

Red — Stop and communicate with Tower for instructions.

Flashing Red — Proceed prepared to stop short of train obstruction or switch not properly lined but not exceeding 20 MPH.

Red over Yellow — Same as Flashing Red.

Telephones to AT&SF Tower located in booth at Hazelton Avenue Lead, Commerce Street and Fresno Street.

WP train dispatchers telephone located in booth at Hazelton Avenue Lead.

Absolute signal governing movement from Hazelton Avenue Lead may display aspect per Rules 288 or 292 for movement to WP main track at MP 93.2. When aspect per Rule 288 is displayed, proceed to next governing signal.

Signal governing movement from Commerce Street and Fresno Street to AT&SF main track or siding may display aspect per Rules 288 or 292. When aspect per Rule 288 is displayed, this authorizes movement to AT&SF main track and siding.

When aspect per Rule 292 is displayed, crew must contact Tower for instructions.

Last governing signal on AT&SF main track and siding will authorize movement to WP main track. If aspect per Rule 292 is displayed, authority for movement may be obtained through towerman.

Dwarf signals at Center Street govern movement from AT&SF main track and siding to Commerce Street.

Following whistle signals will be observed:

From WP to AT&SF enroute Hazelton Avenue ..... 0 0 0 — .

From WP to AT&SF enroute Commerce Street and beyond  
..... — 0 .

From AF&SF to WP main tract and WP main track either direction..... — .

**MP 93.8 Weber Avenue, SP Crossing.** Interlocking. Remote-Controlled.

**RULE 509** also applies. That part of Rule 663, referring to waiting time, is modified to five minutes instead of ten minutes at this Crossing.

**MP 95.1 El Pinal, SP Crossing.** Interlocking. Remote-Controlled. Under control of SP train dispatcher.

When interlocking signals display STOP aspect and reason not apparent, contact SP train dispatcher.

SP dispatchers telephone and WP emergency release box located adjacent to crossing. Emergency release must be operated when instructed to do so by SP train dispatcher or when instructed by SP train dispatcher to flag through interlocking. If unable to contact SP train dispatcher and no trains can be seen or heard approaching, operate emergency release and observe Rules 663 and 509.

**MP 138.0 "R" Street, SP Crossing.** Interlocking. Remote-Controlled.

**RULE 509** also applies. Low dwarf absolute signal bearing letter "A" located 80 feet east of "S" Street on west leg of wye governs movement from west leg of wye to main track only and does not apply to movements to California Builders Supply spur. When switch is lined for movement to California Builders Supply spur, this signal will display aspect per Rule 288.

Interlocking Home signals located 75 feet west and 200 feet east of SP Crossing west leg of wye govern movements over SP Crossing only. When these signals display aspect per Rule 288, movement may be made over SP Crossing at yard speed. If aspect per Rule 288 is not displayed, Rule 663 will apply and waiting time modified to three minutes.

Switches leading to California Builders Supply spur and CAL-PAK 15 spur are manually operated. These switches will be lined and locked normally for through movements on west leg of wye. Movements into and out of these spurs can be made without contacting train dispatcher.

Rule 670 is modified at this location to permit reverse movements to be made within interlocking limits provided a portion of switch cut or engine is between interlocking home signals.

That part of Rule 663, referring to waiting time, is modified to three minutes instead of ten minutes at this Crossing. **RULE 509** also applies.

**MP 152.5 Sankey, SN Crossing and Connection.**

**RULES 509 and 546 apply.** Westward absolute signal is a two-unit signal. Upper unit governs movements on WP main track. Lower unit governs movements to SN main track.

**MP 180.2 Binney Junction, SP Crossing.** Remote-controlled. Under control SP train dispatcher.

When interlocking signals display STOP aspect and reason not apparent, contact SP train dispatcher.

SP dispatchers telephone and WP emergency release box located adjacent to crossing. Emergency release must be operated when instructed to do so by SP train dispatcher or when instructed by SP train dispatcher to flag through interlocking. If unable to contact SP train dispatcher and no trains can be seen or heard approaching, operate emergency release and observe Rules 663 and 509.

**MP 765.9 NN Crossing.** Interlocking. Remote-controlled.

When using dual-control switch west end Shafter siding in hand-throw position, movement must be made in accordance with Rules 545 and 663.

Derail installed in NN connection at clearance point for Shafter siding. Connection switch and derail equipped with electric locks which normally are in release position. If lock fails to release when padlock is removed, follow instructions in phone booth nearby.

**MP 912.1 KCC Crossing & Tfr.** Interlocking. Automatic.

**MP 927.2 Pollard Jct.** } Interlocking.

} **Grant.** Towerman on duty.  
WP Rules apply

**MP 927.4 D&RGW Crossing** }

**D&RGW RULE 290.**

**Aspect** **Name.**

Red over red over lunar,  
or red over lunar, Restricting  
or lunar.

**Indication**

Proceed at restricted speed:

(1) Within ABS to next signal governing in the same direction.

(2) At interlocking outside ABS through interlocking limits.

(3) Onto non-signaling track until entire train is through turnout.

**D&RGW RULE 508.** The absence of a light or white light displayed where a color or lunar light should be, on an ABS, must be regarded as the most restrictive indication that can be given by that signal.

The following signals may display lunar aspect: Signal 66A governs movements entering Roper Yard from north and west; Signal 66B governs movements entering spurs lined to south or eastbound track to Roper Yard; Signal 68B governs movements departing Roper Yard to north and west; Signal 72 governs westbound movements out of Roper Yard on the eastbound running track; Signal 74 governs movements west out of Saucer No. 2.

**MP 928.7, UP Crossing.** Interlocking. Automatic.  
WP Rules apply.

### SAN JOSE BRANCH

**MP 19.6 Valbrick, SP Crossing.** No Interlocking.

**MP 20.2 Willow Glenn, SP Crossing.** Interlocking.

Home signals 225 feet east and west of Crossing. No approach signals.

All trains must come to STOP at home signals, and a member of crew go to Crossing and carefully follow instructions posted inside of derail lock box at Crossing before proceeding over Crossing.

**MP 22.3 West San Jose, SP Crossing.** No interlocking.

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

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

### RULE 302. AUTOMATIC HOT BOX DETECTOR

Automatic Hot Box Detector is in service at MP 556.90.

Hot Box Indicator is located on Signal 5596.

"Wait" Indicator is located on Signal 5550.

Hot Box Locator is located at East Red House.



Hot Box Indicator will normally display a steady "H" until approaching train has been checked. If no hot journal has been found, the steady "H" indication will not change.

If the "H" indication changes to a flashing "H" indication, a hot journal has been found and the train must stop at East Red House.

The automatic locator at East Red House will indicate the location of the hot box in the train in accordance with posted instructions.

"Wait" indicator on Signal 5550 will normally display a steady "W".

If train ahead has a hot journal, Signal 5550 will indicate aspect per Rule 291 and a flashing "W". Train must not proceed until flashing "W" changes to a steady "W".

An indicator lamp is mounted on the Hot Box Detector house. If head end of train finds the indicator lamp displaying a steady light, Hot Box Detector is in service. If indicator lamp is out, Hot Box Detector is out of service. If rear of train finds the indicator lamp displaying a flashing light, a hot box has been found.

**RULE 302. HOT BOX DETECTORS ARE IN SERVICE AT THE FOLLOWING LOCATIONS:**

MP 358.34 between Red Rock and Doyle  
Westbound "H" indicator located MP 354.3  
Eastbound "H" indicator located MP 360.2  
Westbound trains stop at West Red Rock  
Eastbound trains stop at East Doyle

MP 387.1 between Flanigan and Sand Pass  
Westbound "H" indicator located MP 385.3  
Eastbound "H" indicator located MP 392.2  
Westbound WP trains stop at West Flanigan  
Westbound SP trains stop at SP connection Flanigan MP 384.4

Eastbound trains stop at East Sand Pass  
MP 434.25 between Phil and Gerlach  
Westbound "H" indicator located MP 431.54 and 431.92  
Eastbound "H" indicator located MP 436.93 and 437.31  
Westbound trains stop at West Phil  
Eastbound trains stop at East Gerlach

MP 475 between Ronda and Floka  
Westbound "H" indicator located MP 472.5  
Eastbound "H" indicator located MP 477.5  
Westbound trains stop at West Ronda  
Eastbound trains stop at East Floka

MP 585.80 between Ellison and North Battle Mountain  
"H" indicator located on Signal 5880. Trains stop at East Rennox

MP 615.4 between Dunphy and Beowawe  
"H" indicator located MP 617.6. Trains stop at East Beowawe.

MP 830 between Arinosa and Barro  
Westbound "H" indicator located MP 827.7  
Eastbound "H" indicator located MP 832.2  
Westbound trains stop at West Arinosa  
Eastbound trains stop at East Barro

MP 860.4 between Clive and Low  
Westbound "H" indicator located MP 856.4  
Eastbound "H" indicator located MP 864  
Westbound trains stop at West Clive  
Eastbound trains stop at East Low

MP 893.7 between Delle and Burmester  
Westbound "H" indicator MP 891.3;  
Eastbound "H" indicator MP 895.8;  
Westbound Trains stop at West Switch Timpie;  
Eastbound Trains stop at East Burmester.

Hot Box indicator will normally display a flashing "H" until approaching train has been checked. If no hot journal is found, the indicator will change to a steady "H".

If the "H" indicator is still flashing when passed, a hot journal has been found and the train must stop at the location outlined above.

Call the train dispatcher by telephone for location of hot journal. He will advise the side of the train noted, the car count ahead of caboose or behind the engine and the axle number from the head end of the car. The crew must check the car shown, also the car ahead and the car behind that car. It will not be necessary to inspect the entire train **with the following exception:**

When multiple alarms are seen on the graph, this condition can be caused by heavy braking of the train while passing the detector account sparks generated by the brake shoes, and also by abnormal operation of the carrier system. It is easily possible for a genuine hot box to be missed under these conditions **and the train must therefore be inspected.**

A light out in the "H" indicator must be regarded as a flashing "H".

When a train is stopped by a hot box detector, and if member of crew is unable to contact train dispatcher, entire train must be inspected. When inspection has been completed, Hot Box indication will have been complied with and no further attempt to communicate with train dispatcher concerning hot box indication need be made.

MAXIMUM SPEEDS IN MILES PER HOUR Between	WMX and Other Trains Designated, Not Over 80 Tons Per Operative Brake	1 Trains Not Exceeding 100 Cars or 5500 Tons	2 Trains Exceeding 100 Cars or 5500 Tons
	<b>First Subdivision</b>		
Chestnut Jct. and SP Crossing MP 7.2 .....	15	15	15
Over SP Crossing MP 7.2 .....	10	10	10
SP Crossing MP 7.2 and SP Crossing MP 7.7 Clinton .....	15	15	15
SP Crossing MP 7.7 Clinton and SP Crossing MP 10.6 .....	20	20	20
SP Crossing MP 10.6 and MP 15.2 Williams St. San Leandro .....	35	35	35
MP 15.2 Williams St. San Leandro and MP 23.93 .....	60	60	50
MP 23.93 and MP 24.8 .....	45	45	35
MP 24.8 and MP 29.25 .....	60	60	50
MP 29.25 and MP 34.4 .....	40	40	30
MP 34.4 and MP 38.8 curve at SP underpass	45	45	35
MP 38.8 and MP 41.0 .....	50	50	45
MP 41.0 and MP 41.9 (City limits Pleasan- ton) .....	45	45	40
MP 41.9 and MP 42.97 SP Crossings.....	50	50	40
MP 42.97 SP Crossings and MP 46.75 .....	60	55	45
MP 46.75 and MP 48.2 (City limits Livermore) .....	45	45	45
MP 48.2 and MP 49.88 SP underpass .....	50	50	45
MP 49.88 and MP 52.3 .....	60	60	45
MP 52.3 and MP 58.2 .....	40	40	30
MP 58.2 and MP 67.0 .....	45	45	35
MP 67.0 and MP 74.05 SP crossing.....	60	60	50
Over SP Crossing MP 74.05.....	50	50	40
MP 74.05 SP Crossing and MP 79.8 .....	60	60	50
MP 79.8 and West End Bridge 80.28.....	55	55	40
Over Bridge 80.28 .....	40	40	30
East End Bridge 80.28 and MP 84.45 SP Crossing .....	60	60	50
Over SP Crossing MP 84.45.....	50	50	40
MP 84.45 SP Crossing and MP 90.4 .....	60	60	50
MP 90.4 and MP 90.85 .....	45	45	35
MP 90.85 and MP 94.2 .....	20	20	20
Other Tracks .....	10	10	10

MAXIMUM SPEEDS IN MILES PER HOUR Between	WMX and Other Trains Designated, Not Over 80 Tons Per Operative Brake	1 Trains Not Exceeding 100 Cars or 5500 Tons	2 Trains Exceeding 100 Cars or 5500 Tons
	<b>Second Subdivision</b>		
MP 90.85 and MP 94.2 .....	20	20	20
Other Tracks .....		10	10
MP 94.2 and MP 95.2 over SP crossing .....	40	40	30
MP 95.2 and MP 97.3 .....	50	50	45
MP 97.3 and MP 116.07 Mokelumne River Bridge .....	60	60	55
MP 116.07 Mokelumne River Bridge and MP 116.7 .....	40	40	35
MP 116.7 and MP 131.8 .....	60	60	55
MP 131.8 and MP 135.2 .....	40	40	40
MP 135.2 and "C" St. Sacramento .....	20	20	20
"C" St. Sacramento and MP 140.6 .....	35	30	25
MP 140.6 and MP 166.25 .....	60	60	55
MP 166.25 and MP 166.6 Bear River Bridge .....	50	50	50
MP 166.6 and MP 177.5 Eastward .....	60	60	55
MP 166.6 and MP 178.6 Westward .....	60	60	55
MP 177.5 and MP 179.0 Eastward .....	40	40	30
MP 178.6 and MP 179.0 Westward .....	40	40	30
MP 179.0 and MP 181.1 over SP Crossing .....	45	45	30
MP 181.1 and MP 201.7 .....	60	60	55
MP 201.7 and MP 201.9 on curve .....	40	40	35
MP 201.9 and MP 205.47 .....	45	45	35
<b>Third Subdivision</b>			
MP 201.9 and MP 205.47 .....	45	45	35
MP 205.47 and MP 224.25 .....	50	50	40
MP 224.25 and MP 227.3 .....	35	35	35
MP 227.3 and MP 232.2 .....	50	35	35
MP 232.2 and MP 282.9 .....	30	25	25
West Wye Switch Keddie, diverging route .....	15	15	15
MP 282.9 and MP 294.0 .....	35	35	30
MP 294.0 and MP 295.1 .....	30	25	25
MP 295.1 and MP 298.53 .....	35	35	30
MP 298.53 and MP 299.75 .....	30	25	25
MP 299.75 and MP 316.1 .....	35	35	30
MP 316.1 and MP 317.0 .....	30	25	25
MP 317.0 and MP 320.3 .....	35	35	30
MP 320.3 and MP 321.7 .....	20	20	20
<b>Fifth Subdivision</b>			
MP 320.3 and MP 321.7 .....	20	20	20
MP 321.7 and MP 323.7 .....	40	40	30
MP 323.7 and MP 347.8 .....	50	50	40
MP 347.8 and MP 348.5 .....	45	45	35
MP 348.5 and MP 358.65 .....	55	55	45
MP 358.65 and MP 374.0 .....	50	50	50
MP 374.0 and MP 384.2 .....	65	60	50
MP 384.3 WP-SP Conn. using turnout .....	-	20	20
MP 384.2 and MP 390.7 .....	60	60	50
MP 390.7 and MP 397.8 .....	45	45	35
MP 397.8 and MP 398.5 .....	55	55	40
MP 398.5 and MP 404.7 .....	60	60	50
MP 404.7 and MP 488.3 .....	65	60	50
MP 488.3 and MP 489.9 .....	55	55	45
MP 489.9 and MP 494.5 .....	40	40	30
MP 494.5 and MP 494.9 .....	45	45	35
MP 494.9 and MP 495.6 .....	55	55	45
MP 495.6 and MP 521.0 .....	70	60	50
MP 521.0 and MP 521.6 on curve .....	65	60	50
MP 521.6 and MP 530.7 Winnemucca .....	70	60	50
MP 530.7 and MP 536.0 Winnemucca .....	55	55	45

MAXIMUM SPEEDS IN MILES PER HOUR Between	WMX and Other Trains Designated, Not Over 80 Tons Per Operative Brake	1 Trains Not Exceeding 100 Cars or 5500 Tons	2 Trains Exceeding 100 Cars or 5500 Tons
	<b>Sixth Subdivision</b>		
MP 530.7 Winnemucca and MP 536.0 .....	55	55	45
Using turnouts, Weso .....	25	25	25
MP 536.0 and MP 610.1 .....		65	60
MP 610.1 and MP 611.0 .....		65	50
MP 611.0 and MP 628.3 .....		65	60
MP 628.3 and MP 636.8 .....		50	40
MP 636.8 and MP 637.7 .....		55	45
MP 637.7 and West Carlin .....		60	50
West Carlin and East Carlin .....		50	50
Using turnouts, West and East Carlin ..		15	15
East Carlin and MP 650.4 .....		60	50
MP 650.4 and MP 650.8 .....		50	40
MP 650.8 and MP 664.4 .....		65	55
MP 664.4 and MP 665.4 Elko Yard .....		—Yard Speed—	
<b>Seventh Subdivision</b>			
MP 665.4 and MP 666.4 Elko Yard .....		15	15
MP 666.4 and MP 674.8 .....		60	50
MP 674.8 and MP 681.1 .....		55	45
MP 681.1 and Alazon .....		65	60
Using cross-over Alazon .....	25	25	25
Alazon and MP 717.1 .....	60	60	45
MP 717.1 and MP 727.4 .....	65	60	45
MP 727.4 and MP 753.2 .....	50	50	50
MP 753.2 and MP 755.2 .....	45	45	35
MP 755.2 and MP 758.7 .....	60	60	45
MP 758.7 and MP 765.78 (NN Crossing) .....	65	60	45
Over NN Crossing .....	60	55	45
MP 765.78 and MP 773.4 .....	65	60	45
MP 773.4 and MP 775.3 .....	60	30	25
MP 775.3 and MP 784.5 .....	30	30	25
MP 784.5 and MP 799.5 .....	45	45	35
MP 799.5 and MP 800.0 .....	40	40	30
MP 800.0 and MP 808.1 Wendover .....	45	45	45
<b>Eighth Subdivision</b>			
MP 800.0 and MP 808.1 .....	45	45	45
MP 808.1 and MP 844.8 .....	60	50	50
MP 844.8 and MP 856.6 .....	65	60	50
MP 856.6 and MP 857.0 .....	60	60	50
MP 857.0 and MP 880.0 .....	50	50	45
MP 880.0 and MP 912.1 KCC Crossing .....	65	60	50
MP 911.44 WP-UP Conn using crossover .....	35	35	35
MP 912.1 over KCC Crossing .....	50	50	45
MP 912.1 and MP 924.1 (Via WP) .....	55	55	45
MP 924.1 and MP 925.6 (Via WP) .....	55	45	45
MP 925.6 and MP 926.6 (Via WP) .....	25	25	25
MP 926.6 and Pollard Jct. .....	20	20	20
Pollard Jct. and Roper Yard .....	15	15	15
Trains approaching interlocked crossings must reduce to speed shown before engine passes home signal.			
On curves speed will be reduced below the maximum or restrictions provided, where necessary, on all Subdivisions and branches, to insure safety.			
Trains identified as 63-WPW and 64-WPE will observe max- imum speeds as shown in Column 2.			

MAXIMUM SPEEDS IN MILES PER HOUR Between	MAXIMUM SPEEDS	
	1	2
<b>Fourth Subdivision</b>		
MP 0.0 and MP 1.1 .....	15	15
MP 1.1 and MP 6.19 .....	25	25
MP 6.19 and West Switch Greenville .....	40	35
West Switch Greenville and East Switch Greenville .....	20	20
East Switch Greenville and MP 34.55 .....	25	25
MP 34.55 and MP 43.52 .....	30	25
MP 43.52 and MP 78.71 .....	45	45
MP 78.71 and MP 93.4 .....	25	25
MP 93.4 and MP 98.1 .....	30	25
MP 98.1 and MP 106.53 .....	25	25
MP 106.53 and MP 111.81 .....	30	25

Unless otherwise advised, trains on Fourth Subdivision will operate at speeds shown under Column 1.

MAXIMUM SPEEDS IN MILES PER HOUR Between	
<b>San Jose Branch</b>	
MP 0.0 and MP 0.3 .....	15
MP 0.3 and MP 7.5 .....	35
MP 7.5 and MP 10.5 .....	25
MP 10.5 and City Limits San Jose MP 15.7 .....	20
MP 15.7 and MP 23 within City Limits, San Jose .....	12
<b>Tracy Branch</b> .....	12
<b>Loyalton Branch</b> .....	15
<b>Reno Branch</b>	
Reno Jct. and MP 30 .....	25
Martin Spur .....	10
MP 30 and Reno .....	15
SP-WP Interchange Connection, Reno .....	5
<b>Ellerbech Branch</b> .....	15
<b>Warner Branch</b> .....	20
<b>Rowley Branch</b> .....	45
<b>Marblehead Branch</b> .....	20

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

### PASSENGER TRAINS

Passenger trains will not exceed posted speeds except as specified for Sixth and Seventh Subdivisions.

#### Sixth Subdivision

MP 536.0 and MP 610.1 .....	Posted speed plus 5 MPH
MP 610.1 and MP 611.0 .....	Posted speed
MP 611.0 and MP 628.3 .....	Posted speed plus 5 MPH
MP 628.3 and MP 637.7 .....	Posted speed
MP 637.7 and West Carlin .....	Posted speed plus 10 MPH
West Carlin and MP 650.8 .....	Posted speed
MP 650.8 and MP 664.4 .....	Posted speed plus 5 MPH
except thru turnouts Weso and Carlin.	
MP 664.4 and MP 665.4	
Elko Yard .....	Yard speed

### PASSENGER TRAINS — Continued

#### Seventh Subdivision

MP 665.4 and MP 666.4 .....	Posted speed plus 20 MPH
MP 666.4 and MP 674.8 .....	Posted speed plus 10 MPH
MP 674.8 and MP 681.1 .....	Posted speed
MP 681.1 and Alazon .....	Posted speed plus 5 MPH
except thru turnouts Alazon.	

For Maximum Speeds Westbound on WP see paragraph (B), under use of WP portion of paired track between Weso and Alazon inclusive.

#### OTHER MAXIMUM SPEEDS All Subdivisions and Branches

#### Maximum MPH

Engines operated in a movement other than from the leading control unit in the direction of movement.	
On curves and approaching highway or street crossings at grade .....	20
Where conditions require, speed must be further reduced to insure safety.	
Through turnouts, crossovers, on sidings and on all inside tracks* (except as otherwise provided for) .....	10
*On inside tracks when curvature or other conditions require, speed will be further reduced to insure safe operation.	
Through turnouts with power-operated switches in reverse position,	
Kohler to Wyche inclusive, except east leg of wye switch, Niles Junction.	
Westward trains leaving Stockton Yard, after receiving signal from rear to indicate rear end has passed Tidewater Southern Jct.	
Hammer Lane, Phillips, Del Paso to Craig, inclusive, East switch Oroville, Kramm, Eley, James, East switch Pulga, Virgilia, East switch Portola to East switch Winnemucca inclusive, West switch Wells to Pollard Jct., inclusive, and through sidings at the stations and within the limits listed above .....	20
Trains handling WP derrick No. 37 - straight track .....	35
On curves 5 MPH less than speed prescribed but not exceeding .....	30
Trains handling derricks (other than WP derrick No. 37) .....	30
Third and Fourth Subdivisions .....	25
San Jose Branch (To east switch Milpitas) .....	20
East switch Milpitas to end of Branch .....	10
Tracy Branch .....	10
Reno Branch .....	20
Loyalton Branch .....	10
Marblehead Branch .....	10
Rowley Branch .....	20
Ellerbech Branch .....	10
Warner Branch .....	10
Trains handling power shovels, cranes, except cranes 89 and 55, rotary plows, or pile drivers on own wheels	
Third and Fourth Subdivisions .....	20
All other subdivisions and Branches .....	25
Trains handling cranes with booms leading, or spreaders in reverse movement .....	25



**OTHER MAXIMUM SPEEDS**  
All Subdivisions and Branches  
Continued

	Maximum MPH
Trains handling Cranes 89 and 55 Third and Fourth Subdivisions and Branches .....	25
All other subdivisions .....	35
Trains handling WP Car Series 10301 to 10400 .....	45
Trains handling loaded air dump cars .....	25
Scale test cars on own wheels must be handled next to caboose and trains handling such cars will not exceed	
Between Oakland and Roper .....	30
Between Keddie and Bieber .....	25
Branches .....	20
North Channel Line, Stockton .....	10
Hot Box detectors, when stop is required by continuing flashing "H" to designated stop point.....	15
Trains handling coiled steel in movement Geneva, Utah to Pittsburg, Calif. as follows:	
Consist including 25 or less such cars.....	Column 2
Consist including 26 or more such cars, none of which are UP .....	45
Consist including 26 or more such cars, some of which are UP .....	40
Loaded cars of steel in this movement are to be entrained on or near head end of train.	
Trains handling ore in open top cars.....	Column 2
Trains handling piggybacks of flatbed trailers loaded with articulated dozers .....	Column 2

**SPEED RESTRICTIONS FOR ENGINES:** Maximum speed in miles per hour shown below is subject to further restrictions applicable to certain territories as shown in Maximum Speeds:

**WESTERN PACIFIC**

Class	Unit HP	Engine Maximum Speed	Class	Unit HP	Engine Maximum Speed
805A-804B	1500	65	701-713	1500	65
913-926	1500	65	725-732	1750	65
510	660	35	2001-2010	2000	71
551-564	1000	35	3001-3022	2500	71
559-564			3501-3544	3000	71
in multiple	1000	30	3051-3071	3000	75
581-585	1000	65	2251-2265	2250	75
601-608	1200	30			

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

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

**MISCELLANEOUS**

Locomotives dead in train must have automatic brake valves cut out in cab and brake valve handle locked in "running" position on 24 RL equipment or handles removed in "handle off" position on 26 L equipment; independent brake valve handles removed in "running" position; dead engine feature cut in; distributing valve pops set to 15 PSI pressure; and rotair valve set to "passenger" position on units equipped with 24 RL brake equipment. The isolation switch must be placed in "start" position; main battery switch pulled; the selector lever in "off" and the reversers locked in "neutral" position on 504, 551, 581, 601, 701, 725 and 913 class units. Also on locomotives equipped with an alerter, break the seal and close the alerter cut out cock.

During freezing weather engine water cooling system must be drained on any type engine being towed.

Backing a train, except work trains locals and road switchers, must be done only on an emergency basis with direct permission of Chief Dispatcher, train dispatcher or proper officer.

When necessary to back a train, including locals and road switchers, reduce the working locomotive consist to not more than three units by isolating all units above three units with working units against the train.

Plow ends of 702, 703 and 707 must not be coupled against other diesel units.

**HANDLING SPREADERS 6, 7 and 13**

When the plow end of Jordan Spreaders 6, 7 and 13 are to be coupled to other cars or engines, an empty flat car must be placed next to plow end, to prevent damage to engine or equipment.

**TRACKS ON WHICH ENGINE MOVEMENTS RESTRICTED**

Location and Description of Track	Class of Engine	Prohibited
RADUM.....	All .....	Beyond frog on all tracks except 1 and 2
MARYSVILLE Old SN freight Connections .....	All .....	Beyond frog.
CRAIG, Outfit Spur .....	All .....	Beyond restricting sign.
OROVILLE Ehman Spur .....	All except one unit.	Beyond restricting sign.
GRAYS FLAT .....	THREE axle trucks	Entire spur
POISON LAKE Log Loading Track .....	All .....	Beyond 1125 feet from derail.
PORTOLA, Scale Track ....	All .....	Live rail.
PORTOLA, Scale Track ....	All, except one unit.	Dead rail.
SULPHUR .....	All .....	Beyond 300 feet east of ore ramp.
JUNGO .....	All .....	West of loading ramp No. 1 or 2 spur.
DEETH, Spur Track .....	All .....	Beyond 50 feet from frog
WELLS, Spur Track .....	All .....	Beyond 300 feet from frog
WENDOVER, Army Base Track .....	All .....	Beyond WP ownership
BLAIR, Scale Track.....	All .....	Live rail
LAKE POINT .....	All over 4 units	Beyond frog
SALTUS .....	All .....	Morton Salt RR.
TERMINAL .....	All .....	Beyond 2nd gate.
ROPER YARD, Scale Track 21 .....	All .....	Live rail.

**BRANCHES**

Tracy Branch .....	All .....	Beyond frog.
Spur MP 0.5		
RENO, Scale Track .....	All .....	Live Rail
RENO and LOYALTON BRANCHES 3051 and 3501 Class Units &	All over 4 units.	Entire Branch
ELLERBECK BRANCH....	All over 2 units.	Between Flux and Dolomite

All yard engines, except 510, must be separated from any loaded cars by at least 1 empty while handling cars over Smith Canal drawbridge, North Channel Line, Stockton.

**SPURS AND COMMERCIAL TRACKS**

STATIONS	MILE POST	CONNECTED	Capacity In Feet	Station No.
ESTUDILLO.....P	16.14	Both Ends	3850	16
CARPENTER.....P	24.9	Both Ends	1688	25
UNION CITY.....P	25.9	Both Ends	1888	26
DECOTO.....P	26.6	1 W	170	27
PABRICO.....P				28
Pacific States Steel.....	27.8	Both Ends	3690	
PLEASANTON.....P	41.7	1 W	500	41
RADUM.....P	43.4	Both Ends	1758	43
RHODES and JAMIESON.....P	44.6	1 E	2337	45
TREVARNO.....P				
Interchange.....	49.0	1 W	1402	49
Drill Track.....	49.16	1 W	6434	1049
LOX.....P	50.3	1 W	1850	50
LYOTH.....P				
U.S.Q.M. & SP Conn.....	73.8	1 W	..	..
(Spur leads from east end Tracy siding)				
COCHRAN.....P	75.6	Both Ends	759	76
ARMY SUPPLY DEPOT (LATHROP).....P	85.76	Both Ends	6241	86
FRENCH CAMP.....P	88.35	Both Ends	1557	88
KINGDON.....P	104.6	Both Ends	897	104
TERMINOUS JCT.....P	105.3		..	105
Track 1.....		1 W	1200	..
Track 2.....		1 W	3360	..
VILLINGER.....P	107.8	1 W	641	108
GLANNVALE.....P	118.5	1 W	624	118
BOMBAY.....P	146.6	1 E	510	147
TROWBRIDGE.....P	161.7	1 W	1306	162
VISTA ROBLES.....P	198.8	1 E	1604	198
GRIZZLY.....P	246.1	1 E	528	246
ROCK CREEK.....P	249.1	1 E	902	249
TOBIN.....P	253.1	Both Ends	2782	253
GRAY'S FLAT.....P	272.6	1 W	546	273
INDIAN CREEK.....P	3.1	1 W	781	3281
CHENEY.....	13.9	1 E	1045	14281
CHENEY (South).....	13.9	Both Ends	438	14281
POISON LAKE.....P	70.4	1 W	301	70281
WILLOW SPRINGS.....P	89.8	1 W	448	90281
LITTLE VALLEY LUMBER CO.....P	95.4	1 W	387	96281
RED ROCK.....P	352.2	1 W	1028	353
SULPHUR.....P	474.5	1 W	2070	475
KNIGHT.....P	570.1	1 E	316	570
RUSSELL.....P	582.5	1 E	341	583
DUGGAN.....P	631.9	1 E	1018	632
CARLIN.....P	644.6	1 E	1296	645
TONKA.....P	650.1	1 E	1248	650
TULASCO.....P	708.8	1 E	1026	709
TOBAR.....P	733.5	1 W	818	734
BLAIR.....P	808.7	1 W	4070	809
SILSBEE.....P	811.6	1 W	2287	812
ARAGONITE.....P	861.5	1 E	440	862
MARBLEHEAD.....P	870.8	Both Ends	1737.7	871
TIMPIE.....P	885.7	Both Ends	3608	886
SOLAR.....P	893.4	1 W	2246	894
LAKE POINT.....P	906.3	1 E	5030	906
LAGO.....P	907.8	Both Ends	3713	908
GARFIELD PIT.....P	911.7	Both Ends	3397	912
SALTUS.....P	915.0	1 W	441	915
TERMINAL.....P	922.1	1 W	960	922
BUENA VISTA.....P	924.07	1 W	4731	924

Except as otherwise indicated, footage figures shown are for the tracks directly connecting to the main track and do not include additional auxiliary trackage.

**TUNNEL LOCATIONS**

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

**KEDDIE TO BIEBER**

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

**YARD LIMITS**

WEST MP	EAST MP	
WP Mole	Oakland .....	7.7
BR-15.25	San Jose.....	BR-23.0
663.6	Elko.....	666.76
926.06	Salt Lake City.....	Yard Limit Signs
K-111.2	Bieber .....	BN-86.5
		(3.1 miles east of station)
BI-32.43	Reno .....	End of Branch



**SWITCHING LIMITS**

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

**SACRAMENTO NORTHERN SSI NOS.**

<b>Concord to Pittsburg</b>	
Concord .....	32093
Clyde.....	37093
Port Chicago.....	39093
Nichols.....	41093
McAvoy .....	42093
Shell Point .....	44093
West Pittsburg .....	45093
Pittsburg .....	47093
<b>Holland Branch</b>	
Broderick .....	92140
Westgate .....	92140
Riverview.....	87140
Clarksburg .....	206140
Central .....	209140
Greendale.....	212240
Sorroca .....	213140
Valdez .....	214140
Oxford.....	216140
<b>Vacaville Line</b>	
Vacaville .....	605140
Vacaville Jct. ....	508140
<b>Dozier Branch</b>	
Dozier .....	465140
Libfarm .....	474140
Saxon .....	480140
<b>Montezuma Branch</b>	
Montezuma.....	750140
Molena.....	752140
Rio Vista Jct. ....	758140
Creed.....	761140
<b>Fairfield Branch</b>	
Fairfield.....	513140
<b>Chico Line</b>	
Rio Linda .....	103141
Elverta .....	104141
Yuba City*.....	137179
Paloro .....	138179
Harter .....	139179
Colusa Jct. ....	140179
Sanders .....	144179
Live Oak .....	149179
Durham .....	177179

**SACRAMENTO NORTHERN SSI NOS. — Continued**

Speedway .....	181179
Stirling Jct. ....	182179
Mulberry .....	183179
Chico .....	184179
<b>Pearson Branch</b>	
Pearson .....	129176
Alicia.....	132176
Reed .....	127176
<b>Tarke Branch</b>	
Sutter .....	205179
Tarke .....	210179
<b>Woodland Branch</b>	
Lovdal .....	303140
Fremont.....	310140
Conaway .....	312140
Hebron .....	315140
Woodland.....	317140
<b>Sacramento Yard</b>	
Sacramento-Yolo Port .....	90140
West Sacramento .....	92140
North Sacramento .....	201141
Swanston .....	202141

**TIDEWATER SOUTHERN SSI NOS.**

Sharps Lane .....	3092
Manteca Jct. ....	5092
Manteca.....	205092
South Manteca .....	207092
Turner .....	6092
Atlanta .....	12092
Simms .....	14092
Carrolton .....	15092
Van Allen.....	16092
Alba .....	17092
Escalon .....	20092
McHenry .....	26092
Aurora.....	29092
North Yard Jct. ....	30092
Modesto .....	32092
Moore .....	33092
Harp .....	35092
Hatch .....	42092
Chemurgic .....	303092
Kearney.....	45092
Turlock .....	48092

**WATCH INSPECTORS**

Location	Name	Title
San Francisco ....	K. I. Dunlap .....	Manager of Time Service
San Francisco ....	A. Solari .....	Watch Inspector
Oakland .....	Allphin Jewelers.....	Watch Inspector
Oakland .....	Leslies Jewelry.....	Watch Inspector
San Jose.....	Frank Scholes .....	Watch Inspector
Stockton.....	W. K. Bank & Son.....	Watch Inspector
San Lorenzo.....	San Lorenzo Jeweler .....	Watch Inspector
Fremont.....	Easley Jewelry.....	Watch Inspector
Walnut Creek.....	Evan J. Sawyer.....	Watch Inspector
Sacramento .....	Grebitus & Son.....	Watch Inspector
Roseville .....	Martin's Jewelers .....	Watch Inspector
Marysville .....	Young's Jewelers .....	Watch Inspector
Oroville.....	Chuck's Time Shop .....	Watch Inspector
Reno.....	R. Hertz & Bros.....	Watch Inspector
Winnemucca.....	Dan Ramasco.....	Watch Inspector
Elko .....	Blohm Jewelers .....	Watch Inspector
Salt Lake City....	H. B. Miller Co. ....	Watch Inspector
Salt Lake City....	Burrell Jewelry .....	Watch Inspector

**RULE 1137. (T) USE OF RETAINING VALVES, ALL SUBDIVISIONS.**

When locomotive will control speed of train and total brake pipe reduction does not exceed 18 pounds, or if dynamic brake becomes inoperative and total brake pipe reduction does not exceed 18 pounds, the use of retainers will not be required.

Between the following points, if total brake pipe reduction exceeds 18 pounds, stop must be made immediately, required number of retainers set to control train and brake system fully charged before proceeding.

**WESTWARD**

MABIE to Oroville Yard = One retainer for each 250 Tons in train. (Ruling Grade 1%)

NORVELL to Westwood = One retainer for each 220 Tons in train. (Ruling Grade 1.5%)

ALMANOR to Greenville = One retainer for each 150 Tons in train. (Ruling Grade 2.2%)

**EASTWARD**

HALLS FLAT to Little Valley = One retainer for each 200 Tons in train. (Ruling Grade 1.8%)

SILVER ZONE to Wendover = One retainer for each 250 Tons in train. (Ruling Grade 1%)

When it is known before reaching any of the above locations that the use of retainers will be necessary stop must be made and required number of retainers set before leaving the initially named points.

On other descending grades if the use of retainers becomes necessary, stop must be made and sufficient retainers set to control speed of train while brake pipe pressure is being restored.

When retainers are used they will be applied to cars on head end in a block of not less than ten cars. Retainers are to be used in the low pressure (horizontal) position. Should wheels show a tendency to heat retainers must be alternated.

1% = 6000 Ton — 250 Ton per = 24 Retainers

1.5% = 6000 Ton — 220 Ton per = 27 "

1.8% = 6000 Ton — 200 Ton per = 30 "

2.2% = 6000 Ton — 150 Ton per = 40 "

vs. 100%

# TAKE PRIDE

in

# RULES OBSERVANCE

**For men to be safe they must be taught  
by a competent, courteous teacher.**

**Each conductor, engineer and foreman  
is a teacher and has the obligation to  
require rules observance and safety in  
the performance of duty by men under  
his supervision.**

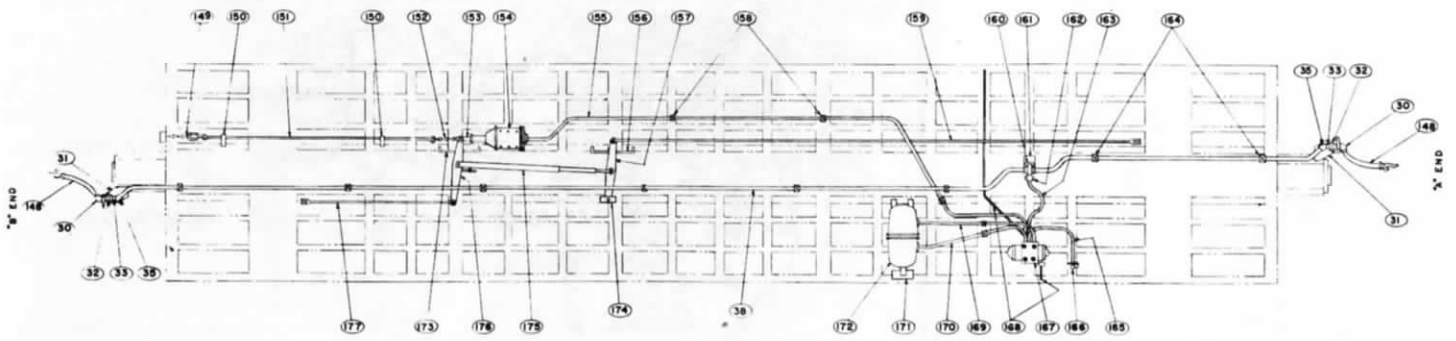
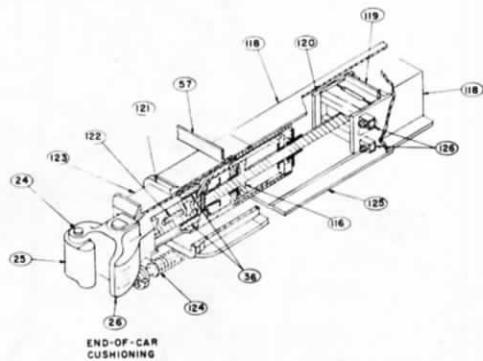
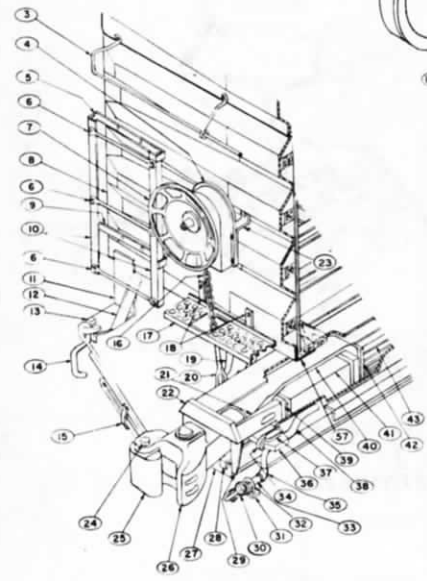
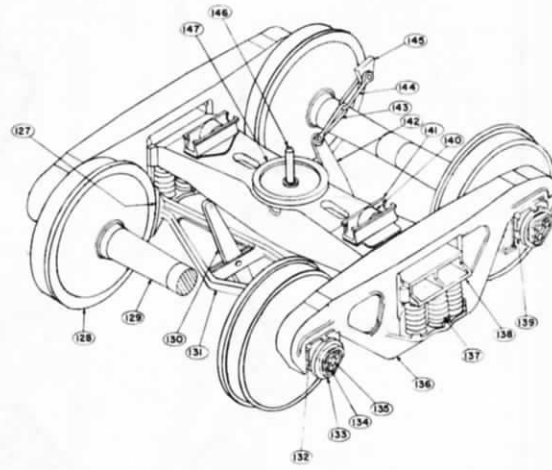
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**TAKE TIME FOR SAFETY**

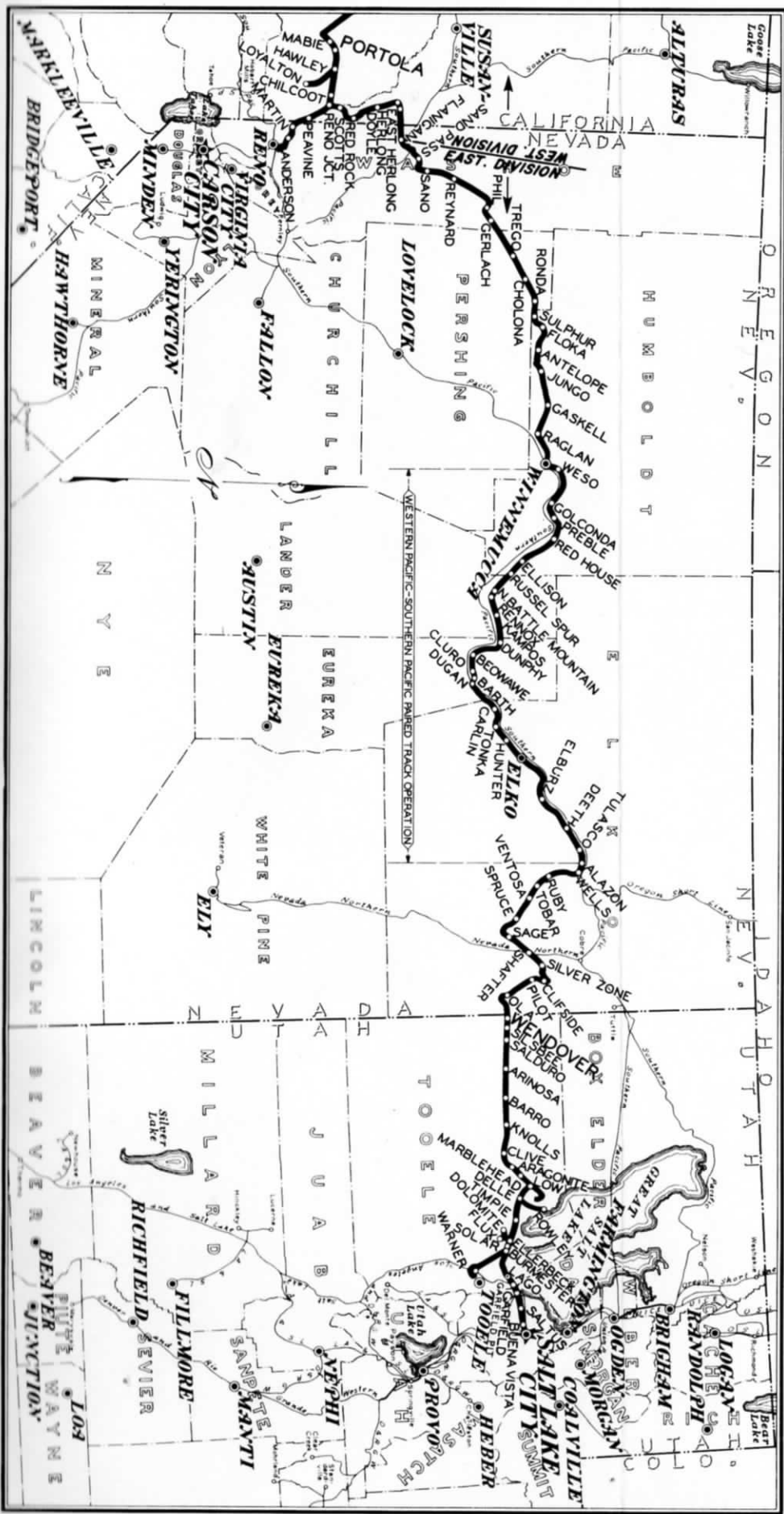
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# CAR CHART

3. Horizontal end handhold
4. Hand brake housing
5. End ladder support--top
6. End ladder tread
7. Hand brake wheel
8. Steel end--bottom
9. End ladder support--bottom
11. Uncoupling lever bracket
12. Uncoupling lever bracket support
13. Uncoupling lever support
14. Telescoping uncoupling rod
15. Uncoupling lever guide
16. Hand brake chain
17. End platform (combined crossover and brake stop)
18. End platform support
19. Bell crank
20. Vertical hand brake rod
21. Front draft gear stop
22. Striker
23. Hand brake housing support
24. Coupler knuckle pin
25. Coupler knuckle
26. Type E coupler head
27. Coupler carrier
28. Coupler wear plate
29. Striker flange
30. Angle cock
31. Angle cock support
32. Angle cock "U" bolt
33. Nipple
34. Draft key washer
35. 45° elbow
36. Draft key
37. Draft key retainer
38. Brake pipe 1/4" (Train line)
39. Follower block
40. Coupler yoke
41. Draft gear
42. Rear draft gear stop
43. Rear draft gear stop reinforcement
110. Hydraulic piston
118. Center sill
119. Back stop plate
120. Rear lug casting
121. Striker casting
122. Coupler key
123. Cushioning unit
124. Restoring mechanism
125. Inspection plate
126. Rear cross key
127. Brake shoe
128. Wheel
129. Axle
130. Truck live lever
131. Brake beam
132. Roller bearing adapter
133. Roller bearing end cap
134. End cap retaining bolt
135. End cap locking plate
136. Truck side frame
137. Truck spring
138. Truck bolster
139. Roller bearing assembly
140. Truck side bearing roller
141. Truck side bearing housing
142. Truck dead lever
143. Clevis at dead lever
144. Clevis at dead lever fulcrum
145. Dead lever anchor--underframe mounted
146. Center pin
147. Truck center plate cast integral with truck bolster
148. Air hose
149. Hand brake chain at bell crank
150. Hand brake rod guide
151. Hand brake rod
152. Hand brake chain at cylinder
153. Cylinder push rod
154. Air brake cylinder
155. Cylinder pin, 3/4"
156. Floating lever guide
157. Floating lever
158. Pipe clamp, 3/4"
159. Top rod "A" end
160. Branch pipe toe
161. Branch pipe toe support
162. Combined dirt collector and cut-out cock
163. Connection hose
164. Pipe clamp, 1-1/2"
165. Retainer pipe
166. Retainer valve
167. ABD control valve
168. Release rod
169. Auxiliary reservoir pipe, 3/4"
170. Emergency reservoir pipe, 3/4"
171. Reservoir support
172. Combined auxiliary and emergency reservoir
173. Cylinder lever guide
174. Brake lever fulcrum
175. Brake slack adjuster
176. Cylinder lever
177. Top rod "B" end









**RULE 10-I**

**RADIO COMMUNICATION**

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

**Foremen's Initiation**

THIS IS W.P. FOREMAN IN CHARGE OF THE WORK BETWEEN MP..... AND MP..... W.P. TRAIN ORDER NO. .... WE ARE IN THE CLEAR AND YOU MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF THE ORDER AT ..... M.P.H.\*

**Engineer's Response**

THIS IS ENGINEER W.P./S.P. TRAIN ..... I MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF W.P. ORDER NO. .... BETWEEN M.P. .... AND M.P. .... AT (Speed)\* REPEAT (Speed) MILES PER HOUR.\*

Foreman must acknowledge Engineer's response as follows:

W.P./S.P. TRAIN ....., BETWEEN M.P. .... AND M.P. .... (Speed)\* MILES PER HOUR, OK ON ORDER NO. ....

\*Foreman may authorize train to proceed "at maximum authorized speed" if no speed restriction is required account Form W train order.

**AVOID DAMAGE—SWITCH CUSTOMERS' CARS CAREFULLY**

Damage to freight or car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR—A BRISK WALK.

Handle freight carefully and keep our customers.

**SPEED TABLE**

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