

**DO IT
THE SAFE WAY
— OR DON'T DO IT**

TERMINAL SUPERINTENDENTS

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E. A. VOTAW.....Ogden

SR. ASST. TERMINAL SUPERINTENDENT
C. R. URBICK.....Roseville

ASST. TERMINAL SUPERINTENDENTS

G. L. GRACE.....Roseville
J. E. ROBERTS.....Roseville
A. C. DAVIS.....Roseville
E. R. LAW.....Roseville
W. HEFFNER.....Roseville
R. S. BUNTING.....Sacramento
D. J. KOLIBABA.....Ogden

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W. B. ECKARDT.....Sacramento
J. E. CODY.....Sparks
W. P. FISHER.....Carlin
T. B. BIRD.....Redding
H. H. MARSH.....Stockton
H. L. JOHNSON.....Tracy

ASSISTANT TRAINMASTERS

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R. L. PODAWILTZ.....Roseville
J. A. BIANCHINI.....Roseville
R. N. PETERSON.....Roseville
V. E. BELL.....Ogden
T. B. ROSS, JR.....Ogden

ROAD FOREMEN OF ENGINES

D. E. GREEN.....Roseville
R. M. RIDGEWAY.....Roseville
D. J. LEGG.....Roseville
D. J. KLOCK.....Sparks
J. A. WILLENER.....Carlin
D. R. CLOW.....Ogden
J. S. STORMENT.....Tracy

ASSISTANT ROAD FOREMAN OF ENGINES

G. M. RAMSEY.....Roseville

CHIEF TRAIN DISPATCHER

C. L. KENNEDY.....Roseville

**SOUTHERN PACIFIC
TRANSPORTATION
COMPANY**



**SACRAMENTO
DIVISION
TIMETABLE**

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**EFFECTIVE SUNDAY, OCTOBER 31, 1976
AT 12:01 A. M.
PACIFIC STANDARD TIME
FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY**

R. L. KING,
Vice President and General Manager.

W. J. LACY,
J. D. RAMSEY,
Regional Operations Managers.

C. T. BABERS,
Assistant General Manager.

J. J. WILLIS,
Asst. Vice President - Transportation.

J. W. BREEN,
Superintendent of Transportation.

L. G. SIMPSON,
Superintendent.

H. D. FISHER,
H. J. KERINS,
C. K. CHANDLER,
Assistant Superintendents.

STOCKTON SUBDIVISION

EASTWARD		Mile Post Location	STATIONS		Station Number	WESTWARD
FIRST CLASS			SIDING CAPACITIES AND FACILITIES			
375	365					
LABRT	LABRF					
Leave Daily	Leave Daily					
		71.5			25300	60.5
AM 10.25	AM 7.45	81.5			26620	50.5
		90.9			26420	41.1
		92.7			26417	39.3
		93.9			26415	38.1
		103.3			26220	28.7
		106.2			26211	25.8
		111.7			26038	20.3
		115.5			26032	16.5
		122.9			26022	9.1
		129.0			26014	3.0
11.50 AM	9.05 AM	132.0			26000	0.0
Arrive Daily	Arrive Daily					
375	365					

STATIONS
SIDING CAPACITIES AND FACILITIES

Yd. Lmts. TO-R	TRACY	BKIYPQ
W-3870	10.0	YP
Yd. Lmts. R	LATHROP	
	9.4	BKIYPQ
	STOCKTON	
	1.8	P
	EL PINAL	
	1.2	
	AKERS	
6070	9.4	BKYPQ
	LODI	
8350	2.9	P
	ACAMPO	
R	5.5	P
8350	3.8	P
	GALT	
8350	7.4	P
	NEED	
	6.1	P
	ELK GROVE	
Yd. Lmts. R	FLORIN	IP
	3.0	
	POLK	
	(60.5)	

Automatic Block Signal System

Centralized Traffic Control

EASTWARD	Mile Post Location	STATIONS	Station Number	WESTWARD
		SIDING CAPACITIES AND FACILITIES		Distance from End
		Oakdale Branch		
	90.9	R Yd. Lmts. STOCKTON BKIYPQ	26420	48.9
	122.4	2450 31.5 OAKDALE P	26550	17.4
	139.8	2950 17.4 MONTPELLIER	26598	0.0
		(48.9)		
		Kentucky House Branch		
	103.5	R Yd. Lmts. LODI BKYPQ	26220	39.1
	107.1	R 3.6 VICTOR	26309	35.5
	142.6	35.5 KENTUCKY HOUSE	26355	0.0
		(39.1)		
		Woodbridge Branch		
	103.4	R Yd. Lmts. LODI BKYPQ	26220	2.4
	105.8	2.4 WOODBIDGE	26230	0.0
		(2.4)		
		Ione Branch		
	111.7	R GALT P	26038	27.1
	138.8	1370 27.1 IONE	26140	0.0
		(27.1)		

ADDITIONAL STATIONS				
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number	
1710 P	86.1	French Camp.....	26610	
980W ..	96.6	Castle..... (Spur)	26411	
290E P	98.1	Tomspur..... (Spur)	26408	
1510E P	105.1	Urgon..... (Spur)	26213	
		Oakdale Branch		
	98.3	Walthall.....	26513	
	103.8	Peters.....	26521	
880W ..	120.6	Adela..... (Spur)	26542	
1250 ..	126.3	Claribel.....	26580	
2450 ..	132.4	Waterford.....	26587	
		Kentucky House Branch		
	105.2	Brandywine.....	26305	
	110.7	Lockeford.....	26314	
	114.7	Clements.....	26321	
340 ..	130.2	Valley Spring.....	26339	
530 ..	134.7	Toyon.....	26345	
		Ione Branch		
	122.0	Clay.....	26112	
4800E ..	124.2	Rancho Seco.. (Spur)	26114	
1860 ..	132.3	Carbondale.....	26124	
	134.4	Indian Hill.....	26127	
1070 ..	134.8	Edwin..... (Spur)	26129	
1370W ..	137.7	Dagon..... (Spur)	26137	
680W ..				

STOCKTON SUBDIVISION

EAST- WARD	Mile Post Location	STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	Distance from Fresno Yard	WESTWARD	
					FIRST CLASS	
					365	375
					LABRF	LABRT
					Arrive Daily	Arrive Daily
					AM 7.45	AM 10.25
81.5			26620	108.9		
92.9			26723	102.4		
99.4			26739	93.8		
108.0			26750	88.7		
113.1			26775	84.4		
117.4			26790	75.6		
126.2			26805	72.2		
129.6			26822	62.0		
139.8			26834	54.4		
147.4			26840	51.3		
150.5			26867	45.2		
156.6			27005	33.6		
168.2			27019	22.6		
179.2			27025	17.9		
183.9			27033	11.6		
190.2			27300	2.6		
199.2			27325	0.0	5.40 AM	8.20 AM
201.8					Leave Daily	Leave Daily
					365	375

EAST- WARD	Mile Post Location	STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	WEST- WARD
		Biola Branch		
				Distance from Biola Jct.
	208.6	Yd. Lmts. R BIOLA JCT. P	27300	0.0
	200.5	BIOLA	27315	8.1
		(8.1)		

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
8250 P	96.8	Manteca	26720
3250 P	103.3	Ripon	26729
.. ..	106.4	Salida	26734
12100 P	110.9	West Modesto	26745
290W ..	120.8	Keyes	26779
980W ..	131.9	Delhi	26810
5800E P	136.4	Livingston	26815
3800 P	143.2	Atwater	26829
.. ..	151.9	Creegan	26861
.. ..	160.5	Athlone	26872
2450 P	176.5	Berenda	27015
1220W P	186.7	Borden	27039
		Biola Branch	
190E ..	208.2	Rayland	27306
190W ..	202.5	Raco	27312

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STOCKTON SUBDIVISION

EAST-WARD SECOND CLASS	Mile Post Location	STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	WEST-WARD
				Distance from Fresno Yard
430				
Freight				
Leave Daily				
AM 8.00	71.5 82.9			
	84.9			
8.28	100.4			
8.36	107.4			
8.50	119.5			
8.55	123.5			
9.15	140.4			
9.31	153.0			
9.46	166.2			
9.57	174.5			
10.06	181.9			
10.20	193.0			
10.35	202.5			
10.50 AM	209.3 201.8			
Arrive Daily				
430				

EAST-WARD	Mile Post Location	STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	WEST-WARD
				Distance from Riverdale
181.9				
199.0				
214.6				

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
450E ..	92.6	Vernalis.....	25336
490E P	94.9	Solyo.....	25338
2450 Yd. Lmts. P	113.2	Crows Landing.....	25359
980 P	129.3	Ingomar.....	25379
490E Yd. Lmts. ..	135.6	Volta.....	25387
290E P	159.8	Oxalis.....	25419
390W P	169.0	Benito.....	25431
1960 Yd. Lmts. P	170.8	Cromir.....	25435
830 P	205.3	Crayold.....	27240
Riverdale Branch			
580 ..	187.2	Tranquility.....	27107
1560 ..	191.7	San Joaquin.....	27114
.. ..	206.2	Burrell.....	27131

Automatic Block Signal System

Yd. Lmts. TO-R **TRACY** BKIYPQ 25300 126.4
 2.0 IP
LYOTH 25310 124.4
 5040 Yd. Lmts. 15.5 P
WESTLEY 25343 108.9
 2540 Yd. Lmts. 7.0 P
PATTERSON 25352 101.9
 2690 Yd. Lmts. 12.1 PQ
 TO **NEWMAN** 25368 89.8
 2450 Yd. Lmts. 4.0 P
GUSTINE 25373 85.8
 4500 Yd. Lmts. 16.9 P
LOS BANOS 25395 68.9
 2100 Yd. Lmts. 12.6 P
DOS PALOS 25410 56.3
 5040 13.2 P
FIREBAUGH 25426 43.1
 4360 8.3 YPQ
 TO **MENDOTA** 25440 34.8
 1910 Yd. Lmts. 7.4 P
 R **INGLE** 27100 27.4
 5390 Yd. Lmts. 11.1 P
KERMAN 27220 16.3
 9.5 P
PRATTON 27236 6.8
 Yd. Lmts. 6.8 BKYPQ
 TO-R **FRESNO YARD** 27325 0.0

(126.4)

(32.7)

WEST VALLEY SUBDIVISION

EASTWARD			Mile Post Location	STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	Distance from Dunsmuir	WESTWARD			
FIRST CLASS							FIRST CLASS			
14	378	Leave Daily					11	377	Arrive Daily	Arrive Daily
Passenger	OABRT						Passenger	BROAT		
Leave Daily	Leave Daily		AM	PM						
PM 10.15	AM 12.30	75.6	N-3351 TO-R 4985	Yd. Lmts. 5.1	23323	214.0	AM 6.40	PM 8.00		
10.21	12.35	80.7		DAVIS			6.22	7.10		
10.25	12.39	84.9		MERRITT			6.16	7.01		
		89.9	Yd. Lmts. 4.2	WOODLAND	BKPQ					
10.35	12.50	95.8	1910	YOLO						
10.46	1.02	108.3	5235	ZAMORA	P		6.04	6.45		
		124.2	5360	HARRINGTON	P		5.53	6.30		
11.04	1.22	129.1	R	WILLIAMS	P		5.35	6.04		
11.12	1.33	138.3	5065	CORTENA	P		5.25	5.52		
11.22	1.46	149.9	5015	DELANAN	P		5.13	5.40		
s 11.37	2.02	165.4	5495	WILLOWS	P		4.55	5.20		
		167.0	Yd. Lmts. 15.5	ORLAND	PQ		4.53			
PM 11.59	2.16	178.5	TO-R	WYO	YP			5.05		
AM 12.06	2.28	186.3	R	CORNING	P		4.35	4.55		
		211.7	1535	TEHAMA	YP		4.35	4.55		
		213.8	2015	GERBER	P		4.50			
		218.9		RAWSON	P					
		223.4	8305	RED BLUFF	BKPQ					
		228.9	TO-R	BLUNT	P					
		236.5	8345	DRAPER	P					
		244.2	8200	CULP	P					
		253.5	8445	GIRVAN	P					
		258.2	3245	REDDING	BKPQ		s 3.40			
s 12.55		263.0	10820	SILVERTHORN	P					
		266.3	5290	CENTRAL VALLEY	P					
		270.4	5095	GRAY ROCKS	P					
		277.6	9350	OBRIEN	P					
		281.2	6120	MEAD	P					
		285.7	5095	LAKEHEAD	YP					
		289.8	8300	DELTA	P					
		296.7	5255	LAMOINE	P					
		300.2	5570	GIBSON	P					
		304.0	4970	SIMS	P					
		309.4	8300	CONANT	P					
		313.1	5385	CASTLE CRAG	P					
		318.3	5805	DUNSMUIR YARD	P			1.30 PM		
	9.15 AM	321.2		DUNSMUIR	BKYPQ		2.00 AM			
s 2.50 AM		322.1	TO-R							
Arrive Daily	Arrive Daily			(214.0)			Leave Daily	Leave Daily		
14	378						11	377		

RULE 5. Tehama: Time applies at junction switch.
 RULE 5. Davis: Time applies at station sign except time applies for No. 14 at east switch north siding.
 RULE S-72. Exception: No. 14 is superior to No. 377.

6 WEST VALLEY SUBDIVISION

EAST-WARD	Mile Post Location	STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	WEST-WARD Distance
Colusa Branch				
		STATIONS SIDING CAPACITIES AND FACILITIES		
	108.3	5360 R HARRINGTON P	21305	72.1
	120.8	Yd. Lmts. 12.5 GRIMES P	21171	59.6
	133.0	12.2 COLUSA	21156	47.4
	150.4	17.4 CODORA	21137	30.0
	170.0	2855 Yd. Lmts. 19.6 HAMILTON P	21113	10.4
	180.4	1535 Yd. Lmts. 10.4 R WYO YP	21030	0.0
(72.1)				
Knights Landing Branch				
	84.9	4895 TO-R WOODLAND BKPQ	21340	5.0
	87.7	2.8 SUGARFIELD	21404	2.2
	88.2	2.2 END OF BRANCH		0.0
(5.0)				
Matheson Branch				
	258.2	Yd. Lmts. 2.8 R REDDING BKPQ	20110	10.7
	261.0	2.8 MIDDLE CREEK P	20120	7.9
	263.2	2.2 KETT P	20125	5.7
	268.9	5.7 MATHESON P	20130	0.0
	267.2			
(10.7)				

EAST VALLEY SUBDIVISION

EAST-WARD	Mile Post Location	STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	WEST-WARD Distance
	106.6	TO-R ROSEVILLE BKIYPQ	23000	105.1
	112.8	8370 SUNSET -6.2 P	22579	98.9
	117.0	WHITNEY RANCH P	22574	94.7
	122.1	4.2 LINCOLN P	22567	89.6
	134.2	8260 5.1 BROCK P	22547	77.5
	139.8	8350 12.1 OSTROM P	22531	71.9
	140.8	5.6 DANTONI JCT. P	22500	70.9
	141.8	1.0 BKPQ R MARYSVILLE P	22404	69.9
	144.7	1.0 IYP BINNEY JCT.	22249	67.0
	155.9	8450 2.9 BERG P	22235	55.8
	158.0	8420 11.2 FAGAN P	22232	53.7
	167.4	2.1 GRIDLEY P	22220	44.3
	178.1	8185 9.4 RICHVALE P	22207	33.6
	184.2	10.7 DURHAM P	22030	27.5
	193.6	8540 6.1 KYPQ CHICO P	22019	18.1
	203.0	8378 9.4 ANITA P	22011	8.7
	211.7	8200 9.4 VINA P	20195	0.0
		8.7 TEHAMA P		
(105.1)				

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
Davis-Dunsmuir Line			
1175W ..	92.1	Dufour..... (Spur)	21325
835W P	103.2	Dunnigan..... (Spur)	21312
1125E ..	106.4	Hershey..... (Spur)	21308
1470E ..	113.5	Arbuckle..... (Spur)	21266
1470E ..	117.6	Genevra..... (Spur)	21261
1370E ..	126.8	Delphos.....	21251
3235E ..	133.0	Maxwell..... (Spur)	21243
390E P	156.8	Artois..... (Spur)	21214
1960 ..	162.0	Greenwood.....	21208
2645 ..	181.6	Richfield..... (Spur)	21020
	215.8	Proberta.....	20182
	224.5	Glade.....	20170
	240.4	Cottonwood.....	20157
	247.1	Anderson.....	20148
Colusa Branch			
640E ..	143.2	Stegeman..... (Spur)	21145
930E ..	162.1	Ordbend..... (Spur)	21123
1960 P	178.6	Cory.....	21103

EAST-WARD	Mile Post Location	STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	WEST-WARD Distance
	122.7	BINNEY JCT. IP	22404	25.2
	147.9	25.2 (Via WPRR) ORVILLE	22430	0.0
(25.2)				
Oroville Branch				
	147.9	ORVILLE	22420	3.4
	144.5	3.4 VILLA VERONA	22410	0.0
(3.4)				
Stirling City Branch				
	184.2	Yd. Lmts. CHICO BKPQ	22030	31.2
	215.4	31.2 STIRLING CITY Y	22140	0.0
(31.2)				
Yuba City Branch				
	144.7	8450 Yd. Lmts. BERG P	22249	12.4
	144.4	12.4 TUDOR	22319	0.0
	156.8			
(12.4)				

ADDITIONAL STATIONS					
Capacity and Direction of entry into spurs	Mile Post	NAME	Station Number	Capacity and Direction of entry into spurs	Mile Post
Roseville-Tehama Line					
2450 P	118.4	Clayton.....	22572	.. R	147.6
2745 ..	121.0	Ewing.....	22569	.. ..	152.2
.. P	131.2	Erle.....	22551	440W ..	153.4
.. ..	138.9	Rupert.....	22541		
685E ..	149.8	Sunset..... (Spur)	22242		
1570 P	151.5	Live Oak.....	22239	1420E ..	188.3
2400 P	161.4	Biggs.....	22228	980 ..	198.2
295E ..	164.1	Riceton..... (Spur)	22224		
.. P	191.3	Nord.....	22023		
1370 P	209.7	Los Molinos.....	22003		
Yuba City Branch					
		Yuba City.....	22304		
		Oswald.....	22310		
		Blue Anchor..... (Spur)	22312		
Stirling City Branch					
		Butte Creek..... (Spur)	22105		
		Paradise.....	22116		

ROSEVILLE SUBDIVISION

EASTWARD			Mile Post Location	Station Number	STATIONS SIDING CAPACITIES AND FACILITIES	Distance from Sacramento
FIRST CLASS						
365 LABRF	6 Passenger	375 LABRT				
Leave Daily	Leave Daily	Leave Daily				
	PM 12.15		89.0 88.9	23050	TO-R SACRAMENTO } 1.1 P } SACRAMENTO (15th St.) } 1.8 IYPQ } ELVAS } 3.1 P } BENALI } 7.9 BKIPQ } ANTELOPE } TO-R ROSEVILLE } 3.8 BKIYPQ } 4.0 P } ROCKLIN } Yd. Lmts. 9.6 P } NEWCASTLE } 4.0 P } AUBURN, NEVADA ST. } E-4200 4.9 P } BOWMAN } E-6400 Yd. Lmts. 12.6 BKYPQ } TO-R COLFAX } 4.4 P } CAPE HORN } E-6400 6.2 P } GOLD RUN } 8.5 P } MIDAS } 4.8 P } BLUE CANON } M-5400 Yd. Lmts. 4.8 IYPQ } EMIGRANT GAP } 7.6 IP } SHED 10 } 1.3 P } CISCO } 5.2 P } TROY } E-6336 6.5 BKIYPQ } TO-R NORDEN } 5.3 IP } SHED 47 } E-3026 Yd. Lmts. 9.3 BKIYPQ } TO-R TRUCKEE } 14.4 P } FLORISTON } 9.4 P } VERDI } 11.1 P } RENO } 3.3 BKYPQ } TO-R SPARKS } (154.9)	0.0
			90.0	23040		1.1
AM 9.11		AM 11.57	91.8	23037	2.9	
			94.9	23021	6.0	
9.24 AM	12.35	PM 12.10	102.8	23008	13.9	
9.39 AM	12.42	PM 12.25	106.6	23000	17.7	
			110.6	16480	21.7	
	12.58		120.2	16450	31.3	
			124.2	16440	35.3	
	1.08		129.1	16425	40.2	
	s 1.35		141.7	16300	52.8	
			146.1 146.0	16270	57.2	
	1.56		152.2	16259	63.4	
	2.09		160.7	16242	71.9	
	2.19		165.5 166.6	16234	76.7	
	2.32		171.4	16229	81.5	
	2.48		179.0	16220	89.1	
			180.3	16217	90.4	
	3.01		185.5	16211	95.6	
	3.15		192.0	16190	102.1	
	3.26		197.3 198.7	16175	107.4	
	s 3.45		208.0	16160	116.7	
	4.07		222.4	16148	131.1	
	4.20		231.8	16133	140.5	
	s 4.55		242.9	16110	151.6	
	s 5.15 PM		246.2	16105	154.9	
Arrive Daily	Arrive Daily	Arrive Daily				
365	6	375				

RULE 5. NORDEN. Time applies at station sign.

EASTWARD			WESTWARD	
FIRST CLASS			Station Number	Distance from Elvas
375 LABRT	365 LABRF	Mile Post Location		
Leave Daily	Leave Daily			
AM 11.50	AM 9.05	132.0	23113	4.2
		133.2		
11.57 AM	9.11 AM	136.2	23110	3.0
Arrive Daily	Arrive Daily		23037	0.0
375	365			

ADDITIONAL STATIONS				
Capacity and Direction of entry into spurs	Mile Post	NAME	Station Number	
Roseville-Sparks No. 1 Track				
490E ..	241.0	West Reno..... (Spur)	16122	
1125E P	238.0	Lawton..... (Spur)	16125	
885W P	216.2	Boca..... (Spur)	16154	
.. ..	200.9	Andover.....	16172	
.. ..	197.7	Eder.....	16176	
880E P	193.4	Summit..... (Spur)	16181	
.. ..	177.9	Crystal Lake.....	16221	
880E P	157.2	Towle..... (Spur)	16247	
.. ..	148.9	Magra.....	16265	
Roseville-Sparks No. 2 Track				
540W ..	126.5	Foothill..... (Spur)	16430	
.. ..	148.5	Magra.....	16265	
.. ..	156.8	Towle.....	16247	
.. ..	177.9	Crystal Lake.....	16221	
.. ..	197.7	Eder.....	16176	
.. ..	200.9	Andover.....	16172	
.. ..	216.3	Boca.....	16154	
.. ..	238.0	Lawton.....	16125	
.. ..	241.0	West Reno.....	16122	

ROSEVILLE SUBDIVISION

Mile Post Location	STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	WESTWARD		EASTWARD	STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	WESTWARD
			Distance from Sparks	FIRST CLASS 5 Passenger Arrive Daily					Distance
89.0 88.9	TO-R SACRAMENTO BKIYPQ	23050	156.4	PM 2.15				
90.0	1.1 SACRAMENTO (15th St.) P	23040	155.3					
91.8	1.8 ELVAS IYPQ	23037	153.5					
94.9	3.1 BENALI P	23021	150.4					
102.8	7.9 ANTELOPE BKIPQ	23008	142.5	1.41				
106.6	3.8 TO-R ROSEVILLE BKIYPQ	23000	138.7	1.36				
110.6	4.0 ROCKLIN P	16480	134.7					
113.9	W-8500 3.3 LOOMIS P	16370	131.4					
116.6	2.7 PENRYN P	16360	128.7					
119.6	Yd. Lmts. 3.0 NEWCASTLE P	16350	125.7	1.03				
124.5	Yd. Lmts. 4.9 AUBURN P	16340	120.8					
128.4	3.9 BOWMAN P	16330	116.9	12.46				
142.1	W-5135 Yd. Lmts. 13.7 BKYPQ TO-R COLFAX	16300	103.2	12.19 PM				
146.4	4.3 CAPE HORN P	16270	98.9					
152.6	6.2 GOLD RUN P	16259	92.7	11.45 AM				
161.1	8.5 MIDAS P	16242	84.2	11.28				
166.0	4.9 BLUE CANON P	16234	79.3	11.18				
170.7 171.4	M-5400 Yd. Lmts. 4.7 IYPQ EMIGRANT GAP	16229	74.6	11.09				
179.0	7.6 SHED 10 IP	16220	67.0	10.48				
180.3	1.3 CISCO P	16217	65.7					
185.6	5.3 TROY P	16211	60.4	10.35				
192.1	6.5 TO-R NORDEN BKIYPQ	16190	53.9	10.22				
197.3 198.7	6.6 SHED 47 IP	16175	47.3	10.06				
208.0	W-6220 Yd. Lmts. 9.3 BKIYPQ TO-R TRUCKEE	16160	38.0	s 9.47				
222.4	14.3 FLORISTON P	16148	23.7	9.24				
231.7	9.2 VERDI P	16133	14.5	9.11				
242.8 242.9	11.2 RENO P	16110	3.3	s 8.55				
246.2	Yd. Lmts. 3.3 TO-R SPARKS BKYPQ	16105	0.0	8.40 AM				
	(156.4)			Leave Daily				
				5				

Mile Post Location	STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	WESTWARD
104.4	Fair Oaks Branch		
106.3	Yd. Lmts. CITRUS 1.9	23131	1.9
	FAIR OAKS	23135	0.0
(1.9)			
Walnut Grove Branch			
89.0 88.7	Yd. Lmts. BKIYPQ TO-R SACRAMENTO	23050	33.2
97.5	8.8 FREEPORT	23214	24.4
104.6	7.1 HOOD JCT.	23221	17.3
113.4	Yd. Lmts. 8.8 WALNUT GROVE	23243	8.5
121.9	8.5 ISLEYTON	23250	0.0
(34.2)			
Placerville Branch			
94.7	Yd. Lmts. R BRIGHTON IP	23110	55.0
96.4	1.7 PERKINS	23117	53.3
98.9	2.5 MAYHEW	23122	50.8
101.6	2.7 MILLS	23127	48.1
104.4	Yd. Lmts. 2.8 R CITRUS	23131	45.3
110.1	5.7 NATOMA	23141	39.6
111.1	Yd. Lmts. 1.0 R FOLSOM JCT. Y	23143	38.6
118.0	6.9 WHITE ROCK	23158	31.7
142.7	24.7 EL DORADO	23184	7.0
145.0	2.3 DIAMOND SPRINGS	23186	4.7
149.7	Yd. Lmts. 4.7 PLACERVILLE	23190	0.0
(55.0)			

RULE 5. NORDEN. Time applies at station sign.

Capacity and Direction of entry into spurs	Mile Post	NAME	Station Number
Placerville Branch			
1520W ..	97.5	Manlove..... (Spur)	23119
635W ..	107.4	Nimbus..... (Spur)	23138
245 ..	131.4	Dugan.....	23175
735 ..	131.7	Bullard.....	23177
245W ..	147.7	Apex..... (Spur)	23189
Walnut Grove Branch			
.. ..	91.8	Baths.....	23204
.. ..	94.2	Del Rio.....	23208
8380W ..	105.3	Hood (on spur from Hood Jct.).....	23226
.. ..	107.9	Lambert.....	23231
735E ..	111.2	Mofuba..... (Spur)	23235
Sacramento-Roseville Line			
.. ..	92.9	Johnston.....	23032
1470 ..	93.5	Swanston.....	23028
.. ..	97.5	Planehaven.....	23015
.. ..	99.4	Walerga.....	23012
Polk-Sacramento Line			
980E ..	134.6	Hopfen..... (Spur)	23105

SPARKS SUBDIVISION

EAST-WARD FIRST CLASS 6 Passenger Leave Daily	Mile Post Location	STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	Distance from Carlin	WEST-WARD FIRST CLASS 5 Passenger Arrive Daily
PM 5.40	246.2	Yd. Lmts. TO-R SPARKS BKYPQ	16105	288.3	AM 8.15
	249.1	2.9 VISTA P	16055	285.4	
	253.1	5990 4.0 HAFED P	16049	281.4	
	257.3	5875 4.2 PATRICK P	16043	277.2	
	262.1	5745 4.8 CLARK P	16035	272.4	
	266.2	9600 4.1 THISBE P	16030	268.3	
	276.1	10100 9.9 FERNLEY YPQ	16020	258.4	
	284.5	9400 8.4 DARWIN P	16010	250.0	
	288.1	6500 3.6 HAZEN P	14160	246.4	
	292.5	6185 4.4 MASSIE P	14157	242.0	
	302.0	10200 9.5 UPSAL P	14148	232.5	
	311.7	9600 9.7 PARRAN P	14137	222.8	
	320.0	9860 8.3 OCALA P	14129	214.5	
	328.4	9620 8.4 TOY P	14121	206.1	
	336.8	9940 8.4 GRANITE POINT P	14110	197.7	
	340.5	3.7 PERTH P	14090	194.0	
	344.3	W-6450 3.8 LOVELOCK P	14082	190.2	
	357.8	E-6075 13.5 OREANA P	14067	176.7	
	366.0	M-6200 8.2 RYE PATCH P	14059	168.5	
	377.0	11.2 HUMBOLDT P	14048	157.3	
	384.1	7.1 IMLAY P	14041	150.2	
	388.7	4.6 MILL CITY P	14035	145.6	
	397.0	8.3 COSGRAVE P	14027	137.3	
	406.6	9.6 ROSE CREEK P	14016	127.7	
	408.8	6950 10.5 WINNEMUCCA PQ	14005	117.2	s 5.19
s 8.20	417.3	3.6 WESO (WP Conn.) IP	12198	113.6	5.14
8.25	422.8	1.9 TULE P	12194	111.7	
	439.3	16.5 PREBLE P	12185	95.2	
	448.1	6050 8.8 IRON POINT P	12180	86.4	4.49
	466.3	7550 18.2 MOTE P	12171	68.2	4.33
	475.8	8500 9.5 BATTLE MOUNTAIN PQ	12162	58.7	4.25
	492.9	7580 17.1 MOSEL P	12156	41.6	4.10
	508.2	7100 15.3 BEOWAWE (WP Conn.) P	12145	26.3	3.57
	520.3	12.1 BARTH (WP Conn.) P	12137	14.2	3.46
s 10.15 PM	534.5	Yd. Lmts. TO-R CARLIN (WP Conn.) BKYPQ	12129	0.0	3.30 AM
Arrive Daily		(288.3)			Leave Daily

EAST-WARD Mile Post Location	STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	WEST-WARD Distance
358.7	Yd. Lmts. TO-R WENDEL BKYPQ	08398	22.3
349.8	8.9 HERLONG I	08510	13.4
336.4	ABS { 13.4 FLANIGAN IP } U	08540	0.0

Oregon Division stations Herlong and Wendel shown for information only.

Mina Branch			
288.1	Yd. Lmts. HAZEN P	14160	128.9
307.0	3070 18.9 APPIAN P	14320	110.0
328.0	4025 21.0 WABUSKA P	14341	89.0
354.2	3130 26.2 SCHURZ P	14367	62.8
384.4	2200 30.2 THORNE P	14370	32.6
408.2	23.8 LUNING P	14380	8.8
417.0	Yd. Lmts. TO-R MINA BKYPQ	14395	0.0

Fallon Branch			
288.1	R Yd. Lmts. HAZEN P	14160	15.8
303.9	15.8 FALLON Y	14210	0.0

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
1715W P	260.2	Wunotoo . (Spur)	16038
4210	348.7	Kodak	14077
2550E } P	350.1	Colado . . (Spur)	14075
980W		"	
1325W		"	
1640E ..	434.0	Golconda . (Spur)	12189
245E ..	461.3	Valmy . . (Spur)	12175
3185E ..	487.7	Argenta . (Spur)	12159
245E ..	517.0	Harney . . (Spur)	12141
2790E P	525.7	Pallsade . (Spur)	12134
Mina Branch			
615	313.8	Weeks	14327
2630 ..	330.8	Fort Churchill .	14343
.. ..	331.9	Lux	14345
.. ..	347.7	Reservation . . .	14361

Time shown for eastward first class trains at Weso and Carlin for information only. See Western Pacific Railroad timetable for eastward train movements between Weso and Carlin.

SACRAMENTO DIVISION TIMETABLE No. 6, OCTOBER 31, 1976

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OGDEN SUBDIVISION

EASTWARD				Mile Post Location	STATIONS			Station Number	Distance from Ogden	WESTWARD				
FIRST CLASS					SIDING CAPACITIES AND FACILITIES					FIRST CLASS				
			6											
			Passenger								5			
			Leave Daily								Passenger			
			PM 10.25	534.5				12129	248.6		AM 3.20			
				554.3					228.8					
			s 10.47	556.2				12120	226.9		s 2.50			
				576.7				12112	206.4					
				589.6				12109	193.5					
				591.1				12107	192.0					
			PM 11.35	603.6				12101	179.5		1.58 AM			
				607.5				10190	175.6					
				616.4				10185	166.7					
				624.6				10180	158.5					
				632.5				10172	150.6					
				640.6				10164	142.5					
				644.8				10160	138.3					
				661.9				10149	121.2					
				679.8				10131	102.5					
				685.1				10125	97.2					
				693.7				10116	88.6					
				702.1				10108	80.2					
				711.1				10099	71.2					
				720.7				10089	61.6					
				729.5				10078	52.8					
				734.6				10072	47.7					
				739.7				10067	42.6					
				745.2				10061	37.1					
				752.9				10053	29.4					
				755.2				10050	27.1					
				767.2				10039	15.1					
				776.3				10037	6.0					
			s 3.25 AM	782.3				10000	0.0		11.05 PM			
			Arrive Daily								Leave Daily			
			6								5			

STATIONS
SIDING CAPACITIES AND FACILITIES

(247.8 Eastward) (248.6 Westward)

RULE 5. Ogden. Time applies for No. 5 and No. 6 at OUR&D passenger station.

Time shown for eastward first class trains at Carlin and Elko for information only. See Western Pacific Railroad timetable for eastward train movements between Carlin and Alazon.

ADDITIONAL STATIONS			
Capacity and Direction of entry into Spurs	Mile Post	NAME	Station Number
2350E ..	544.7	Moleen	12124
.. ..	564.8	Osifo	12118
.. ..	568.4	Ryndon	12117
.. ..	573.1	Elburz (W.P. Conn.)	12116
.. ..	578.5	Promontory Pt.	10045
Eastward Track			
600E ..	669.3	Tecoma	10142

RULE A. Employees must know they have in their possession copy of Rules and Regulations of the Transportation Department, effective October 31, 1976.

DEFINITIONS

Holidays:

New Year's Day, January 1,
Washington's Birthday, third Monday in February,
Memorial Day, last Monday in May,
Independence Day, July 4,
Labor Day, first Monday in September,
Veteran's Day, November 11,
Thanksgiving Day, fourth Thursday in November,
Christmas Day, December 25.

Note. ADD:

Flammable Compressed Gas (FCG): also applies to Flammable Gas (FG).

RULE 21. Trains handling loads of excess dimensions covered by train order must be identified within CTC, Interlocking limits and on double track.

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

RULE 81-A. Item (f) is revised to read:

(f) View of track for entire length of block to be occupied and to end of adjoining block in both directions.

RULES 81-A and 104-F. Where electric or mechanical switch locks are installed, be governed by instructions posted in telephone booths, on doors or on housings of electric or mechanical switch lock.

RULE 98. At interlocked railroad crossings at grade, cars or engines must not be cut off nor left within interlocking limits in such a way as to foul any part of the crossing frogs.

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

If necessary to leave detached portion on main track, rear truck of detached portion ascending grade or lead truck of detached portion descending grade must be blocked or chained in such manner as to derail car should there be an uncontrolled movement.

RULE 103. Except as otherwise provided in this rule or by other Special Instructions or timetable bulletins, a public grade crossing which is blocked by a stopped train, other than a passenger train, must be opened within ten minutes, unless no vehicle or pedestrian is waiting at the crossing. Such a cleared crossing must be left open until it is known that train is ready to depart. When recoupling at public crossings trains shall be moved promptly consistent with safety.

Switching movements over public grade crossings should be avoided whenever reasonably possible. If not reasonably possible, such crossings must be cleared frequently to allow a vehicle or pedestrian to pass and must not be occupied continuously for longer than ten minutes unless no vehicle or pedestrian is waiting at the crossing.

Cars or locomotives must not be left standing, nor switches left open, within the controlling circuits of automatic gate protection devices unless time-out features are provided to allow the gate arms to rise.

In the event of any uncontrolled blockage involving more than one grade crossing and a peace officer is on the scene, primary consideration shall be given to the clearing of that crossing which, in the peace officer's judgment, will result in minimum delay to vehicular traffic.

Train or yard crew member of a train blocking a public crossing shall immediately take all reasonable steps, consistent with the safe operation of such train, to clear the crossing upon receiving information from a peace officer, member of any fire department, or operator of an emergency vehicle, that emergency circumstances require the clearing of the crossing.

In the event of any uncontrolled blocking not otherwise provided for in this rule, crossing shall be cleared with reasonable dispatch.

RULE 104-D. Running switches will be made only when in the judgment of the conductor it is necessary and with his personal supervision.

RULES S-240 and S-244. At locations where movement of extra trains or engines are authorized by use of train register, all lines of each page of the train register must be used and filled in before turning and starting a new page.

AUTOMATIC BLOCK SIGNAL SYSTEM

RULE 505. Where signal protection is provided for movements from an adjacent track to main track, push buttons and lights are installed in box near each of the two signals, with time-release feature, to clear signals on one track when the control circuit on the other track is occupied.

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

Further instructions posted inside pushbutton box.

RULE 508. Is revised to read:

Except as provided in Rules 509, 663 or 744, when an automatic block signal governing movement ON SINGLE TRACK WITH YARD LIMITS displays stop indication, train or engine, after stopping, may proceed at RESTRICTED SPEED under one of the following conditions:

- When a preceding train is seen in the block and intervening track is seen to be clear.
- When view of track is clear to end of second block.
- When no movement is seen or heard approaching, train or engine must be moved forward until leading wheels are past insulated joints at the signal and wait five minutes at that point.

RESTRICTED SPEED must not be exceeded until rear of train or engine has passed out of block.

INTERLOCKING

RULE 663(b). Operator (or dispatcher where applicable) may authorize movements under provisions of this rule after it has been ascertained indication lights on control panel are illuminated indicating dual control switches are in proper position and locked for movement without requiring dual control switches to be placed in hand position as required by Rule 772.

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

LETTER-TYPE INDICATORS

RULE 705. For information concerning letter-type indicators in connection with Hot Box Detectors and their apertures refer to Rule 827.

CENTRALIZED TRAFFIC CONTROL

RULE 782. White light which may appear on side of relay housing is maintainer's call light, but when train has been stopped by an absolute signal and white light is observed burning, member of crew will communicate with train dispatcher, except when a train is closely approaching.

GENERAL REGULATIONS

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

Many new cars are equipped with truck mounted brakes (WABCO PAC, NYCOPAC, etc.). The hand brake is effective on these cars on "B" end only. It will be necessary to check "B" end of these cars to determine if hand brake has been released.

At Sacramento, Roseville, Sparks, Carlin, and Ogden: Hand brakes specified by special instructions on freight trains must not be released until road engine is on, air test completed, and blue sign removed.

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

RULE 827. Engines running light on descending grade without dynamic brake in operation must stop a sufficient length of time to permit wheel heat radiation if there is INDICATION OF OVERHEATING.

DRAGGING AND/OR DERAILED EQUIPMENT DETECTORS

Where dragging and/or derailed equipment detectors are installed as listed under subdivisions, revolving red beacon will be mounted on post or relay case adjacent to detector and will be normally dark. When dragging/or derailed equipment detector is activated, the revolving red light will be displayed.

Unless otherwise provided revolving red beacon will apply to trains in both directions, and when activated enginemen or trainmen must stop train promptly and make inspection of train and track, advising train dispatcher of conditions found.

Actuation of dragging equipment and/or derailed car detector requires train to be immediately stopped for inspection. To accomplish this without risking immediate derailment or worsening of derailment from brake application, dynamic brake must be used when practicable. When working power and dragging equipment and/or derailed car detector has been actuated, brakes should be applied with an initial reduction; reducing power and applying dynamic brake as soon as possible consistent with good train handling, adding to the reduction as may be necessary to complete the stop.

ROLLER BEARINGS LOOSE OR MISSING CAP SCREWS

During inspection by trainmen, if any roller bearing is found with one cap screw loose or missing and hot box detector has not been activated and check with tempilstick reveals no overheated condition, train may proceed to the next terminal where car must be set out.

Under the same circumstances, when two or more roller bearing cap screws are found loose or missing, train may proceed with caution to the first available track where car must be set out.

HOT BOX DETECTORS

Four basic types of Hot Box Detectors are utilized. Train crews are to be familiar with the types and locations of these detectors.

If means of communication is available, engineer must inform conductor and helper engineer, if any, when approaching hot box detector. Crews on helper engine and on rear end of train must acknowledge and advise engineer of indications displayed in addition to taking appropriate action in accordance with applicable rules and special instructions.

Hot box detector scanner sites have a white light continuously displayed on track side of instrument house, except when a hot bearing is detected, at which time light will start flashing. Crew members must be alert for the light and, when flashing, conductor and engineer must immediately orally compare observation when means of communication is available.

Absence of white light must be promptly reported to train dispatcher and does not require train inspection.

Actuation of hot box detector requires train to be immediately stopped for inspection. To accomplish this without causing journal to seize from the brake application, dynamic brake must be used when practicable. When working power and hot box detector has been actuated, brakes should be applied with an initial reduction, reducing power and applying dynamic brake as soon as possible consistent with good train handling, adding to the reduction as may be necessary to complete the stop.

The following equipment is available on cabooses which crew member must take when making inspection:

- Shaker tube of dry hot box fire extinguisher
- Packing hook
- Indian-type fire extinguisher
- Hot box markers (white adhesive sticker)
- Tempilstik
- Sticks of Texaco hot box coolant

TYPE A. LETTER "H" INDICATOR WITH DIGITAL READ-OUT.

When letter "H" is illuminated or it is known hot bearing has been detected by crew member observing the flashing white light at scanner site, train must be brought to immediate stop and inspection made to determine that it is safe to proceed. Where possible, inspection must be made before passing over switches or structures. After inspection, train must not exceed 15 MPH from point of inspection until stop is made at location of readout locator and be governed by instructions posted inside case.

Member of crew must make a physical count of axles from rear of train to axle indicated by digital readout and when hot bearing is not located then all journals of car indicated by detector as well as five cars on either side of the car involved must be inspected.

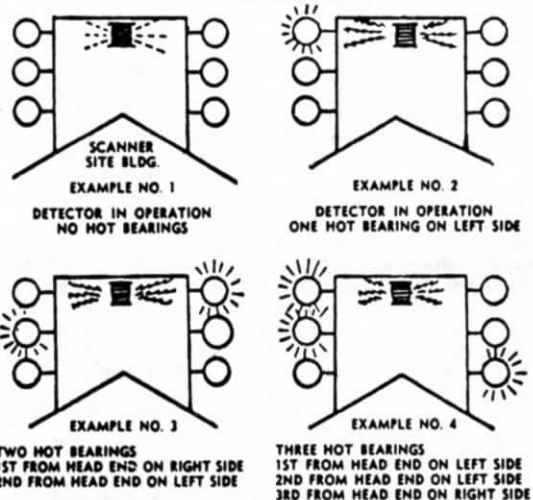
Unless entire train has previously been inspected after stopping for detector, all journals of train must be inspected when "H" is illuminated provided any of the following conditions exist:

1. No count shown on readout locator.
2. Red light below readout mark "Locator Out of Service" is illuminated.
3. Digital readout locator displays erroneous indication such as a duplication of numbers.
4. Numbers displayed exceed the number of axles in train.

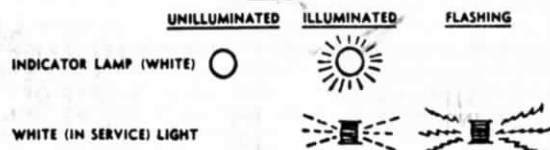
After inspection has been completed train dispatcher must be notified of condition found. When it is safe to proceed, member of crew must push button below indicator panel to cancel numbers on the indicator. Case door must be closed and secured with switch lock.

When letter "W" is displayed it is an indication that preceding train has stopped due to a hot bearing indication but has not cancelled out system. Following trains must stop and not proceed until light is extinguished or permission is obtained from train dispatcher. After stopping speed of 10 MPH or more should be obtained if possible before passing over detector provided restrictions permit.

TYPE B. LIGHT INDICATOR ARRAY & WHEEL SPRAY.



LEGEND



Detector instrument house is equipped with indicator array consisting of white lights as shown in diagram.

White light at top center of indicator array will be continuously displayed except when a hot bearing has been detected, at which time light will start flashing. Absence of white light must be promptly reported to train dispatcher.

Three vertical white lights are located on each side of indicator array. Lights on right side will be displayed for hot bearings on right side of train, and lights on left side will indicate hot bearings on left side of train, in direction of movement. Top light indicates first hot bearing, second light indicates second hot bearing, and third light indicates third hot bearing. Lights will indicate a maximum of three hot bearings on each train.

Truck of car with hot bearing will be sprayed with fluorescent dye marker for identification.

Crew members must be alert when passing these locations, and if hot bearing is dedetected, train must be stopped promptly, and inspection made to locate car with hot bearing.

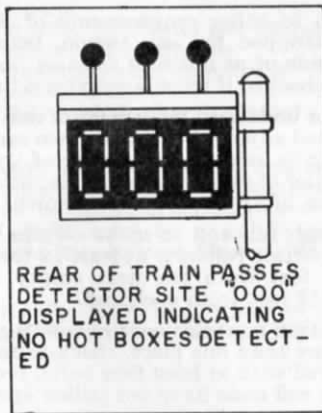
All bearings on car marked, as well as car ahead, must be inspected.

When indicator array indicates hot bearings on train, and no dye marker is observed, all bearings of train must be inspected.

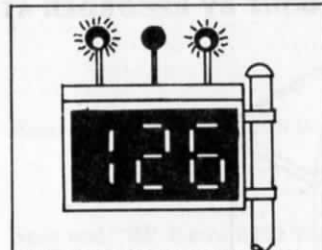
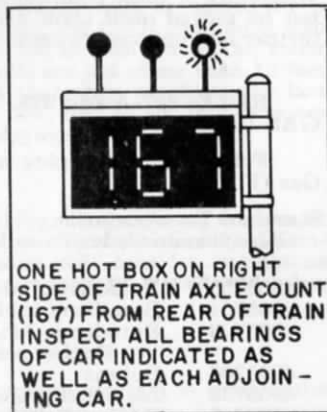
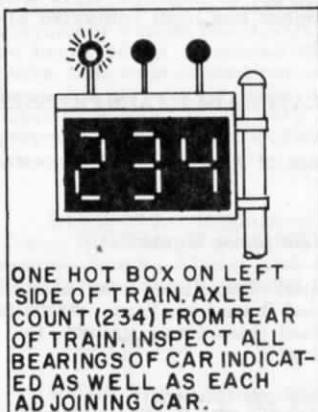
TYPE C. MONITOR DISPLAY BOARD WITH INDICATOR LIGHTS.

A Monitor Display Board and hot box indicator lights, as shown in diagram, are mounted on a signal mast at side of track. The display board is illuminated as train passes and will display zeros in the absence of a hot bearing. Two seconds after the train passes the detector, the display board will display numerals indicating the accumulated axle count from the hot bearing to the rear of the train.

Absence of any numerical display after passage of a train must be promptly reported to train dispatcher.



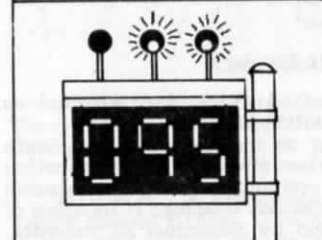
The indicator lights are normally dark, but when hot bearing is detected, will display flashing white aspect as illustrated below:



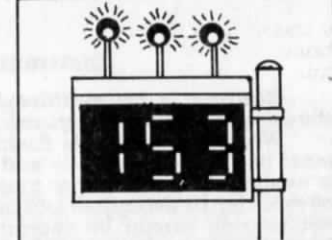
ONE HOT BOX EACH SIDE OF SAME AXLE COUNT (126) FROM REAR OF TRAIN INSPECT ALL BEARINGS OF CAR INDICATED AS WELL AS EACH ADJOINING CAR.



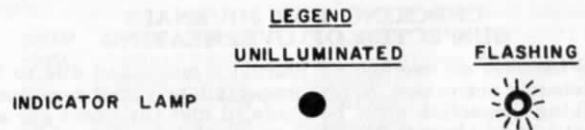
TWO OR MORE HOT BOXES ON LEFT SIDE OF TRAIN. AXLE COUNT (118) FROM REAR OF TRAIN. INSPECT ALL JOURNALS, REAR OF TRAIN TO AND INCLUDING CAR AHEAD OF AXLE COUNT ON DISPLAY



TWO OR MORE HOT BOXES ON RIGHT SIDE OF TRAIN. AXLE COUNT (095) FROM REAR OF TRAIN. INSPECT ALL JOURNALS, REAR OF TRAIN TO AND INCLUDING CAR AHEAD OF AXLE COUNT ON DISPLAY



ONE OR MORE HOT BOXES ON EACH SIDE OF TRAIN. AXLE COUNT (153) FROM REAR OF TRAIN. INSPECT ALL JOURNALS ON BOTH SIDES, REAR OF TRAIN TO AND INCLUDING CAR AHEAD OF AXLE COUNT ON DISPLAY



As the train passes the detector, the right or left hot box indicator light on top of the board starts to flash immediately upon detection of a hot journal, indicating the side of the train having the overheated journal.

A flashing indicator light in the center indicates that another hot bearing (or bearings) was detected subsequent to the hot bearing which is numerically indicated on the display board.

When any indicator light displays flashing white aspect, train must be stopped promptly and inspection made to locate car with hot bearing.

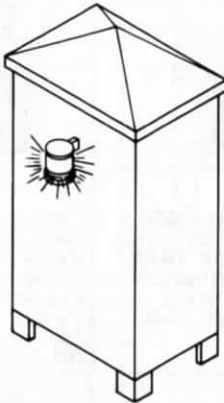
Lights and illuminated numerals will automatically cancel out ninety (90) seconds after entire train passes detector.

When hot bearing is not located then all journals of car indicated by detector as well as five (5) cars on either side of the car involved must be inspected.

When it is known hot bearing has been detected by crew member observing the flashing white light displayed on track side of instrument house, and a numerical readout is not displayed on the display board, then train must be stopped promptly and all bearings of train must be inspected.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

TYPE D. REMOTE READOUT BY RECORDER AT TERMINAL.



Instrument House

Readout is by recorder located at nearby terminal as shown under Rule 827 on each subdivision.

When white light is flashing on instrument house, train must be stopped promptly and when means of communication is available, crew member must contact personnel at location of recorder to determine location of hot bearing. If location of hot bearing cannot be determined by personnel at recorder, inspection must be made of all bearings.

Terminal personnel at recorder will advise train crew of location of overheated journal, location will be given as number of cars from caboose and location of journals from trailing end of car right or left: 1, 2, 3, 4 such as "R-3."

If lead truck of lead locomotive does not appear on tape, train crew is to be advised to carefully hand feel this truck.

If location of journal is furnished by personnel at recorder, but defect cannot be found inspect all bearings of indicated car as well as all bearings of five (5) cars on either side.

CHECKING FOR JOURNALS SUSPECTED OF OVERHEATING

Whenever an overheated journal is suspected due to hot box detector activation, rolling inspection or visual symptoms, a walking inspection must be made to find the exact car and journal and to observe for other physical defects on the train.

Inspection must be carefully made in accordance with instructions in Superintendent's Special Notices.

For roller bearing cars special attention to proper use of tempilstiks, loose or missing cap screws, temperature sensitive cap screws and loose or leaking seals.

For plain bearing cars, look for low oil; brass, pad or wedge defective or out of place, or water in journal box.

REPORTING OF HOT BOXES

When hot box detectors are actuated the following information is to be reported at next terminal in telegraph message form identified by symbol H.B. addressed jointly to **Superintendent, Division Engineer, Signal Supervisor, and Chief Train Dispatcher, also General Manager Amtrak, San Francisco** when an Amtrak passenger train is involved.

1. Date and time stopped and M.P. location.
2. Train identification.
3. Car number and location in train (whether or not defect found).
4. Box location (1, 2, 3 or 4 from hand brake end of car, right or left side facing hand brake).
5. Disposition of car: If set out, state where. If inspection shows that it was not necessary to set out even though bearing was warm enough to activate the detector, advise what corrective action was taken to permit movement of car. If roller bearing equipped, so state.

NOTE: Report all cases where train passes over the detector without an indication having been displayed, but develops a hot bearing between detector and a point 20 miles beyond detector.

Whenever a roller bearing car experiences two successive hot box detector actuations and overheated journal or other cause of actuation cannot be found after required inspections were made and five (5) cars checked either side, car may be continued in train with provision that conductor must report same at next terminal and inspection is made by qualified maintenance personnel.

Train dispatcher to notify terminal of mandatory inspection when brought to his attention.

Any roller bearing car, which experiences three (3) successive hot box detector actuations, must be set out.

Train dispatcher must:

1. Notify Car Department of cars set out.
2. Notify Car Department of cars which are known to have had two successive hot box detector actuations.
3. Submit CS-7159A "Preliminary Report of Overheated Journals" whenever hot box is experienced except if on actuation of type "D" yard approach hot box detector.

Connecting crews, if any, must be notified by incoming crew of failure to locate hot bearing if indication is received on any hot box detector system and car is not set out.

CONTINUOUS WELDED RAIL (CWR) TRAINS

Continuous welded rail (CWR) trains consist of a tiedown car and a number of roller-rack cars and may contain other cars, such as threader cars and elevator cars to accompany movement. A steel-end box car, refrigerator car, or high-side gondola car must be positioned on each end of CWR train as a buffer car during all movements except preparatory to and during unloading.

In addition to other requirements of this rule, when a CWR train is stopped for any reason, inspection must immediately be made of as much of train as practicable and the following items checked if train is carrying a full or partial load:

- a. Check for undesired movement of rail. The tops of rails are painted adjacent to the tiedown rack on the tiedown car which is located near center of train. Paint marks on each tier of rail must be in line; otherwise, this is an indication of an undesired movement of rail.
- b. Check each rail end to make certain it overhangs the last supporting roller by at least 12 feet and is no closer than 12 feet from the next empty roller. Rails are marked 12 feet from each end.
- c. When a load contains continuous lengths of rail made up of more than one piece, check to see that rail joints are secured with at least four bolts, properly tightened, and that rail ends have not pulled apart.
- d. Check coupler operating levers to make certain they are in position to prevent uncoupling and that coupler operating lever locking devices are in position and locked.

When any of these conditions are not as required, train must not be moved until train dispatcher has been contacted and further instructions are received.

RULES 827-A and 838. FLAMMABLE COMPRESSED GAS (FCG).

Following are shipping names of Flammable Compressed Gas (FCG):

Standard Transportation Classification Code	Shipping Name
4905705 . . .	Butadiene, inhibited (butadiene from alcohol)
4905704 . . .	Butadiene, inhibited (butadiene from petroleum)
4905703 . . .	Butadiene, inhibited (butadiene, impure, for further refining)
4905706 . . .	Butane
4905706 . . .	Liquefied petroleum gas (butane)
4905702 . . .	Butane (butane, impure, for further refining)

Standard Transportation Classification Code	Shipping Name
4905702	Liquefied petroleum gas (butane, impure, for further refining)
4905727	Compressed gases, n.o.s. (dispersant gases, nec. flammable)
4905748	Compressed gases, n.o.s. (iso-butene)
4905775	Compressed gases, n.o.s. (refrigerants, nec. liquid, flammable)
4905713	Cyclopropane
4905716	Difluorethane
4905719	Difluoromonochloroethane
4905510	Dimethylamine, anhydrous
4905725	Dimethyl ether
4905734	Ethylene
4905749	Hydrocarbon gas, liquefied
4905749	Liquefied hydrocarbon gas
4905746	Hydrogen
4905745	Hydrogen, liquefied
4905410	Hydrogen sulfide
4905747	Isobutane
4905747	Liquefied petroleum gas (isobutane)
4905750	Isobutane (isobutane for further refinery processing)
4905750	Liquefied petroleum gas (isobutane for further refinery processing)
4905752	Liquefied petroleum gas
4905707	Liquefied petroleum gas (butene gas, liquefied)
4905711	Liquefied petroleum gas (butylene, impure for further refining)
4905780	Liquefied petroleum gas (pintsch gas)
4905758	Methylacetylene—propadiene, stabilized
4905761	Methyl chloride
4905764	Methyl chloride—methylene chloride mixture
4905520	Methyl mercaptan
4905530	Monomethylamine, anhydrous
4905781	Propane
4905781	Liquefied petroleum gas (propane)
4905785	Trifluorochloroethylene
4905540	Trimethylamine, anhydrous
4905792	Vinyl chloride
4905795	Vinyl methyl ether, inhibited

When necessary to provide helper engine for trains handling tank cars containing Flammable Compressed Gas (FCG), helper engine must be placed in accordance with helper service instructions and there must be a proper separation of the helper engine from cars containing Flammable Compressed Gas (FCG).

Unless specifically authorized, trains or cuts of cars containing Flammable Compressed Gas (FCG) must not exceed 100 cars or 8,000 tons.

RULE 829. In addition to other train inspection requirements, when a train stops to be met or passed by a continuous welded rail (CWR) train, the CWR train must also be inspected to determine rails are in position in the roller racks, that ends of continuous rails are not closer than 12 feet from the next empty roller and that they overhang the last supporting roller by at least 12 feet, and to see that cars are properly coupled with locking devices in place.

RULE 872. Enginemen taking charge of road engines at Tracy, Stockton, Fresno, and Roseville diesel facility, Sacramento, Sparks, Carlin and Ogdan will consider engines as having been amply supplied with water, fuel, sand and other supplies.

RULE 874. When radio communication is used under provisions of this rule the following will govern, for example:

APPROACHING

Hot box detector on right (or left).
Wide load detector on right (or left).
Dragging equipment detector on right (or left).
Person inspecting train on right (or left)."

Head end "SP Extra 9200 West... (Repeat)."

Rear end "SP Extra 9200 West... (Repeat)."

AFTER PASSING

Rear end "Highball the....., SP Extra 9200 West."*
Head end "Highball the....., SP Extra 9200 West."*
*Stop or other appropriate response if detector or person inspecting train so indicates.

AIR BRAKE RULES

RULE 2, A. Taking Charge of Engines. Will apply at: Tracy, Stockton, Fresno Yard, Roseville, Sacramento, Sparks, Carlin and Ogdan.

RULE 3. A full independent brake application on road engine classes EP636, GF628, EF630, EF636, EF642, GF630, GF633, and EF623 results in a brake cylinder pressure of 72 lbs. This brake cylinder pressure must be maintained to provide required braking power at very low speeds or when stopped. Under no circumstances must self-lapping portion of independent brake valve be changed except to obtain brake cylinder pressure of 72 lbs. from a full independent brake application.

RULE 9. The following series of cars are equipped with ABEL brake system which has automatic changeover feature to provide proper brake function when car is loaded and when empty:

SSW 75700-75799	Gondolas
SSW 78500-78599	Hoppers (Open Top)
SP 333500-334399	Gondolas
SP 337500-337599	Gondolas
SP 345000-345669	Gondolas
SP 354000-354749	Gondolas
SP 463500-464899	Hoppers (Open Top)
SP 467500-467549	Hoppers (Open Top)
SP 480000-480193	Hoppers (Open Top)
SP 491000-491059	Hoppers (Covered)
SP 492000-492039	Hoppers (Covered)
SP 500604	Flat Car
SP 590000-590099	Flat Cars

The following series of cars are equipped with ABDEL brake system, which has automatic changeover feature to provide proper brake function when car is loaded and when empty. This feature is fully automatic on these series and requires no action on part of engineer:

SP 337600-337699	Gondolas
SP 354750-355299	Gondolas
SP 463337-463486	Hoppers (Open Top)
SP 464000-465699	Hoppers (Open Top)
SP 590100-590131	Flat Cars (Anode)
SP 595500-595624	Cradle Flats

RULE 17. When dynamic brakes are not used on helper engine(s), tonnage of such engine(s) must be added to that of train in determining the number of retaining valves required.

RULE 24. Will apply at Roseville and Carlin (SP trains only).

RULE 24-G. Will apply at Tracy, Fresno Yard, Duns-muir Yard, Duns-muir, Sparks and Elko.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

RULE 26. When temperature is 32 degrees or less, running test may be made (Rule 25-A) in lieu of last paragraph of Air Brake Rule 26.

If unable to obtain proper air brake test while running, train must be stopped and air brake hose on head end blown out as prescribed in last paragraph Air Brake Rule 26.

RULE 27. First paragraph is revised to read:
Refer to Rule 102 of the Rules and Regulations of the Transportation Department.

RULE 33. Following trains RVOGP, RVNPP, FRRVP and BKRVP containing not less than 90 percent mechanical refrigerator cars or any restricted cars, not exceeding 120 cars and/or 90 tons per operative brake may be authorized by train order to operate at Column 1 speeds not exceeding 65 MPH unless otherwise restricted. Speed restrictions in grade territories designated by Superintendent under Subdivision must be complied with.

When speed is to be restricted to 45 MPH by Air Brake Rule 33 account tonnage exceeding 80 tons per operative brake, the following trains: UPSFF, UPSFT, LABRT, LABRF, BRLAT, BROAT, OABRT, OAGF when consisting of not more than 50% multi-level equipment may be authorized, by train order, to operate at maximum speed otherwise allowed but not exceeding speed shown in following table:

TONS PER OPERATIVE BRAKE

Number of cars	between 80 and 85	between 85 and 90
1 to 50	70 MPH	65 MPH
51 to 60	65 MPH	65 MPH
61 to 65	65 MPH	55 MPH
65 to 70	60 MPH	.....
71 to 80	50 MPH	.....

In all other cases not covered in the above table Air Brake Rule 33 will apply.

Speed restrictions in grade territories designated by Superintendent under subdivisions must be complied with.

RULE 38. Will apply at Sparks and Carlin.

MISCELLANEOUS

1. HELPER SERVICE:

The following covers engine tractive effort in pounds:

Engine Model	Classification	Starting Tractive Effort
C 415	AS415	62,750
RS 11	AS418-1 to 6	65,000
RS 32	AS420	63,750
C 630	AS600-1	102,000
RSD 15	AS624-1	92,500
C 628	AS628-2	97,750
C 630	AS630-1	101,000
GP 9	EF418-1 to 9; EF418C-1-2; EF418E-1-2-3	64,200
GP 20	EF420-1-2; EF420C-1-2	65,100
GP 30	EF423-1; EF423C-1	66,100
GP 35	EF425-1 to 4; EF425C-1-2-3	66,000
GP 40	EF430C-1	67,560
SD 9	EF618-1 to 5; EF618E-1-2	89,700
SD 39	EF623-1-2	104,150
SD 35	EF625-1	95,540
SD 40	EF630-1-2	102,750
SD 40-2	EF630-3-4	102,100
SD 45	EF636-1 to 6; EF636C-1 to 5	103,470
SD 45-2	EF636-7 to 10-12-15; EF636C-6 to 9	102,600
SD 45X	EF642-1-2	103,240
DD 35	EF850B-1	131,750
GP 40P-2	EP430-1	70,200
SDP 45	EP636-1	102,500
SW 1200	ES412	62,250
SW 1500	ES415-1 to 6	65,000

Engine Model	Classification	Starting Tractive Effort
MP 15	ES415-7	65,400
SD 7	ES615-1 to 4	82,500
SD 38	ES620-1	104,000
U 25 B	GF425-1-2-3	67,800
U 28 B	GF428-1	67,890
U 28 C	GF628-1	103,120
U 30 C	GF630-1-2	104,850
U 33 C	GF633-1 to 10	104,710
U 50	GF850	139,250

NOTE: For classification of engines, see Item 3.

A. Rule for entraining one helper engine:

- (1) On trains of less than 100 cars, helper engine consisting of not more than two six-axle operating units totaling 179,400 pounds tractive effort nor more than two four-axle operating units totaling 135,600 pounds tractive effort or a combination of one four-axle and one six-axle operating unit totaling 157,600 pounds tractive effort may be placed behind caboose.
- (2) On trains of 100 or more cars helper engine consisting of only one unit may be placed behind caboose.
- (3) Helper engine that does not qualify under (1) or (2) must be entrained as near as practicable to shove 1/3 and pull 2/3 of tonnage handled by helper engine.

B. Rule for entraining more than one helper engine:

- (1) Trains having more than one helper engine must have each engine entrained as near as practicable so that it will shove 1/3 and pull 2/3 of tonnage handled.
- (2) Trains powered with two helper engines, one of which qualifies to be placed behind caboose, must entrain the swing helper as near as practicable to shove 1/3 and pull 2/3 of tonnage handled by the swing helper.

C. Air must be cut in on all helper engines and engine must not be coupled nor uncoupled while train is in motion.

D. Road engineer and helper engineer must communicate any change affecting the operation of their train when means of communication is available. When speed is being held above 8 MPH on ascending grade, helper engineer must regulate amperage during speed reductions or speed increases to maintain the amperage indicated before speed change; if speed of train drops below 8 MPH or when coming to a stop on ascending grade, helper engineer must regulate amperage during speed reduction to maintain the amperage indicated before speed change, then close throttle just before train stops.

E. When speed of trains powered with 12,000 or more horsepower on the head end and with helper engine drops below 16 MPH, road engineer must reduce throttle to Run 6.

When train speed drops below 16 MPH, head end power being reduced to Run 6 may result in helper power working in short time rating. The short time rating must not be exceeded. If it appears that short time rating will be exceeded, assistance must be requested from train dispatcher. If assistance cannot be obtained, grade must be doubled.

F. Trailing tonnage must not exceed that amount of tonnage listed under column "Maximum Tonnage to be Handled by Road Engine With Helper Entrained" for territory over which helper will be used. Should the amount of tonnage computed exceed the maximum tonnage listed, it may be necessary to isolate road units or add helper power. If practical, isolate units

behind the lead unit leaving operating units next to the train. Weight of those units isolated and separated from the train by operating units need not be added to train weight in computing location of helper.

If units have to be isolated next to the train, weight of these units must be added to the train when computing location of the helper.

If units are moved dead in consist, they should be placed next to the train and their weight added to the tonnage of the train.

UNLESS OTHERWISE RESTRICTED MAXIMUM TONNAGE TO BE HANDLED BY ROAD ENGINES WITH HELPERS ENTRAINED:

TERRITORY

Roseville-Colfax (E)	6,500
Colfax-Norden (E)	3,900
Sparks-Truckee (W)	6,500
Truckee-Norden (W)	4,500
Wells-Moor (E)	7,500
Lucin-Valley Pass (W)	8,000
Delta-Dunsmuir (E)	7,500

UNLESS OTHERWISE RESTRICTED MAXIMUM TONNAGE TO BE HANDLED BEHIND HELPER ENGINES:

TERRITORY

Roseville-Colfax (E)	5,525
Colfax-Norden (E)	3,315
Sparks-Truckee (W)	5,525
Truckee-Norden (W)	3,825
Wells-Moor (E)	6,375
Lucin-Valley Pass (W)	6,800
Delta-Dunsmuir (E)	6,375

G. In locating helper engine(s) in train, the following example of calculating tonnage for road engine and helper engine(s) will be used:

EXAMPLE:

Train: 42 loads, 87 empties = 5756 tons.
 Four-unit road engine (2-GF630, 1-EF623, 1-EF625).
 Three-unit helper engine (2-EF623, 1-EF630).

Total road horsepower	10800
Total helper horsepower	7600
Total horsepower	18400

- (1) Divide total horsepower by tonnage = $\frac{18400}{5756} = 3.196 \text{ HP/T}$
- (2) Divide road horsepower by HP/T factor = $\frac{10800}{3.196} = 3379 \text{ tons}$
 Road engine will handle 3379 tons
- (3) Divide helper horsepower by HP/T factor = $\frac{7600}{3.196} = 2377 \text{ tons}$
- (4) To determine 1/3 of helper tonnage divide $\frac{2377}{3} = 792 \text{ tons}$
 Helper engine will shove 792 tons.
- (5) To determine 2/3 of helper tonnage multiply $792 \times 2 = 1584 \text{ tons}$
 Helper engine will pull 1584 tons.
- (6) Under no circumstances should the tonnage that will trail the helper engine exceed that amount indicated in the chart.

- (7) Should tonnage trailing road or helper engine, as computed above, exceed the amount indicated in the chart it will be necessary to:
 - (a) Reduce tonnage or
 - (b) Relocate helper in compliance with instructions. (Item D under General) or,
 - (c) Add additional helper(s) of sufficient horsepower to handle tonnage in excess of amounts indicated in chart. Additional helper(s) may be placed behind caboose if they meet requirements of item A 1., if not they are to be entrained as follows:

EXAMPLE:

Train: 170 loads, 2 empties = 13,980 tons
 Three-unit road (1-EF630, 1-EF636, 1-GF633)
 Four-unit swing helper (1-EF630, 2-EF636, 1-GF633)
 Two-unit rear helper (1-EF618, 1-EF630)

Total road horsepower	9900
Total swing helper horsepower	13500
Total rear helper horsepower	4800
Total horsepower	28200

- (1) Divide total horsepower by tonnage = $\frac{28200}{13980} = 2.017 \text{ HP/T}$
- (2) Divide road horsepower by HP/T factor = $\frac{9900}{2.017} = 4908 \text{ tons}$
 Road engine will handle 4908 tons
- (3) Divide swing helper horsepower by HP/T factor = $\frac{13500}{2.017} = 6693 \text{ tons}$
 Swing helper will handle 6693 tons (total)
- (4) To determine 1/3 of swing helper tonnage = $\frac{6693}{3} = 2231 \text{ tons}$
 Swing helper will shove 2231 tons
- (5) To determine 2/3 of swing helper tonnage = $2231 \times 2 = 4462 \text{ tons}$
 Swing helper will pull 4462 tons
- (6) Divide rear helper horsepower by HP/T factor = $\frac{4800}{2.017} = 2380 \text{ tons}$
 Rear helper will handle 2380 tons (total)
- (7) To determine 1/3 of rear helper tonnage = $\frac{2380}{3} = 793 \text{ tons}$
 Rear helper will shove 793 tons.
- (8) To determine 2/3 of rear helper tonnage = $793 \times 2 = 1586 \text{ tons}$
 Rear helper will pull 1586 tons.

GENERAL:

- A. At locations designated by the Superintendent, road power must not exceed 24 axles of operative power.
- B. Helper engine must not be placed on head end of train without authority being obtained from train dispatcher.
- C. AS415, AS420, ES412 and ES415 class, except ES415 class numbers 2680-2759 units must not be cut into train in helper service. ES415 class numbers 2400-2679 may be cut into train and used in helper service providing coupler stops are applied and locked on both ends of the engine. No more than two of these units may be placed behind the caboose.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

D. Should it become necessary to relocate the helper at other than the shove 1/3, pull 2/3 location in order to separate helper from restrictive cars or in compliance with maximum tonnage trailing helper limitations, the helper may be relocated, but under no circumstances in relocations may helper shove less than 30% nor more than 45% of the total tonnage to be handled by the helper.

E. When helper is used on train handling empty coil cars in series SP 595500 to SP 595624, helper engine must be entrained ahead of these cars.

2. PLACEMENT OF RESTRICTED CARS IN TRAIN WITH OR WITHOUT HELPER:

(a) Between Roseville and Dunsmuir and Roseville and Sparks, empty 70-foot-long or longer equipment must be entrained ten or more cars behind road engine and ten or more cars ahead of helper engine. A flat car with one van or one container, whether loaded or empty, must be considered as an empty. These instructions will not apply to trains LABRF, LABRT, BROAT, OABRT, BRLAT, RVNPE, UPSFF, OAOGF, OAOGH or UPSFT.

(b) When average weight of cars in train, other than locals or switchers, is more than 60 tons per car, do not handle any cars which weigh less than 50 tons within five cars of road engine. These instructions will not apply to continuous welded rail (CWR) trains nor to trains operating between Roseville and Oakland via Davis, to trains OAOGF, UPSFF, and UPSFT operating between Ogden and Roseville, or to WPRR trains FF, WPV, B-PBF and OMW operating between Weso and Alazon.

(c) Certain USAX and DODX flat cars in series 38016 thru 38665 and 39095 thru 39199 are restricted to movement on rear of train and behind any helper engine. Restricted cars will be indicated on Conductor's train list at terminals. When cars listed in above series are picked up at locations other than a terminal, they must be entrained on rear of train and behind any helper unless it is determined that cars are not restricted.

(d) Cars measuring less than 35 feet over coupler pulling faces must not be handled in train coupled to cars longer than 60 feet over coupler pulling faces.

At locations where a Train Mass Profile (graph) is furnished train crews, it will identify a car measuring less than 35 feet over coupler pulling faces with the letter "S," and cars measuring over 60 feet between pulling faces will be identified by the letter "L."

Because the majority of cars measuring under 35 feet are tank cars, car code "TS" will identify these cars on train list and/or switch list.

3. CLASSIFICATIONS ARE DESCRIPTIVE OF ENGINES AS FOLLOWS:

E F 4 15 A C 01

Denotes Order of Purchase for Units of same Classification.

Denotes Ownership if other than SPT Co.:

C = SSW Ownership.

E = SP Equipment Co. owned, leased to SPT Co.

S = SP Equipment Co. owned, leased to SSW Ry.

Denotes Car Body Type with Control Cab; B = Booster; No Letter = Road Switcher Type.

Denotes Horsepower in Hundreds: 00 = Not Powered; 18 = 1750-1800 HP, etc.

Denotes Number of Axles.

Denotes Service Assignment: F = Freight; M = Misc.; P = Passenger; S = Switcher.

Denotes Builder: A = Alco; E = EMD; G = GE; S = SPT.

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

MAXIMUM SPEED AND LENGTH OF ENGINES

CLASSIFICATION	ENGINE NUMBERS	MAXIMUM SPEED EXCEPT #	LENGTH (FEET)
AS600	1000-1002	70	70
ES406	1004	45	44
ES408	1100-1128	65	44
ES408B	1150-1153	65	44
ES409	1190-1199	65	44
AS409	1200-1281	60	45
ES410	1300-1337	65	44
ES615	1400-1442	70	61
AS410	1820, 1842	60	45
ES412	2250-2316	65	44
AS415	2400-2409	65	54
ES415	2450-2689	65	45
ES415	2690-2759	65	48
AS418	2900-2903; 2905-2936	70	57
AS618	2951-2970	70	58
ES620	2971-2976	70	69
EP418	3001-3002; 3004-3010	70	56
AS624	3100-3102	25*	67
AS628	3110-3136	25*	69
AS630	3140-3153	25*	69
EP418	3186-3196	70	56
EP430	3197-3199	70	63
EP636	3200-3209	70	71
EF418	3300-3822	70	56
EF618	3827-3964	70	61
AS420	4000-4009	70	57
EF420	4030-4153	70	56
EF618	4300-4451	70	61
EF423	5000-5017	70	56
GS407	5100	55	37
EF623	5300-5325	70	66
EF425	6500-6681	70	56
GF425	6700-6767; 6800-6865	70	60
EF625	6900-6953	70	61
GF428	7025-7028	70	60
GF628	7150-7159	70	67
EF430	7600-7607	70	59
GF630	7900-7936	70	67
EF630	8300-8306; 8350-8356	70	71
EF630	8400-8488	70	66
GF633	8585-8796	70	67
EF636	8800-9156	70	66
EF636	9157-9404	70	71
EF642	9500-9505	70	71
EF850B	9900-9902	70	88
GF850	9950-9952	70	84
EF630	UP 3000-3242	70	66
EF636	UP 3600-3637	70	66
Amtrak Locomotives:			
EP415A	SP Model F7, 110-123	79	51
EP430A	Model F40PH, 200-229	70	56
EP630A	Model SDP40F, 500-649	70	72

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

*May be handled isolated in multiple, dead in multiple, or dead in train at maximum speed of 70 MPH.

NOMINAL CLASS	RUNNING FORWARD WITH TRAIN OR LIGHT	RUNNING BACKWARD WITH TRAIN OR LIGHT**
WPRR 551-564	35	35
WPRR 559-564 in mul.	30	30
WPRR 601-606	30	30
WPRR 701-713; 725-732	65	60
WPRR 1501-1503	65	45
WPRR 2001-2010	70	60
WPRR 2251-2265	70	60
WPRR 3001-3022	70	60
WPRR 3050-3071	70	60
WPRR 3501-3544	70	60

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

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

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

Engines handled dead must not exceed speed shown in tables.

ANY LOCOMOTIVE NOT LISTED 35 MPH*

*Except when other speed is authorized by train order.

5. OTHER INSTRUCTIONS

A. MOVEMENT OF LOCOMOTIVES

1. Engines equipped with multiple unit controls (MU) and alignment control couplers, weighing 150,000 pounds or more, may be handled on head end of train; if weighing less than 150,000 pounds, must be placed near rear of train in accordance with Item 5.

2. ES415 class units, 2680-2759, are equipped with alignment control couplers and may be MU'd in engine consist without regard to location. These engines also may be moved dead on head end of train first behind working units.

3. ES415 class units, 2450-2679, are equipped with hinged coupler stops. With coupler stops in place, these engines may be MU'd in engine consist without regard to location, or may be moved dead on head end of train first behind working units.

For use in road service, MU service, or dead in train, the coupler stops must be closed (swung in) into coupler opening against coupler pocket side with locking pin secured behind coupler carrier on both ends of engine.

For use in switching service the coupler stops must be opened (swung back) against end of engine and locking pin secured in bracket provided.

Locking pins must be in place (whether coupler stop is swung back or swung in) to insure securement of the coupler stop.

4. Many switcher-type engines are not equipped with alignment control couplers or hinged coupler stops. Included are engine classes AS415, AS420, and certain ES412 units (2266, 2271, 2272, 2275, 2276, 2279, 2282-2288 inclusive). These engines are equipped with dynamic brake wire and must, if practicable, be MU'd in accordance with the following rules:

- (a) One switcher unit may be MU'd on head end of a road consist, provided no other engine consist or cars are coupled ahead of such road consist and provided the train is operating in territory where dynamic braking is not required.
- (b) One switcher unit may be MU'd on the rear end of a single unit road engine handling a train provided the train is operating in territory where dynamic braking is not required and no reverse movements are to be made with cars.

(c) When operating with a mixed consist of road and switcher units in territory where dynamic braking is required, not more than two switcher units of the types listed in Item 4 will be used, subject to the following additional restrictions:

- (1) If one unit is used, it will be placed as the second unit in engine consist.
- (2) If two units are used, they will be placed as second and third units in engine consist.
- (3) A road-type unit must be coupled against the train.
- (4) If necessary to make a reverse move with cars or train, lead unit must be isolated.

(d) If it is necessary to operate a mixed consist of road and switcher units with more than two switcher units of the types listed in Item 4, all switcher units must be placed in the lead. If reverse movement is made with cars or train, all units ahead of the two rear switcher units must be isolated.

(e) If engine consist is made up entirely of switcher units listed in Item 4, not more than two units may be on the line when making a reverse movement with cars or train and those units on line must be located closest to the train.

5. When necessary to handle IN A TRAIN (not MU'd with locomotive consist) engines in classes ES406, ES408, ES408B, ES409E, AS409, ES410E, AS410, ES412 (except units listed in Item 4), GS407, ES412E, AS415, AS420, must be prepared for dead movement as required by Item 6 and placed in train as follows:

- (a) On head end first behind engine handling train, provided train does not exceed 800 tons.
- (b) On trains of more than 800 tons, these units must be moved not less than 5 nor more than 10 cars ahead of rear of train and behind any helper engine.
- (c) Not more than two of these engines may be moved in a train and when two are moved they must be separated by a car not longer than 50 feet.
- (d) Foreign line engines not equipped with alignment control couplers are to be considered the same as engine classes listed in Item 5.

6. PREPARATION OF AIR EQUIPMENT FOR MOVEMENT DEAD IN TRAIN.

ALL UNITS: Reduce main reservoir pressure to 25 lbs. above zero.

Cut in dead engine feature.

Remove automatic brake valve handle in running position or with 26-L equipment, remove in handle off position.

If brake valve handles cannot be removed, they must be blocked in running position.

IN ADDITION:

24 RL equipment:

Close brake pipe cut out cock and place the dual ported cut out cock in cut-in position.

Open the end cocks on actuating pipe and independent application and release pipe.

6 SL or 14 EL equipment:

Close the brake pipe cut out cock, or place the rotair valve or 3 position brake pipe cut out cock in dead position.

26 L equipment:

Place the brake pipe cut off valve in cut-out position.

Place the dual ported cut out cock in open or cut in position, or place the MU 2a valve in lead or dead position.

Open the end cocks on actuating pipe and brake cylinder equalizing pipe.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

7. Extreme caution must be used during dynamic braking or when making reverse move to prevent jackknifing and track damage.

B. Dead or disabled engines, and equipment listed in timetable which requires movement at reduced speed must first be reported as ready to move to the Chief Train Dispatcher, who will designate the train in which the engine or equipment is to be moved. Any such engine must not be handled in train until train order designating maximum speed is issued.

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

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

E. When a unit or units in locomotive consist emit excessive smoke through exhaust stacks other than from a cold start, prompt report must be made to train dispatcher who will arrange to notify roundhouse foreman or locomotive maintenance forces on duty at first maintenance facility where train is scheduled to stop. Unit number, time and location where excessive smoking of unit was first observed must be reported.

When a yard engine is observed emitting excessive smoke, report must be made to roundhouse foreman or locomotive maintenance forces on duty.

In addition, engineer must make appropriate entry on work report, Form CS 2326.

F. Not more than ten diesel units in operation may be used on head end of any freight train.

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

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

I. Gross weight of SPMW 6400-6439 100-ton air dump cars cannot exceed the gross weight shown in Special Instructions or Line Clearance Circular for each branch line. Also, cars must not be dumped on curves of 25 degrees or more, or operated through curves of 35 degrees or more.

J. Forward brakeman on freight trains will ride the lead unit when a seat is available.

K. Open-top cars with lading height exceeding fifteen (15) feet six (6) inches, except cars transporting highway trucks or trailers, multi-level freight cars either loaded or unloaded, and automobile underframe cars, shall be entrained at least five (5) cars distance from engine or caboose if length of train permits on trains operating in or through the States of California and Nevada.

L.	MPH MAIN TRACKS OTHER THAN BRANCHES	MPH MAIN TRACKS ON BRANCHES
MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT		
Double or triple loads.....		25
Scale test cars.....	40**	30
Except: SPMW 2024, 2025, WO-3.....	65	49
Relief outfits with steam derrick, except..	45*	25*
Relief outfits 7070 and 7110 must not exceed 35 MPH* and relief outfit 7050 must not exceed 30 MPH* on main tracks other than branches. Relief outfits 7070 and 7110 must not be oper- ated on any branch.		
Relief Outfit SPMW 7150.....	35*	25*
Rotary snow plows:		
Electrified.....	35	15
Locomotive Crane/Pile Drivers		
SPMW 6603 & 6604:		
With boom in place, either end for- ward①.....	25*	15*
With boom disconnected, heavy end forward.....	45	25
boom end forward.....	20*	15*
With boom disconnected and remov- able counterweight properly posi- tioned, either end forward.....	55	25
SPMW 4028, 4029, SSW 96405:		
With boom in place, either end for- ward①.....	25*	15*
With boom disconnected, heavy end forward.....	40	25
boom end forward.....	20*	15*
With boom disconnected and remov- able counterweight properly posi- tioned, either end forward.....	40	25
SPMW 4027 SPMW 5870		
4038 5874		
4091 5899		
5437 6601		
5479 6602		
5595 SSW 96404		
5852 NWPMW 31		
With boom in place, either end for- ward①.....	25*	15*
With boom disconnected, heavy end forward.....	45	25
boom end forward.....	20*	15*
Steam pile driver SPMW 4053.....	35	25*
Jordan Spreaders:		
Running backward.....	25	20
Moving forward (prepared for travel) ..	35	35

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

**Scale Test Car NBS-1 to be handled on trains not more than 20 cars ahead of caboose and speed of train handling NBS-1 not to exceed 60 MPH.

①When moving in train with boom in place, operator must be on board.

Unless specifically authorized, SPMW 4027, 4028, 4029, 4088, 5479, 5595, 5852, 5870, 5874, 5899, 6601, 6602, 6603, 6604, SSW 96404 and SSW 96405 must not operate over lines having maximum load limits of less than 263,000 lbs. and must observe all restrictions applying to cars weighing over 210,000 lbs.

M. OTHER MAXIMUM SPEEDS	MPH PASSENGER TRAINS	MPH FREIGHT TRAINS
Passenger trains, with caboose.....	65	...
Engine and caboose only, except must not exceed speed for same engine running forward light.....	...	65
Engine and flanger only, except.....	...	40
On curves.....	...	35
Logs loaded on flat or logging cars, except.....	...	35
On curves.....	...	25
Through truss bridges, tunnels and passing stations.....	...	15
Trains handling empty bulkhead flat cars equipped with roller bearings, except series SP 590000-590111; SP 591100-591124; SSW 88050-88099.....	...	55
Trains handling pipe loaded on 89 ft. cars.....	...	55
PC 598500 to 598999 (Gondolas).....	...	55

NOTE: Light engines on descending grade without dynamic brake in operation must not exceed Column 2 speeds.

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

Rotary snow plows must be stopped when a train or engine is passing on adjoining track.

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

Maximum speed for flangers is 40 MPH.

O. Units SSW 9052 through 9068 and 9090 through 9110 will have overspeed cut-out cocks blocked open and no attempt should be made to close them. In event overspeed device (or speedometer) malfunctions enroute, unit should be rearranged in the locomotive consist as a train-line unit to clear the condition.

P. LOAD LIMIT

Where 315,000 pound load limit applies:

Gross weight of 315,000 pounds applies to uniformly loaded four-axle cars with minimum axle spacing of 6'-0" and minimum distance of 37'-0" center to center of trucks; also wheels 38" or more in diameter.

FMLX tank cars, 19000-19023, and GATX tank cars, 94050-94054 and 94056-94092, which are equipped with 34'-8" truck centers may operate from Ogden to Newark with no more than two such cars coupled together.

Where 263,000 pound load limit applies:

Gross weight of 263,000 pounds or less applies to uniformly loaded four-axle cars having trucks spaced 23'-0" or more center to center and minimum axle spacing of 5'-6".

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

R. Except where specifically authorized, cabooses are not to be moved other than at rear of trains.

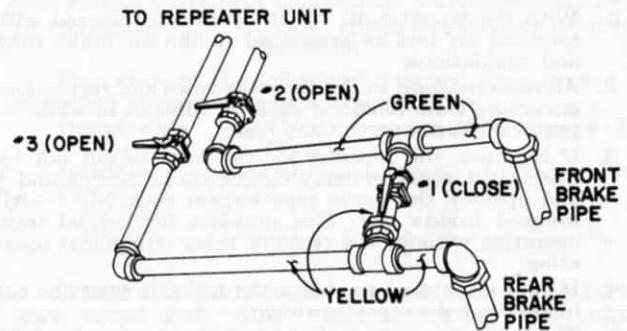
S. REPEATER AIR CAR (RAC) SP-260-266

The repeater air car (RAC) is utilized to increase efficiency of train air brakes on long trains and during cold weather. The purpose of repeater relay equipment is to accept pneumatic signals from the brake pipe of forward portion of a train, and by relay action, produce a corresponding response in the brake pipe of the rear section of the train.

The repeater relay car has the ability to produce faster train charging time, reduce or eliminate brake pipe pressure gradient, more uniform braking forces, and faster brake application and release times.

A. PROCEDURE FOR ADDING REPEATER AIR CAR TO A TRAIN TO USE REPEATER CAR AIR EQUIPMENT.

1. Place as near to center of train as makeup will permit.
2. The RAC car is operational in either direction. The front brake pipe must be coupled to the portion of the train to which the road engine is attached. The rear brake pipe must be coupled to the other end of the train.
The angle cock on the unused brake pipe on each end of the car must be closed.
3. Where repeater air car is positioned in train and front and rear brake pipes have been properly connected and opened, then close the brake pipe bypass cock No. 1 and open the two repeater relay cutout cocks Nos. 2 and 3, all located inside of car.



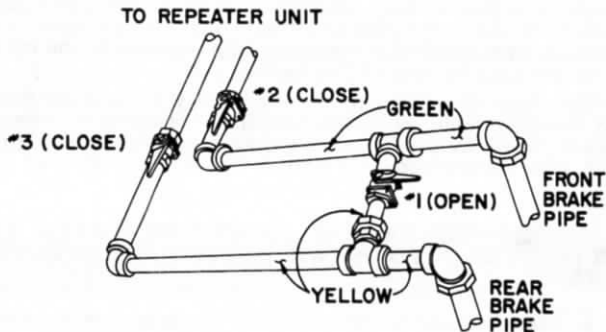
Note: If for any reason it becomes necessary to transfer control of air brakes to the helper engine located in the portion of the train behind the RAC car with the RAC air equipment in operation, the brake pipe hose connections must be changed. The forward brake pipe must be coupled to the portion of the train having the brake valve which is controlling the train. The rear brake pipe must be coupled to the other end of the train.

4. The repeater relay valve No. 5 is a variable valve and is employed to reestablish a satisfactory brake pipe pressure on the rear portion of train. A regulator and gage to indicate pounds of differential is provided. Trainline pressure on rear portion of train must not be increased above 90 PSI at RAC car. Preferred adjustment is to have the rear brake pipe 1.5 to 2 lbs. above the front brake pipe.

B. PROCEDURE FOR CUTTING THE RAC CAR OUT OF TRAIN.

1. Close the repeater relay cutout cocks Nos. 2 and 3.
2. Open the brake pipe bypass cock No. 1—All located inside the car.

- The car diesel engine and compressor are to remain running except during layover time.



C. PROCEDURE FOR ADDING REPEATER AIR CAR TO A TRAIN WHEN REPEATER CAR AIR EQUIPMENT IS NOT TO BE USED.

- Close the repeater relay cutout cocks Nos. 2 and 3.
- Open the brake pipe bypass cock No. 1—**All located inside the car.**
- Forward brake pipe must be coupled to portion of the train to which the road engine is attached.
Rear brake pipe must be coupled to the other end of the train. The angle cock on the unused brake pipe on each end of the car must be closed.

D. TRAIN OPERATION OF REPEATER AIR CARS.

- With the repeater air car in operation, proceed with terminal air test as prescribed in the air brake rules and regulations.
- All rules outlined in the air brake rules and regulations governing train handling shall be adhered to while repeater air car is part of any train.
- If required, the repeater air car may be cut out by closing the repeater relay cutout cocks Nos. 2 and 3 and opening the brake pipe bypass cock No. 1—**All located inside car.** This provides for normal train operation without the repeater relay equipment operating.
- If yard air is used to charge the train, it **must** be cut in ahead of the repeater air car.
- The RAC car must not be kicked, dropped, or humped and must be handled next to switch engine when being cut into or out of train and when being moved to caboose track.
- During a pickup or setout, or at any time the engine is **separated from the train and the air car is in operation in the train, it is absolutely essential that the trainline angle cock be left open on the train.**

E. LOSS OF MAIN RESERVOIR AIR ON RAC CAR.

- The depletion of main reservoir air to below 100 lbs. will initiate a service brake pipe reduction in the forward and rear portions of the train. The rotating red light on top of car will operate.
- In addition to the red rotating light, a radio signal will be initiated and will transmit a series of short beeps for a period of approximately ten seconds and then cease. It will reset itself automatically upon an increase of main reservoir pressure above 110 pounds.
- If in power, throttle must be reduced to idle and automatic brake valve placed in full service zone until train stops.
- If in dynamic braking, automatic brake valve must be placed in full service zone and dynamic braking lever handled as prescribed by rules.
- Train must be immediately secured before determining reason for main reservoir air depletion.

F. SETTING RAC CAR OUT OF TRAIN

- If it becomes necessary to set RAC car out of train, shut down compressor engine in car and secure car per rules.

Instructions for starting and shutting down compressor engine posted inside of car.

RULES 7-A and 7-B. When unattended red flags or red lights, yellow flags, red CONDITIONAL STOP signs and yellow PROCEED PREPARED TO STOP signs are displayed between El Pinal and Akers on Track No. 1 for eastward movement, or on Track No. 2 for westward movement, they will be displayed to left of track in direction of movement.

RULE 7-C. Fresno Yard: Trains entering or leaving yard tracks must receive proceed signal from switchman, green flag by day, green light by night, except within limits of diverging route signals, or engineer is orally authorized.

RULE 10-J. Speed may be increased as soon as lead engine has passed increase speed sign at following locations:

Westward MP	Eastward MP
102.80.....Lodi.....	103.65

Speed signs to left of track

Eastward	Reading
MP-72.25.....	40
MP-110.60.....	65-60
MP-147.70.....	45
Westward	Reading
MP-199.28.....	70-60

RULE 82-A. Train orders and clearances issued on the Roseville Subdivision will apply on the Stockton subdivision and vice versa.

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

Sacramento.....	Trains originating or terminating.
Galt.....	Trains via Ione Branch originating or terminating.
Victor.....	Trains beyond Victor via Kentucky House Branch.
Stockton.....	Trains via Oakdale Branch originating or terminating.
Ingle.....	Trains required by train order.
Biola Jct.....	Trains via Biola Branch originating or terminating.

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

Stockton.....All trains except trains via Oakdale Branch.

At Stockton trainmen and enginemen should be on the lookout for messages to be picked up if light is showing in Train-Order stand.

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

West MP	East MP
78.50 Tracy (Martinez-Westside Line).....	85.64
66.50 Tracy (Niles-Polk Line).....	75.81
99.10 Westley.....	101.10
105.85 Patterson.....	108.62
112.00 Crows Landing.....	114.50
117.95 Newman.....	121.05
122.50 Gustine.....	124.60
132.90 Los Banos.....	142.01
152.20 Dos Palos.....	155.00
164.94 Firebaugh-Mendota.....	178.50

West MP	East MP
181.10 Ingle.....	182.50
Ingle (Riverdale Branch).....	End of track
192.46 Kerman.....	194.53
203.00 Fresno (Westside Line).....	
199.34 Fresno (Valley Line).....	209.00
208.44 Fresno (Biola Branch).....	
82.15 Stockton.....	92.17
Stockton (Oakdale Branch).....	94.40
103.53 Lodi (Kentucky House Branch).....	107.50
103.51 Lodi (Woodbridge Branch).....	End of track
131.60 Sacramento (Polk Line).....	

Fresno Yard: Trains entering or leaving yard tracks must receive proceed signal from switchman (green flag by day, green light by night), except within limits of diverging route signals, or engineer is orally authorized.

Oakdale: Trains and engines must move with caution between F and G Streets expecting to find main track occupied by Sierra Ry. trains or engines.

RULE 97. Westward extra trains originating Fresno Yard to operate via Valley Line need not obtain train order authority but must obtain a clearance.

RULE D-97. Applies on both main tracks between Lathrop (MP 81.30) and El Pinal (MP 92.32).

RULE 98. Railroad crossings at grade not interlocked: Trains and engines must approach with caution, and may move over the following crossings without stopping, if crossing clear and no movement approaching on intersecting line:
Stockton.....CCTCo., crossing of Oakdale Branch near MP-92.0.

Stop clear of the following crossings, then proceed if no movement approaching on intersecting line:
Brandywine.....CCTCo., crossing of Kentucky House Branch.
Oakdale.....AT&SFRy, crossing of Oakdale Branch. MP 116.7 on Ione Branch.....CCTCo., crossing of Ione Branch.

RULE 103. Automatic protection (controlled by single track circuit with "Stop" signs at control limits) exists at following crossings:

Location	Crossing No.	Track	Protection
Manteca.....	B-96.9	Yard.....	Gates
Calla.....	*B-98.52-C	Spreckels.....	Gates
Salida.....	B-106.4	Spur.....	Gates
Modesto.....	*B-112.3	Stor.; #2 Siding.....	Gates
Livingston.....	B-136.5	Drill track.....	Gates
Madera.....	#B-183.9-C	Spur.....	Fl. Lights
Firebaugh.....	BA-166.2	Siding.....	Gates
Firebaugh.....	BA-168.6-C	Britton.....	Fl. Lights
Cromir.....	BA-170.2	Drill.....	Gates
Kerman.....	BA-193.5	Siding.....	Gates
Tomspur.....	#D-98.1	Spur.....	Gates
Oakdale.....	DC-122.3	House.....	Gates
Rancho Seco.....	DG-124.3-C	SMUD Spur.....	Gates
Stockton (Port).....	DK-92.41-C	Spur.....	Gates

*Westward movements only.
#PUC Order.

Members of crew should assure themselves that crossing protection is operating (and gates are down where they exist) before entering crossing or crossing is protected by member of crew.

Los Banos: Crossing gates installed on crossings Mercy Springs Road, MP-141.2, and State Highway MP-141.3. Trains or engines switching in this area must not enter crossing until revolving yellow beacon, located on mast on north side of track between the two crossings, is actuated.

SPECIAL INSTRUCTIONS—STOCKTON SUBDIVISION

Turlock: City ordinance requires that in event of fire alarm being sounded, any train blocking Main St., MP-126.1, must clear crossing immediately. Switching must not be done over Main and Olive Street crossings between hours of 12 Noon and 1:00 PM.

No switching to be performed over Marshall Street except for spotting or removing of cars to or from industries served by these tracks.

Madera: Eastward through freight trains when stopping to set out, leave train clear of Central Avenue crossing, MP-183.3, and westward through freight trains clear of Olive Avenue crossing, MP-184.5.

Madera (Winery spur): Traffic signals at Howard Road (Crossing No. B-184.6-C) and adjacent Pine Street are preempted by train operation between stop signs installed each side of Howard Road crossing. On approach to crossing trains are to be brought to a stop. When traffic signals are in operation, trains are not to proceed until traffic signals show a flashing red aspect. When traffic signals are not in operation, trains are not to proceed until it is known crossing is clear or traffic is protected by member of the crew.

Fresno: Eastward freight trains changing crews at Fresno, must stop to clear insulated joints located just west of Tulare Street unless otherwise instructed by yardmaster or his representative.

At the following locations, trains moving under the provisions of Rules 771 and 776 must not enter the crossing until protection for vehicular traffic has been afforded by a member of the crew, or it is known that automatic warning devices are operating:

Station	Location	MP
Lathrop	Lathrop Road	82.1
Modesto	Butchertown Spur	114.7
Turlock	Fulkerth Road	124.9
Arena	West Siding Switch (Arena Way)	139.0
Merced	"D" Street	151.3
Chowchilla	West Siding Switch (King St.)	168.0
Chowchilla	West Siding Switch (Robertson Blvd.)	168.1
Biola Jct.	Biola Branch (Old Highway 99)	208.5
Lodi	Woodbridge Rd.	105.1
Lodi	Lodi Ave.	102.1

Public Utilities Commission orders prohibit operation of train, engine, motor or car over the following crossings unless first brought to a stop and traffic on the highway protected by a member of the crew:

Lodi	Crossing Oak St., D-103.25, and Pine St., D-103.3 on yard tracks,
Woodbridge	Crossing Woodbridge Road on General Mills spur, DE-105.3-C,
Carbondale	Crossing County road when on industry track, DG-132.1,
Modesto	Tully Ave., on Grange Co. spur, B-112.25-C,
Modesto	B St. on Shoemaker spur, B-113-55-C,
Vernalis	Crossing on Spur No. 6890, BA-93.0,
Los Banos	Crossing 2nd and 4th Sts., on drill crossovers and storage tracks, BA-140.1, BA-140.2,
Firebaugh	Crossing 12th St., on drill and spur tracks, BA-166.2.
Helm	County road crossing on Spreckels Sugar Co. track, BAO-199.1.

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

Ingle	Riverdale Branch, for Branch.
Fresno Yard	End double track, for westward track.
Fresno	Westside Line, for eastward main track.
Fresno	Stem of Wye for West Leg Wye.
Lodi	Woodbridge Branch, for Lathrop line.
Lodi	Yard track, for Kentucky House Branch.

Derails on main track.

Location	MP
Kentucky House	142.2

Madera. (Winery spur). MP-187.06.

Derail installed 100 ft. ahead of gates at Madera Glass Company plant to protect LPG tank car unloading. Do not close derail nor enter plant to do switching until it has been determined that no tank car is connected for unloading.

RULE 104-A. Tracy: Westward freight trains approaching east end Tracy Yard must run expecting to find main track switch lined for movement into yard tracks.

Yellow switch targets and keepers have been installed on main track switches at the ends of the following branch lines:

Kentucky House Branch	MP-142.6, Kentucky House
Biola Branch	MP-200.5, Biola
Riverdale Branch	MP-214.6, Riverdale

RULE 104-F. Between El Pinal and Polk at locations where entrance to main track is governed by automatic block signals, Rule 778 will apply.

RULE 105. Manteca-Calla:

Manteca Track No. 1 extends from MP 96.73 to MP 97.72. Calla siding extends from MP 97.74 to MP 99.44, is CTC controlled siding, capacity 8350 ft. Crossover at west end Calla siding is equipped with dual control switch machines.

Westward absolute siding signal at west end Calla siding is three-unit signal.

Top unit governs movements to Manteca Track No. 1.

Center unit governs movement to main track.

Lower unit, when displaying lunar aspect, governs movements to Manteca Track No. 1 per Rule 289.

RULE 221. Fresno Yard is a train-order office only for trains originating.

RULE S-240. MOVEMENT OF TRAINS BY STAFF SYSTEM.

Applies at following location(s):

Territory	Register Location
Oakdale Branch:	
MP 94.40 to Montpellier	Stockton
Kentucky House Branch:	
MP 107.50 to Kentucky House	Victor
Ione Branch:	
MP 112.10 to Ione	Galt
Biola Branch:	
MP 208.44 to Biola	Biola Jct.

RULE D-251. Will apply:

On eastward track: Lathrop to MP 92.2.

On westward track: MP 92.2 to MP 81.24.

On both tracks between Fresno Yard and Calwa Tower.

RULE 291. Lathrop: Flashing yellow aspect governs movements to east or west leg of wye at Fresno end of wye.

Flashing yellow aspect on eastward signal at west junction switch and westward signals at west junction switch on Valley Line and Westward Main.

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

Eastward Signal	Protection	Westward Signal
TRACY-FRESNO (WESTSIDE LINE)		
P-710	Spring switch, junction to Westside Line, Tracy	
	Spring switch to yard, Tracy	P-829
P-1164	Flood detector at MP-116.60, Newman	P-1179
P-2046	Barricade detector, MP-204.60, Fresno	P-2051
TRACY-POLK LINE		
	Spring switch to Freight Lead, MP-75.9 (Polk Line)	P-SA
	Spring switch, Stockton wye	P-I
LATHROP-FRESNO (VALLEY LINE)		
P-1972	Spring switch, Crossover Biola Jct.	P-A
P-2042	Barricade detector, MP 204.6	

AUTOMATIC BLOCK SIGNAL SYSTEM

RULE 505. Tracy: Trains moving on main track in either direction will move between junction switch MP 70.62 and P-SA Signal MP 75.9, beginning CTC, by block signals whose indications will supersede the superiority of trains.

Top unit of Signal P-710 governs movements toward Lathrop. Bottom unit governs movement toward Los Banos.

Signals 713, 825 and 827 are approach clearing. Signal 713 will revert to stop position when 600-ft. track circuit in front of station building is occupied for approximately four minutes. A second approach circuit is located at MP 71.39, 185 feet east of MacArthur Blvd., to clear Signal 713 for movements to be continued.

Approach circuit to Signal 825 on Track No. 1 begins 185 feet east of MacArthur Blvd.

Approach circuit sign is north of main track 185 feet east of MacArthur Blvd.

Top unit of Signal P-829 governs movements on main track. Bottom unit governs movements to yard.

Signals 716 and 723 on Track No. 1 at crossover near MP 72 govern movements over crossovers to enter main track only. These signals will not be lighted when crossovers are lined normal. Time circuits are provided to cut out west control of Signal 716, 2 minutes and 40 seconds after crossover is lined; east control of Signal 723, 6 minutes and 10 seconds after crossover is lined; and west control of Signal 736, 5 minutes and 20 seconds after crossover is lined. If signals fail to clear at expiration of time interval, Rule 507 will govern.

Top unit of Signal 735 governs movements on main track. Bottom unit governs movements into yard over crossover.

Top unit of Signal 736 on Track No. 1 governs movements to the freight lead. The center unit governs movements to the main track. The bottom unit, when displaying a lunar light governs movements to the Freight Lead per Rule 289.

Eastward trains moving on main track must not pass Signal 734 and eastward trains entering main track through crossover MP 73.5 must not pass Signal 736 until signal governing movement displays proceed indication or permission obtained from Train Dispatcher. When Signal 734 displays proceed indications, eastward trains on main track may proceed to Centralized Traffic Control limits MP 75.81, and when Signal 736 displays proceed indication, eastward trains entering main track through crossover are authorized to enter main track and proceed to Centralized Traffic Control limits MP 75.81.

When westward P-SA Signal at MP 75.9 displays proceed indication, westward trains are authorized to proceed on main track to Signal 735, Tracy Yard.

When Signal 816, approach signal to West End Tracy displays stop indication, eastward trains may proceed after receiving oral authority from Operator at Tracy but must comply with Rule 507.

Push buttons are located on Signal 827 on West side line, and instrument case east of MacArthur Blvd. on Lathrop line to clear signals over junction switch.

Push buttons are located on instrument case opposite Signals 828 and 826, Westside line, west of spring switch to yard.

SPRING SWITCHES

RULE 538. Spring switches equipped with facing point locks are located as follows:

Location	Normal Position
Tracy Junction switch MP-71.16 to Westside Line	Lathrop Line
Tracy MP-75.9 Freight Lead to Main Track	Main Track

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

Location	Normal Position
Biola Jct. East Switch of Crossover	Freight Lead
Tracy MP-82.98 Westside Line to yard	Yard Track
*Stockton West Leg of Wye	West Leg of Wye

*Has ground throw switch stand below plate at switch. Not equipped with target bearing letters "SS."

Switch point indicator located at:

Fresno Yard Spring switch leading from Freight Lead to Track No. 31 west of Ashlan Avenue.

INTERLOCKING

RULE 605. Tracy: Limits extend from westward SA Signal at MP 70.68 to eastward SA Signal at MP 70.64 on the Niles line and from MP 70.68 to eastward SA Signal at MP 82.18 on the Martinez line.

Position of the junction switch between Niles Subdivision MP 70.66 and Martinez Subdivision MP 82.16 controlled by switchman from control panel located at the base of the yardmaster's tower.

The junction switch between Niles Line MP 70.66 and Martinez Line MP 82.16 is a dual control switch. When necessary to hand throw this switch, permission must be obtained from the yardmaster and be governed by Rules 771 and 772.

Interlocking portion of the SA signal is controlled by Tracy Operator who shall determine that switch has been lined for proper route before clearing a signal.

Stockton: ATSF Crossing Sacramento and Taylor Streets:

Limits of Stockton Tower include that portion of main track, siding and crossovers on the ATSF to Stockton Public Belt Railroad, at ATSF MP 1122.97. Signal indications supersede the superiority of trains in both directions on both tracks. At Lincoln Street, MP 1121.75 signals and power switch to Port Lead are controlled from Stockton Tower. Tower telephone located near Lincoln Street signal. West end of Fiberboard support tracks diverge from Port Lead at MP 1121.90 and converge with Port Lead at MP 1122.14. Fiberboard spur track diverges from Port Lead at MP 1122.17. The Washington Street Yard Lead diverges from the Port Lead at MP 1122.20. Crossover also exists between ATSF main track and Port Lead at MP 1122.28. Signals and power switches at crossover are controlled from Stockton Tower. Tower telephone located near east switch of crossover. West end of setout track diverges from Washington Street Yard Lead at MP 1122.21, east end of set-out track converges with Port Lead track at MP 1122.54.

The movement of trains and engines in this territory is under the control of Stockton Tower, who may issue instructions as required and must be advised in advance of any movement of trains and engines to the ATSF main track and also advised of any known condition that will delay the train or engine or prevent it from making usual speed.

Crews will not leave the Port of Stockton yard (in area of yard office) without securing authority of Stockton Tower Interlocking Operator. This authority may be obtained orally, or through Yardmaster at Port of Stockton.

Speed limit between Stockton Tower and Stockton Public Belt Railroad is 20 MPH; through turnouts and crossovers—12 MPH.

Following fixed signals and indications are effective in above specified territory, and between Stockton Tower and ATSF Mormon Yard:

- RED Stop and communicate with Stockton 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.

S.P. movements entering ATSF interlocking limits at Commerce Street may disregard the letter A on signal governing entrance thereto as it applies to WP movements only.

Following whistle signal will be observed at Stockton Tower:

- To and from SP and ATSF yards 0 0 0 -
- From SP to ATSF enroute Commerce Street 0 - 0.
- For Middle Track 0 - -
- For Old Siding - 0 0.
- For Westward Main Track 0 0 - -
- For Eastward Main Track - 0 -
- From SP to ATSF enroute Lincoln Street 0 - 0 -

Stockton: WP crossing Weber Avenue and Union St.: Signals governing movements over WP track at MP 91.00 are under control of WP train dispatcher. When signals governing movement over crossing display stop indication after approach circuit is occupied or if signal governing movements out of Building Materials Distributors spur does not display proceed indication after switch and derail have been lined, a member of crew must contact WP train dispatcher for permission and instructions to operate push button time release.

Eastward trains via Oakdale Branch must not leave yard until authorized by yardmaster or his representative.

Polk: West switch and eastward signals operated by signal operator at Elvas, and their use governed by special instructions, Roseville Subdivision.

Movements governed by dwarf signals must be made with caution and position of switches observed, as such signals govern movements for various routes.

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

At all interlockings, when route lined is not to be used, following engine whistle signal will be sounded: o o - o o.

AUTOMATIC INTERLOCKING

RULE 680. French Camp, WP Crossing MP 87.74. Interlocking limits: Interlocking signals 500 feet west of and 430 feet east of WP crossing on eastward main track. Interlocking signals 430 feet east of and 380 feet west of WP crossing on westward main track. Interlocking signals 240 feet west of and 210 feet east of WP crossing on the drill track.

Lyoth: WP crossing, MP 85.16. Limits extend from eastward SA Signal 825 feet west of crossing to westward SA Signal 590 feet east of crossing.

Signals are approach clearing, if movement over crossing is not completed within 8 minutes after train enters approach circuit, signals will revert to STOP position. Approach circuits to re-clear SA signals are located 800 feet in advance of eastward signal and 500 feet in advance of westward signal.

Cars or engines are not to be left standing on these circuits. Push button time release in box marked "SP" and block indicator marked "WP" are installed near crossing. Instructions for operating time release are posted in box.

If signal indicates STOP for train desiring to make movement over crossing, a member of crew will proceed to crossing to operate time release. If block indicator marked "WP" indicates block clear, press push button until yellow light appears, then release. Approximately 8 minutes later a red light should appear under the button and signal indicate proceed.

If signal displays flashing red indication per Rule 290-A, train may proceed through interlocking limits.

If home signal indicates STOP per Rule 290, Figure E, and red indicator light cannot be actuated, train may proceed over crossing as provided for in Rule 663(c).

LETTER-TYPE INDICATORS

RULE 705. Indicators located as follows:

Illum. Letter	On Signal Approaching	Authorizes and Requires Movement as Follows:
S	Post at east switch Covell.. West Modesto	Take siding at West Modesto
S	Absolute Signal MP 114.9.. Modesto	Take siding at West Modesto

CENTRALIZED TRAFFIC CONTROL

RULE 760. Limits extend from eastward absolute signals at MP 75.81 on Tracy Line and westward absolute signal at MP 82.15 on Polk Line at Lathrop, to westward absolute signal at MP 199.32 at Biola Junction on Valley Line.

Lathrop: Eastward 3 unit signal MP 81.30 (west junction switch) governs movements as follows:

- Top unit eastward main track
- Center unit Valley line
- Bottom unit westward main track
- Flashing yellow,
Rule 291 westward main track or Valley Line.

Westward 3 unit signal MP 82.15 governs movements as follows:

- Top unit westward main track
- Center unit Valley Line
- Bottom unit eastward main track

Movements across WP MP 93.72 under control of SP train dispatcher.

When absolute signals governing movements over crossing display "STOP" indication, member of the train crew must contact train dispatcher by telephone for instructions.

If signal cannot be cleared and there is no train approaching from either direction on WP, train dispatcher may authorize member of crew to operate push button time release in box marked "SP" located near the crossing as follows:

1. Dispatchers permission must be obtained before breaking seal and operating plunger.
2. Press push button until amber light appears above the push button.
3. After an interval of 6 minutes and 30 seconds, red light should be displayed indicating time release has functioned.
4. If absolute signal does not then indicate proceed, and red indicator light in push button box is displayed, train may proceed over crossing, under provisions of Rule 776 without providing flag protection on WP.
5. If absolute signal does not display proceed indication and red light is not illuminated in push button box after time release actuated, train may proceed only as provided by Rules 663(c) and 776.

Instructions for operating push button time release are posted in box marked "SP" at the crossing.

Movements in an eastward direction to westward main track east of crossover at MP 82.15 will be governed by the following:

Moves will be controlled by dispatcher after member of crew contacts and receives permission to make move. Dispatcher will align switches and initiate signal. To clear signal member of crew will activate pushbutton located in control box mounted on pole adjacent to signal in vicinity of MP 82.15. Controlled moves are as follows:

1. To make move from Valley line through crossover to westward main track activate right hand pushbutton labeled 28RDPB and signal should clear.
2. To make move from eastward main track through crossover to westward main track, activate center pushbutton labeled 28RBPB and signal should clear.
3. To make eastward move on westward main track, activate left hand pushbutton labeled 30RPB and signal should clear.

THESE SIGNALS DO NOT AUTHORIZE ANY MOVEMENT AGAINST THE CURRENT OF TRAFFIC ON WESTWARD MAIN TRACK OUTSIDE CTC LIMITS WITHOUT FLAG PROTECTION.

Modesto: Movements across TS Ry., MP 114.70, on main track and MP 114.92 on Butchertown spur under control of SP train dispatcher.

When absolute signals governing movements over crossing display stop indication, member of train crew must contact train dispatcher by telephone for instructions.

Main Track Movements:

If signal cannot be cleared for main track movement and there is no train approaching from either direction on TS Ry., train dispatcher may authorize member of crew to operate push button time release in box marked "SP" located near the crossing as follows:

1. Dispatchers permission must be obtained before breaking seal and operating plunger.
2. Press button until amber light appears above the push button.
3. After an interval of 6 minutes, red light should be displayed indicating time release has functioned.
4. If absolute signal does not then indicate proceed, and red indicator light in push button box is displayed, train may proceed over crossing, under provisions of Rule 776 without providing flag protection on TS Ry.
5. If absolute signal does not display proceed indication, and red light is not illuminated in push button box after time release actuated, train may proceed only as provided by Rules 663(c) and 776.

Instructions for operating push button time release are posted in box marked "SP" located near the crossing.

Butchertown Spur Movements:

Absolute signals on Butchertown spur will not display proceed indication unless main track switch is lined for movement to Butchertown spur.

If signal cannot be cleared for Butchertown movements and there is no train approaching from either direction on TS Ry., train dispatcher may authorize member of crew to operate push button time release in box located near the main track switch as follows:

Trains Making Movement From Main Track:

1. Dispatchers permission must be obtained before breaking seal and operating plunger.
2. Press push button until amber light appears above push button.
3. SP red light will be displayed immediately and electric lock released.
4. After 3 minutes, TS Ry. red light should be displayed indicating time release has functioned.
5. Reverse switch.

6. If absolute signal does not then indicate proceed on diverging route and red lights for TS Ry. and SP are displayed in push button box, train may proceed over crossing under provisions of Rule 776 without providing flag protection on TS Ry.
7. If absolute signal does not indicate proceed on diverging route and red lights for TS Ry. and SP are not illuminated in push button box after time interval, train may proceed only as provided by Rules 663(c) and 776.

Trains Moving To Main Track:

1. Dispatchers permission must be obtained before breaking seal and operating plunger.
2. Press push button until amber light appears above push button.
3. After 3 minutes, TS Ry. red light should be displayed indicating time release has functioned.
4. SP red light should be displayed immediately or after an interval of 6 minutes indicating SP time release has functioned and electric lock released.
5. Reverse switch.
6. If absolute signal does not then indicate proceed, and red lights for TS Ry. and SP are displayed in push button box, train may proceed over crossing under provisions of Rule 776 without providing flag protection on TS Ry. and SP main track.
7. If absolute signal does not indicate proceed and red lights for TS Ry. and SP are not illuminated in push button box after time interval, train may proceed only as provided by Rules 663(c) and 776.

After following above instructions, if the electric lock does not release, notify train dispatcher. After obtaining permission, break and remove wire seal and seal key. Lock may then be released by pushing the plunger from which the seal key was removed.

Instructions for operating push button time release are posted in box adjacent to switch.

Biola Jct.: Westward absolute signal located on lead track governs movements:

Top unit freight lead extension
Center unit through crossover to main track
Bottom unit Biola Branch

When lunar aspect is displayed in lower unit, trains may proceed on freight lead extension without stopping at restricted speed, expecting to find freight lead extension occupied by a preceding train.

El Pinal-Polk: Limits extend from signal at MP 92.30, 650 feet west of WP crossing at El Pinal, to westward signals at MP 131.81 at west end of Polk.

El Pinal: Movements across WP MP 92.30 under control of SP train dispatcher.

When absolute signals governing movements over crossing display "STOP" indication, member of the train crew must contact train dispatcher by telephone for instructions.

If signal cannot be cleared and there is no train approaching from either direction on WP, train dispatcher may authorize member of crew to operate push button time release in box marked "SP" located near the crossing as follows:

1. Dispatchers permission must be obtained before breaking seal and operating plunger.
2. Press button until amber light is illuminated, then release.
3. After interval of 3 minutes and 35 seconds red light should be displayed indicating time release has functioned.
4. If absolute signal does not then indicate proceed and red indicator light in push button box is displayed, train may proceed over WP crossing under provisions of Rule 776 without providing flag protection on WP.
5. If absolute signal does not display proceed indication and red light is not illuminated in push button box after time release actuated, train may proceed only as provided by Rules 663(c) and 776.

SPECIAL INSTRUCTIONS—STOCKTON SUBDIVISION

Instructions for operating push button time release are posted in box marked "SP" at the crossing.
 Crossover switches are dual control switches and when necessary to hand throw these switches, Rules 771 and 772 will apply.

El Pinal-Akers: On track Nos. 1 and 2 between MP 92.36 and MP 95.02, train movements may be made in either direction on either track being governed by absolute and automatic signals. Rule 507 applicable to single track will apply on both tracks.

GENERAL REGULATIONS

RULE 812. Main track between Fresno Yard and Chowchilla MP 168.2, including Biola Branch; Fresno Yard and Ingel MP 181.9, including the Riverdale Branch is under the supervision of the Los Angeles Division.

Train orders and clearances will be issued over the initials of the Chief Train Dispatcher, Roseville and current Sacramento Division Timetable will apply between these points.

RULE 825. Tracy: All freight trains entering Tracy Yard will apply no less than three hand brakes on the east end unless instructed otherwise by yardmaster.

Train crews must not release brakes on outbound trains until engine is coupled and brake pipe charged.

RULE 827. Dragging and/or derailed equipment detector and indicator installed at the following locations:

MP	Location
84.0	Between Lathrop and French Camp on Eastward Main Track
84.0	Between Lathrop and French Camp on Westward Main Track
95.5	Between Lathrop and Manteca
100.0	Between Tomsbur and Lodi
109.1	Between Acampo and Galt
109.3	Between Covell and Modesto
116.0	Between Modesto and Ceres
124.5	Between Ceres and Turlock
125.6	Between Elk Grove and Florin
132.5	Between Delhi and Livingston
142.5	Between Arena and Atwater
152.5	Between Merced and Lingard
165.9	Between Lingard and Chowchilla
187.0	Between Borden and Irrigosa

HOT BOX DETECTORS

SCANNER SITE

MP	Type	Direction	Location
9.76	C	East and West	Akers-Lodi
119.5	A	East and West	Elk Grove-Need
102.3	A	East and West	Calla-Covell
121.1	C	East and West	Ceres-Turlock
144.7	B	East and West	Arena-Fergus
161.2	A	East and West	Lingard-Chowchilla
193.6	D	East	*Irrigosa-Biola Jct.
103.6	A	East and West	Westley-Patterson

*Recorder at Fresno Yard, Car Foreman's office.

TYPE "A" HOT BOX DETECTOR LETTER TYPE INDICATOR AND READOUT LOCATIONS

Illum. Letter	On Signal	Approaching	Location of Readout
H	1177	Need	MP 114.5 Need
W	1178	Elk Grove	
W	1197	Need	
H	Eastward Absolute	Elk Grove	MP 122.9 Elk Grove
	Signal W.E.	Elk Grove	
W	1006	Ripon	
H	1007	Calla	Westward Absolute Signal W.E. Calla
W	1031	Calla	
H	1058	Salida	Eastward Absolute Signal E.E. Covell
H	1595	Lingard	Westward Absolute Signal W.E. Lingard
W	1596	Athlone	
W	1617	Athlone	
H	1640	Chowchilla	Eastward Absolute Signal E.E. Chowchilla
H	1019	Westley	MP 99.5 Westley
W	1020	Patterson	
W	1041	Westley	
H	1056	Patterson	MP 106.8 Patterson

Refer to Rule 827, All Subdivisions.

RULE 827-A. Trains handling cars containing Flammable Compressed Gas (FCG) must stop and inspect train at the following locations:

Eastward Trains	Westward Trains
Irrigosa Grayold	Lyoth

Refer to Rule 827-A, All Subdivisions.

AIR BRAKE RULES

RULE 17. Retaining valves must be used on freight and mixed trains on descending grades:
 Toyon to MP-125.5.

Without Dynamic Brake in Operation: One retaining valve for each 80 tons in train. If gross tonnage exceeds 80 tons per operative brake, retaining valves must be used on all cars, and speed must not exceed 15 MPH.

With Dynamic Brake in Operation:

	Permissible Tons Per Unit Without Retaining Valves				
	Basic Dynamic Brake		Extended Range Dynamic Brake		
	4-Axle	6-Axle	4-Axle	6-Axle	8-Axle

With dynamic brake in operation **without** pressure maintaining system of braking... 525 625 550 950 1250

With dynamic brake in operation **with** pressure maintaining system of braking... 1500 1800 1600 2700 3600

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

Refer to Air Brake Rule 17, All Subdivisions.

FREIGHT TRAINS

RULE 24. Fresno Yard: Will apply only when advised by yardmaster.

RULE 24-C. Tracy: When cars are added to or removed from through trains, with consist otherwise remaining intact, outgoing crew will make air brake test in accordance with this rule.

Ione: Before making any switch movement at Owens-Illinois or Interpace on the Owens-Illinois Lead at Ione, it must be known that air brake system on each car being handled is fully charged, air hoses coupled between engine and cars and angle cocks properly positioned.

RULE 25. Will apply at Toyon.

RULE 33. Toyon to MP-125.5.

Maximum tonnage per operative brake . . . 80 tons, except with dynamic brake and pressure maintaining system of braking in operation with speed not exceeding 20 MPH 80 to 100 tons
Should dynamic brake failure occur while handling in excess of 80 tons per operative brake, train may proceed at speed not exceeding 15 MPH if in judgment of conductor and engineer it is safe to do so, and provided retaining valves are used as prescribed by Air Brake Rule 17.

Restrictive grades are as follows:

KENTUCKY HOUSE BRANCH

Westward

(Station) MP	to	(Station) MP	Speed
(End) 142.84		(Kentucky House) 142.53	20 MPH
(Valley Spring) 129.1		(Clements) 124.77	20 MPH

MISCELLANEOUS

1. Load limit (car and contents):

*Tracy-Polk	263,000 pounds
#Tracy-Polk	315,000 pounds
Stockton-Montpellier	240,000 pounds
Woodbridge-Kentucky House	240,000 pounds
Galt-Rancho Seco	315,000 pounds
Rancho Seco-Ione	240,000 pounds
*Lathrop-Fresno	263,000 pounds
#Lathrop-Fresno	315,000 pounds
*Tracy-Fresno via Westside	263,000 pounds
#Tracy-Fresno via Westside	315,000 pounds
*Ingle-Riverdale	263,000 pounds
&#Ingle-Riverdale	315,000 pounds
#Biola Jct.-Biola	315,000 pounds

*Applies to uniformly loaded four-axle cars having trucks spaced 23 ft. 0 in. or more center to center and minimum axle spacing of 5 ft. 6 in.

#Applies to uniformly loaded four-axle cars with minimum axle spacing of 6 ft. 0 in. and minimum distance 37 ft. 0 in. center to center of trucks; also, wheels 38 in. or more in diameter.

&Trains handling loads weighing in excess of 280,000 pounds must not exceed 20 MPH on the Riverdale Branch.

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

2. **Lathrop, MP 80.65: Occidental Chemical Co.,** Track Nos. 7002, 7003 and 7004. Electric switch activating warning device in plant installed at railroad access gate. When practicable to do so, train crews working in vicinity should turn switch to "ON" position 30 minutes prior to performing switching at this plant to allow plant personnel time to prepare for railroad switching operations. Upon entering gate train crews should return electric switch to "OFF" position.

Lathrop: MP 81.50. Libby Owens Ford Glass Co. Hinged platform has been placed on platform inside building near the end of Track No. 1. Protective signals have been placed on each side of door where track enters building. Trainmen and enginemen must not pass these signals if red indication or no indication is shown. Green indication must be shown before proceeding beyond signals.

3. **Stockton:** Coupled in motion track scale located on lead track, Stockton Yard, MP-89.2. Speed of train when weighing must not exceed 4 MPH. Bidirectional indicator lights located at scale, MP 88.5 and MP 89.8. Continuous white aspect indicates speed is under 4 MPH, flashing white aspect, speed is in excess of 4 MPH. Speed of train when weighing should be at continuous speed without slack action or stopping.

4. **Madera. (Winery Spur): MP-187.0.** Access to United Vintner's Winery is controlled by gates across track No. 5330 (old main track) and track No. 5360 in advance of tank car loading area, and another gate across track No. 5361 in advance of shipping area. A member of train crew must gain access by calling Security Guard on the intra-plant Telephone. At United Vintners MP-187.25, the 535 ft. end portion of each of two tracks is inside warehouse and entry is controlled by signals on each side of doorway. Enter only when green light visible. Red light or absence of light indicates "STOP."

5. **Woodbridge: MP-104.8. General Mills Co.** Signals have been placed over all tracks at doorways entering buildings. Trainmen and enginemen must not pass these signals if red indication or no indication is shown. Green indication must be shown before proceeding beyond signals.

6. **Ione: MP-138.8. Interpace Corp. Track.** Signal has been placed at retractable loading ramp with red aspect indicating ramp in position. Trainmen and enginemen must not pass signal displaying red indication. Green aspect must be showing before proceeding beyond retractable loading ramp.

7. **Modesto:** Westward trains set out at West Modesto—pick up on storage track. Eastward trains set out at West Modesto—pick up on cleaning track.

Under no circumstances are cars to be kicked or dropped into tracks serving Food Machinery Corporation Plant at Modesto.

SPECIAL INSTRUCTIONS—STOCKTON SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 18 and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS** appearing on pages 20 and 21 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

EASTWARD			PSGR TRAINS	FRT	WESTWARD			PSGR TRAINS	FRT
MP	MP	Column:	1	2	MP	MP	Column:	1	2
TRACY TO POLK:					POLK TO TRACY:				
71.16 to 72.25			35	35	132.00 to 103.65			70	55
72.25 to 81.30			40	40	103.65 to 102.80			30	30
81.30 to 81.50					102.80 to 95.02			70	55
(switches)			20	20	95.02 to 92.39				
81.50 to 89.70			70	55	(via No. 1 Track)			60	55
89.70 to 91.40			20	20	95.02 to 92.43				
91.40 to 92.32			70	55	(via No. 2 Track)			60	55
92.32 to 95.00					92.43 to 92.39				
(via No. 2 Track)			70	55	(via No. 2 Track, cross-over)			15	15
92.32 to 92.36					92.39 to 91.40			40	40
(via No. 1 Track, cross-over)			15	15	91.40 to 89.70			20	20
92.36 to 95.00					89.70 to 81.37			70	55
(via No. 1 Track)			70	55	Thru diverging route crossover and switches, Lathrop			25	25
95.00 to 95.02			60	55	81.37 to 72.25			40	40
(thru turnout)					72.25 to 71.16			35	35
95.02 to 102.80			70	55					
102.80 to 103.65			30	30					
103.65 to 132.00			70	55					
STOCKTON TO MONTPELLIER:					MONTPELLIER TO STOCKTON:				
90.95 to 93.10				12	140.29 to 122.30				25
93.10 to 140.29				25	122.30 to 122.20				10
					122.20 to 93.10				25
					93.10 to 90.95				12
LODI TO KENTUCKY HOUSE:					KENTUCKY HOUSE TO LODI:				
103.51 to 121.40				30	142.84 to 139.70				25
121.40 to 127.92				25	139.70 to 132.30				15
127.92 to 127.95				15	132.30 to 127.95				25
127.95 to 132.30				25	127.95 to 127.92				15
132.30 to 139.70				15	127.92 to 121.40				25
139.70 to 142.84				25	121.40 to 103.51				30
LODI TO WOODBRIDGE:					WOODBIDGE TO LODI:				
				25					25
GALT TO IONE:					IONE TO GALT:				
112.12 to 112.50				20	138.99 to 132.43				40
112.50 to 124.95				40	132.43 to 124.95				30
124.95 to 132.43				30	124.95 to 112.50				40
132.43 to 138.99				40	112.50 to 112.20				20

SPEED RESTRICTIONS FOR TRAINS—Continued

EASTWARD			PSGR TRAINS	FRT	WESTWARD			PSGR TRAINS	FRT
MP	MP	Column:	1	2	MP	MP	Column:	1	2
LATHROP TO FRESNO:					FRESNO TO LATHROP:				
On East leg of wye, Lathrop			25	25	205.50 to 199.28			35	35
92.80 to 93.07					199.28 to 184.50			70	55
(switches)			20	20	184.50 to 182.60			45	45
93.07 to 94.00			30	30	182.60 to 151.60			70	55
94.00 to 107.50			70	55	151.60 to 149.70			45	45
107.50 to 114.00			45	45	149.70 to 126.30			70	55
114.00 to 126.00			70	55	126.30 to 126.00			65	55
126.00 to 126.30			65	55	126.00 to 114.00			70	55
126.30 to 149.70			70	55	114.00 to 107.50			45	45
149.70 to 151.60			45	45	107.50 to 94.00			70	55
151.60 to 182.60			70	55	94.00 to 93.07			30	30
182.60 to 184.50			45	45	93.07 to 92.80			20	20
184.50 to 199.28			70	55	(switches)				
199.28 to 201.89			65	55	East leg of wye, Lathrop			25	25
201.89 to 201.93									
(thru turnout)			25	25					
201.93 to 205.50			35	35					
BIOLA JCT. TO BIOLA					BIOLA TO BIOLA JCT.				
208.62 to 199.93			40	40	199.93 to 208.62			40	40

Tracy: Eastward freight trains passing Tracy Yard Office and trains to or from Westside Line operating on either leg of wye must not exceed 8 MPH to allow visual verification of consist.

EASTWARD			PSGR TRAINS	FRT	WESTWARD			PSGR TRAINS	FRT
MP	MP	Column:	1	2	MP	MP	Column:	1	2
TRACY TO FRESNO:					FRESNO TO TRACY:				
82.58 to 83.00					207.36 to 206.87				
(Jct. Switch)			15	15	(Jct. Switch)			15	15
83.00 to 140.10			40	40	206.87 to 141.30			40	40
140.10 to 141.30			35	35	141.30 to 140.10			35	35
141.30 to 206.87			40	40	140.10 to 83.00			40	40
206.87 to 207.36					83.00 to 82.58				
(Jct. Switch)			15	15	(Jct. Niles Lines)			15	15
INGLE TO RIVERDALE:					RIVERDALE TO INGLE:				
181.97 to 215.00				25	215.00 to 181.97				25

Trains handling tank cars containing Flammable Compressed Gas (FCG) must not exceed 55 MPH. Where maximum authorized speed is less than 55 MPH and more than 25 MPH, train must be operated at 5 MPH less than the maximum authorized speed.

Trains handling tank cars containing Flammable Compressed Gas (FCG) must not exceed 30 MPH at the following locations:

- Stockton MP 87.5 to MP 90.4
- Modesto MP 110.0 to MP 114.0
- Turlock MP 125.0 to MP 127.0
- Merced MP 149.0 to MP 151.0
- Madera MP 183.0 to MP 185.0
- Fresno MP 199.0 to MP 209.0
- Patterson MP 106.5 to MP 108.0
- Newman MP 119.0 to MP 120.0
- Gustine MP 123.0 to MP 124.0
- Los Banos MP 140.1 to MP 141.3
- Firebaugh MP 165.5 to MP 167.0
- Mendota MP 174.0 to MP 175.5

All freight and mixed trains are restricted to Column 2 speeds except LABRF, LABRT, BRLAT, FRRVP, Light Engines and Cab Hops may be authorized by train order to operate at Column 1 speeds not exceeding 60 MPH between Tracy and Stockton; 65 MPH between Stockton and Polk, and between Lathrop and Fresno, provided trains contain no restricted cars, or empties except cabooses, and do not exceed requirements of tons per operative brake as follows:

Number of Cars	Tons Per Operative Brake
1 to 70	70
71 to 75	69
76 to 80	68
81 to 85	67
86 to 90	66
91 to 95	65
96 to 100	64
101 to 105	63
106 to 110	62
111 to 115	61
116 to 120	60
121 to 125	58
126 to 130	56
131 to 135	54
136 to 140	52
141 to 145	50

Tracy: Eastward freight trains passing Tracy Yard Office and trains to or from Westside Line operating on either leg of wye must not exceed 8 MPH to allow visual verification of consist.

Westward trains moving into yard tracks while passing signal 735, eastward trains passing yard office, and trains to or from the Westside Line operating on either leg of wye, must not exceed 8 MPH to allow visual verification of consist.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, crossovers and turnouts	10
Except:	
Through controlled sidings and turnouts in CTC	25
Freight Lead, Tracy, from Banta Rd., MP 73.6, to MP 75.9, except:	30
Through spring switch at east end	25
Winery Spur, Madera	25
Freight Lead, Biola Jct.	30

SPECIAL INSTRUCTIONS—WEST VALLEY SUBDIVISION

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

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

RULE 6-A.

Davis: North siding is first track west of main track on Gerber line extending from MP 76.03 to MP 76.75.

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

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

RULE 21. Identification of superior trains via Corning may be made at Red Bluff or between Red Bluff and Tehama and such identification will apply at Tehama.

RULE 82-A. Westward regular trains via Corning must be authorized at Red Bluff by clearance bearing the OK, time and initials of the Chief Train Dispatcher and specifying green or no signals as required.

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

- Woodland—Trains originating or terminating.
- Harrington—Trains specified by train order.
- Orland—Trains originating or terminating.
- Wyo—Trains specified by train order.
- Red Bluff—Regular trains via Corning and trains originating or terminating.
- Redding—Trains to and from the Matheson Branch.
- Dunsmuir—Freight trains originating or terminating.

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

- Davis—All trains to or from West Valley Subdivision.
- Red Bluff—Regular trains via Corning.

RULE 85. A section must not pass and run ahead of another section of the same schedule in CTC limits or on double track between Red Bluff and Tehama without first exchanging train orders with the section to be passed, each section to display signals if necessary.

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

West MP	East MP
74.20	Davis (Dixon line)..... 77.37
	Davis (Tehama line)..... 78.00
83.66	Woodland..... 85.82
	Woodland (Knights Landing Branch, end of Branch)..... 88.24
147.96	Willows..... 150.84
164.48	Orland..... 167.72
177.62	Wyo (Colusa Branch).....
120.00	Grimes..... 122.00
169.00	Hamilton..... 171.00
	Redding (Matheson Branch)..... 259.23

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

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

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

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

- Woodland.... Main St. crossing on house track.
- Orland..... Spur Track No. 3339, serving Murco Produce crossing Tehama Street.

Woodland: STOP signs installed on Ogden Lead at Cross Street and on Ogden Lead and House Track at Oak Street. Protection to traffic must be afforded before moving over these crossings.

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

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

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

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

RULE 221. Red Bluff is a train order office for westward trains via Corning only.

RULE S-240. MOVEMENT OF TRAINS BY STAFF SYSTEM.

Applies at following location(s):

Territory	Register Location
Matheson Branch	
Redding-Matheson.....	Redding

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

RULE 291. Dunsmuir Yard: Unit for display of flashing yellow installed on mast of westward absolute signals at west end main track and siding, MP 319.61.

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

Eastward	Protection	Westward
P-846	Collision barricade detector, MP 85.30.....	P-855
P-846	Collision barricade detector, MP 85.40.....	P-855
P-898	Collision barricade detector, MP 89.70.....	P-903
P-886	Collision barricade detector, MP 88.70.....	P-897
P-1182	High water detector, bridge 118.88.....	P-1197
P-1368	High water detector, bridge 137.10.....	P-1381
P-1748	High water detector, bridge 176.21.....	P-1769
P-A	Spring switch west end siding Redding.....	
P-2388	High water detector, Bridge 239.88.....	P-2403
P-2720	Fire detector, Pit River Bridge, and Slide detector fences, MP 273.70 and 274.10.....	P-2743
P-2882	Fire detector, bridge 288.50, and Slide detector fence, MP 296.00.....	P-A
P-A	Slide detector fences, MP 300.84 and 301.3.....	P-3015
P-3024	Slide detector fence, MP 302.70.....	P-A
P-3050	Slide detector fence, MP 305.60.....	P-3061
P-3062	Slide detector fence, MP 306.9.....	P-3073
P-A	Slide detector fence, MP 310.4.....	P-3111

AUTOMATIC BLOCK SIGNAL SYSTEM

RULE 505. Davis: Eastward trains originating at Davis via Tehama, are authorized to operate ahead of No. 14, from eastward "SA" signal at MP 75.7 which governs movement on Tehama Line to east switch of north siding, being governed by signal indication or Rule 663.

SPRING SWITCHES

RULE 538. Spring switches equipped with facing point locks are located as follows:

Location	Normal Position
Redding West end siding	Main track

INTERLOCKING

RULE 605. Davis: Limits extend on eastward and westward main tracks from interlocking signals at MP 75.25 to interlocking signal on signal bridge at MP 75.98 on westward main track, interlocking signals 325 feet west of MP 75.98 on eastward main track and eastward siding, interlocking signal at MP 75.97 on the westward siding and to westward interlocking signal at MP 75.80 on the Gerber line.

Switch machine cranks for hand operating dual control switches are mounted on signal instrument case on south side of track at west end of street underpass on the west end; on instrument case on south side of track opposite P.G.&E. switch on the Sacramento end; and on instrument case between 3rd Street and 4th Street on the Woodland end.

When necessary to hand operate dual control switches, permission must be obtained from the operator.

Instructions for hand operating dual control switches are mounted on cases above switch machine crank holders.

LETTER-TYPE INDICATORS

RULE 705. Indicators located as follows:

Illum. On Letter Signal	Approaching	Authorizes and requires movement as follows:
M 767	Davis (Tehama Line)	Proceed on main track to interlocking signal at MP 75.80 being governed by signal indication.
S P-A	Redding, west switch	Enter siding
W MP 319.9	South 1st St. Crossing, Dunsmuir Yard	West trains on main track or sidings when indication illuminated must stop short of South 1st St. crossing and wait until illumination is extinguished.

CENTRALIZED TRAFFIC CONTROL

RULE 760. Limits extend from eastward absolute signal at east end double track, Gerber, to east switch, Dunsmuir.

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

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

- Top unit governs movement to West Valley route.
- Bottom unit governs movement to East Valley route.

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

Redding: Dwarf type indicator for display of flashing white light located on siding west side of south street. Eastward trains using siding must not pass dwarf type indicator until flashing white light displayed, which will authorize train to proceed on siding to absolute signal.

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

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

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

- Top Unit Governs movement on main track,
- Middle Unit Governs movement to siding,
- Bottom Unit Governs movement to house track,

Call-on Signal

- (Flashing Yellow) Proceed to couple to train on main track or siding.

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

Telephone for communicating with train dispatcher located at:

- Signals 2596, 2597, 2721, 2828, 2829, 2837, 2838, 2868, 2869, 2882 and 2883.

GENERAL REGULATIONS

RULE 825. Instructions for setting hand brakes:

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

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

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

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

Portable rail skids are hung on posts at lower end of sidings at:

- Central Valley, Gray Rocks, Lakehead, Delta, Lamoine, Gibson, Sims, Conant, Castle Crag and Given Spur, MP 256.1.

When necessary to leave cars on these tracks except Given Spur, permission must first be obtained from train dispatcher.

Refer to Rule 825, All Subdivisions.

SPECIAL INSTRUCTIONS—WEST VALLEY SUBDIVISION

RULE 827. DRAGGING AND /OR DERAILED EQUIPMENT DETECTOR AND INDICATOR INSTALLED AT THE FOLLOWING LOCATIONS:

MP	LOCATION
225.7	Between Red Bluff and Blunt.
251.37	Between Anderson and Girvan.
267.5	Between Central Valley and Gray Rocks.
279.2	Between Obrien and Mead.
305.5	East Portal, Tunnel No. 13 between Sims and Gibson.

HOT BOX DETECTORS

Illum. Letter	On Signal	Approaching	Location of Readout
H	2387	Draper	Westward Absolute Signal W.E. Draper
W	2388	Culp*	
W	2403	Draper*	
H	2418	Culp	Eastward Absolute Signal E.E. Culp

*When letter "W" is illuminated, train must stop. Member of train crew must contact train dispatcher before proceeding and be governed by his instructions.

SCANNER SITES:

MP	Type	Direction	Location
92.6	C	East and West	Dufour
120.6	C	East and West	Williams
154.2	C	East and West	Artois
179.7	C	East and West	Corning
240.0	A	East and West	Draper-Culp
267.5	C	East and West	Central Valley-Gray Rocks
283.2	C	East and West	Lakehead

Refer to Rule 827, All Subdivisions.

RULE 827-A. Trains handling tank cars containing Flammable Compressed Gas (FCG) must stop and inspect train at the following location(s):

Eastward Trains	Westward Trains
Rawson	Yolo, West end.

Refer to Rule 827-A, All Subdivisions.

AIR BRAKE RULES

FREIGHT AND MIXED TRAINS

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

Dunsmuir Yard and Delta, Middle Creek and Matheson.

WITHOUT DYNAMIC BRAKE IN OPERATION:

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

WITH DYNAMIC BRAKE IN OPERATION:

Permissible Tons Per Unit Without Retaining Valves

	Basic Dynamic Brake		Extended Range Dynamic Brake		
	4 Axle	6 Axle	4 Axle	6 Axle	8 Axle
With dynamic brake in operation but without pressure maintaining system of braking:					
Dunsmuir Yard and Delta	1050	1550	1300	1950	2600
Middle Creek and Matheson	525	775	650	950	1250

With dynamic brake in operation and **with** pressure maintaining system of braking:

Dunsmuir Yard and Delta	1900	2850	2325	3500	4650
Middle Creek and Matheson	1500	2250	1800	2700	3600

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

Refer to Air Brake Rule 17, All Subdivisions.

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

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

Restrictive grades are as follows:

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

MISCELLANEOUS

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

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

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

3. LOAD LIMIT (car and contents):

*Davis-Tehama	315,000 pounds
*Tehama-Dunsmuir	315,000 pounds
Woodland-Sugarfield	240,000 pounds
Harrington-Hamilton via Colusa	240,000 pounds
Hamilton-Wyo	281,000 pounds
Redding-Matheson	251,000 pounds
Except gondola cars, series SP 345000-345699	240,000 pounds

*Refer to All Subdivisions, Page 21, Miscellaneous item P. Unless authorized by Superintendent, heavier loads must not be handled.

SPECIAL INSTRUCTIONS—WEST VALLEY SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 18 and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT** and **OTHER MAXIMUM SPEEDS** appearing on pages 20 and 21 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

Trains handling tank cars containing Flammable Compressed Gas (FCG) must not exceed 55 miles per hour. Where maximum authorized speed is less than 55 MPH and more than 25 MPH, train must be operated at 5 MPH less than maximum authorized speed.

Trains handling tank cars containing Flammable Compressed Gas (FCG) do not exceed 30 MPH at the following locations:

Woodland	MP 84.4 to MP 85.5
Arbuckle	MP 113.1 to MP 113.5
Williams	MP 124.0 to MP 124.3
Willows	MP 149.4 to MP 150.2
Orland	MP 165.3 to MP 165.7
Corning	MP 178.0 to MP 178.9
Red Bluff	MP 223.2 to MP 223.6
Anderson-Redding	MP 246.8 to MP 258.8

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

Between Davis and Tehama, Column 1 speeds will apply only to trains consisting entirely of passenger equipment.

Maximum authorized speed for freight trains is 55 MPH except between MP 214.90 and MP 321.00 freight trains, light engines and cabooses may operate at column 1 speeds not exceeding 65 MPH when authorized by train order, provided train contains no restricted cars, or empties except cabooses and does not exceed 80 tons per operative brake and 120 cars.

Following classes of engines must not exceed the speed shown when operating between MP 108.81 and MP 170.12 on the Colusa Branch:

ES410 and AS410	30 MPH
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SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS

Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	10
On gravel pit tracks—Cory	10

With Caution
Not Exceeding
MPH

SPEED RESTRICTIONS ON SIDINGS (AND TURNOUTS)

Location	With Caution Not Exceeding MPH
Rawson	25
Blunt	25
Culp	25
Draper	25
Girvan	25
Silverthorn	25
Central Valley	25
Gray Rocks	25
Obrien	25
Mead	25
Lakehead	25
Delta	20
Lamoine	20
Sims	20
Conant	20
Castle Crag	20

EASTWARD			PSGR TRAINS	FRT	WESTWARD			PSGR TRAINS	FRT
MP	MP	Column:	1	2	MP	MP	Column:	1	2
DAVIS TO DUNSMUIR:					DUNSMUIR TO DAVIS:				
75.60 to 76.00			40	40	322.57 to 295.60			25	25
76.00 to 84.40			60	40	(288.66)			40	40
84.40 to 85.50			40	40	288.66 to 285.93			45	45
85.50 to 91.00			60	40	285.93 to 269.05			65	55
91.00 to 103.00			70	55	269.05 to 261.17			60	55
103.00 to 112.00			60	40	261.17 to 259.66			45	45
112.00 to 128.00			70	55	259.66 to 258.00			70	55
128.00 to 140.40			60	40	258.00 to 247.27			60	55
140.40 to 146.00			50	40	247.27 to 247.02			70	55
146.00 to 149.50			60	40	247.02 to 243.74			65	55
149.50 to 150.00			40	40	243.74 to 242.46			70	55
150.00 to 178.00			60	40	242.46 to 233.60			65	55
178.00 to 178.90			40	40	233.60 to 226.61			60	55
178.90 to 185.90			70	55	226.61 to 224.39			45	45
185.90 to 186.29					224.39 to 223.18			70	55
(Beginning of D.T.)			35	35	223.18 to 214.90			25	25
186.29 to 213.80			25	25	214.90 to 186.29			35	35
213.80 to 223.18			70	55	186.29 to 185.90			70	55
223.18 to 224.39			45	45	185.90 to 178.90			40	40
224.39 to 226.61			60	55	178.90 to 178.00			60	40
226.61 to 233.60			65	55	178.00 to 150.00			40	40
233.60 to 242.46			70	55	150.00 to 149.50			60	40
242.46 to 243.74			65	55	149.50 to 146.00			50	40
243.74 to 247.02			70	55	146.00 to 140.40			60	40
247.02 to 247.27			60	55	140.40 to 128.00			70	55
247.27 to 258.00			70	55	128.00 to 112.00			60	40
258.00 to 259.66			45	45	112.00 to 103.00			70	55
259.66 to 261.17			60	55	103.00 to 91.00			60	40
261.17 to 269.05			65	55	91.00 to 85.50			40	40
269.05 to 285.93			45	45	85.50 to 84.40			60	40
285.93 to 288.66					84.40 to 76.00			40	40
(295.60)			40	40	76.00 to 75.60				
295.60 to 322.57			25	25					
HARRINGTON TO WYO (VIA COLUSA):					WYO TO HARRINGTON (VIA COLUSA):				
108.81 to 120.70			35		180.46 to 180.24			15	
120.70 to 121.30			15		180.24 to 170.50			35	
121.30 to 169.98			35		170.50 to 170.00			20	
169.98 to 170.00			15		170.00 to 169.98			35	
170.00 to 170.50			20		169.98 to 121.30			15	
170.50 to 180.24			35		121.30 to 120.70			35	
180.24 to 180.46			15		120.70 to 108.81			15	
WOODLAND TO SUGARFIELD:					SUGARFIELD TO WOODLAND:				
85.56 to 87.70			25		88.24 to 87.70			10	
87.70 to 88.24			10		87.70 to 85.56			25	
MATHESON BRANCH: REDDING TO MATHESON					MATHESON BRANCH: MATHESON TO REDDING				
			20					20	

SPECIAL INSTRUCTIONS—EAST VALLEY SUBDIVISION

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

MP	Location	Description
210.82	Tehama Sacramento River	Bridge Overhead

RULE 6-A. Marysville: Siding is first track on south side of main track extending from MP 140.65 to MP 141.77. This is not a controlled siding and all movements must be made with caution.

RULE 7-C. Switchmen must use yellow flag by day and yellow light by night or oral authorization in giving proceed signals for movement of trains to or from Roseville.

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

Westward at MP 145.88 reading 45.

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

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

Yuba City—Trains originating or terminating.

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

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

Roseville: Westward trains and engines from East Valley Subdivision must not pass Signal 1063 unless proceed signal, yellow flag by day, yellow light by night, or oral authorization received from switchman. Westward trains and engines must not pass red aspect of switch point indicator adjacent to Signal 1063 unless oral authority received from switchman.

For other train and engine movements Roseville Yard, see Roseville Subdivision Rule 93.

RULE 98. Railroad crossings at grade not interlocked:

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

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

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

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

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

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

Clayton.....Spur.

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

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

Chico.....Stirling City Branch, for Stirling City Branch.

Berg.....Yuba City Branch Junction Switch, for controlled siding.

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

RULE S-240. MOVEMENT OF TRAINS BY STAFF SYSTEM.

Applies at following locations:

Territory	Register Location
Yuba City Branch:	
Yuba City-Tudor.....	Yuba City

RULES 283 and 288. Berg: Coupled-in-motion track scale at MP 145.47. Westward trains entering siding at east end of Berg may receive lunar light when absolute signal displays aspect per Rule 283, Fig. D, or Rule 288, Fig. C, indicating train is to be weighed. Train to be moved through siding to east switch of scale track and lined through scale track. Speed of train when weighing must not exceed 4 MPH. A white speed indicator light located west of scale house is bi-directional, displaying indication both eastward and westward. Light is so set as to give a continuous white aspect for speeds under 4 MPH and will give a flashing white aspect for speeds in excess of 4 MPH. Movement of train over scale should be at a continuous speed of 4 MPH without slack action or stopping.

Reverse movement must not be made over scale while scale is activated. Bi-directional white speed indicator light is illuminated when scale is activated and if necessary to deactivate scale so reverse movement can be made contact CTC dispatcher at Roseville.

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

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

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

SPRING SWITCHES

RULE 538. Spring switches equipped with facing point locks are located as follows:

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

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

Location	Normal Position
Stirling City 50 feet west of balloon track switch	For eastward movement

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

LETTER-TYPE INDICATORS

RULE 705. Indicators located as follows:

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

CENTRALIZED TRAFFIC CONTROL

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

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

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

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

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

Operating instructions for push button time release:

Press button until amber light is illuminated, then release.

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

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

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

Time release intervals:

Binney Junction—5 minutes, 8 seconds.

RULE 776. When an eastward train is standing on main track west of spring switch MP 140.7 (west end Marysville siding), engines with or without cars may pass westward absolute signal MP 140.7 governing movement over spring switch displaying stop indication at restricted speed without stopping and without obtaining permission from train dispatcher to couple engines or cars to such train. Spring switch must be hand thrown for such movements.

GENERAL REGULATIONS

RULE 827. DRAGGING AND/OR DERAILED EQUIPMENT DETECTOR AND INDICATOR installed at the following locations:

MP	Location
108.2	Between Roseville and Sunset-Whitney Ranch
149	Berg
187.7	Between Chico and Nord

HOT BOX DETECTORS

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

*When letter "W" is illuminated, train must stop, member of train crew must contact train dispatcher before proceeding and be governed by his instructions.

SPECIAL INSTRUCTIONS—EAST VALLEY SUBDIVISION

SCANNER SITES

MP	Type	Direction	Location
115.4	D	Westward	Lincoln
136.4	A	East and West	Ostrom-Rupert
163.9	A	East and West	Riceton
206.3	A	East and West	Vina-Los Molinos

Refer to Rule 827, All Subdivisions.

RULE 827-A. Trains handling tank cars containing Flammable Compressed Gas (FCG) must stop and inspect train at the following location(s):

Eastward Trains	Westward Trains
Chico

Refer to Rule 827-A, All Subdivisions.

AIR BRAKE RULES

FREIGHT AND MIXED TRAINS

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

Stirling City to Butte Creek:

WITHOUT DYNAMIC BRAKE IN OPERATION:
One retaining valve for each 80 tons in train and speed must not exceed 15 MPH.

WITH DYNAMIC BRAKE IN OPERATION:

Permissible Tons Per Unit Without Retaining Valves

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

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

Refer to Air Brake Rule 17, All Subdivisions.

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

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

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

Restrictive grades are as follows:

MP	to	MP	MPH
Westward	.....215.46	.....188.75	.....15

MISCELLANEOUS

1. Crossover diverging at MP 141.90 to WP at WP MP 180.42.

Hand operated switch installed at west end crossover is normally positioned for spur located at MP 141.83. Hand operated switch at east end crossover, normally positioned for WP main track, is equipped with electric lock and protected by separate hand operated derail located approximately 110 feet west of WP main track.

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

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

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

These movements governed by WP Rules, Timetable, Bulletins and Special Instructions.

SNRY trains will operate on SP tracks between MP 152.20, Live Oak, and MP 178.2, Durham, being governed by **SP Rules, Timetables, Special Instructions and timetable bulletins.**

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

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

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

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

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

3. LOAD LIMIT (car and contents):

*Roseville-Tehama	.....315,000 pounds
Chico-Stirling City	.....240,000 pounds
Berg-Tudor	.....240,000 pounds
Oroville-Villa Verona	.....240,000 pounds
*Binney Jct.-Oroville (WPRR)	.....263,000 pounds

*Refer to All Subdivisions, Page 21 Miscellaneous, Item P.

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

SPECIAL INSTRUCTIONS—EAST VALLEY SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 18 and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS** appearing on pages 20 and 21 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

Trains handling tank cars containing Flammable Compressed Gas (FCG) must not exceed 55 miles per hour. Where maximum authorized speed is less than 55 MPH and more than 25 MPH, train must be operated at 5 MPH less than maximum authorized speed.

Trains handling tank cars containing Flammable Compressed Gas (FCG) do not exceed 30 MPH at the following locations:

Lincoln	MP 116.6 to MP 117.5
Wheatland	MP 127.8 to MP 128.3
Live Oak	MP 151.4 to MP 151.8
Gridley	MP 157.5 to MP 158.2
Biggs	MP 161.2 to MP 161.5

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

Maximum authorized speed for freight trains is 55 MPH, except freight trains, light engines and cabooses may operate at Column 1 speeds not exceeding 65 MPH when authorized by train order, provided train contains no restricted cars, or empties except cabooses and does not exceed 80 tons per operative brake and 120 cars.

EASTWARD			PSGR TRAINS	FRT	WESTWARD			PSGR TRAINS	FRT
MP	MP	Column:	1	2	MP	MP	Column:	1	2
ROSEVILLE TO TEHAMA:					TEHAMA TO ROSEVILLE:				
106.61	(106.57)				211.82	(jct. switch)			
	to 106.85		15	15		to 211.40		25	25
106.85	to 116.60		65	55	211.40	to 209.93		35	35
116.60	to 117.05		55	55	209.93	to 184.50		70	55
117.05	to 130.46		40	40	184.50	to 183.80		25	25
130.46	to 134.42		65	55	183.80	to 175.00		55	55
134.42	to 139.80		40	40	175.00	to 169.00		70	55
139.80	to 141.95		25	25	169.00	to 143.88		55	55
141.95	to 143.88		45	45	143.88	to 141.95		45	45
143.88	to 169.00		55	55	141.95	to 139.80		25	25
169.00	to 175.00		70	55	139.80	to 134.42		40	40
175.00	to 183.80		55	55	134.42	to 130.46		65	55
183.80	to 184.50		25	25	130.46	to 117.05		40	40
184.50	to 209.93		70	55	117.05	to 116.60		55	55
209.93	to 211.40		35	35	116.60	to 106.85		65	55
211.40	to 211.82				106.85	to 106.61			
(jct. switch)			25	25	(106.57)			15	15
CHICO TO STIRLING CITY:					STIRLING CITY TO CHICO:				
184.38	to 185.38			15	215.46	to 188.75			15
185.38	to 188.75			20	188.75	to 185.38			20
188.75	to 215.46			15	185.38	to 184.38			15
MARYSVILLE TO OROVILLE VIA WPRR:					OROVILLE TO MARYSVILLE VIA WPRR:				
178.00	to 205.00			#	205.00	to 178.00			#
(WPRR)					(WPRR)				
BERG TO TUDOR:					TUDOR TO BERG:				
144.43	to 150.00			15	156.81	to 150.00			25
150.00	to 156.81			25	150.00	to 144.43			15

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

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

Maximum speed Oroville to Villa Verona—10 MPH.

SPECIAL INSTRUCTIONS—ROSEVILLE SUBDIVISION

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

MP	Location	Description
88.54	Sacramento	Sacramento River bridge . Side and overhead
92.15	Elvas	American River bridge . Side
(POLK-ELVAS)		
131.78	Polk	Traction company overhead crossing . Overhead
133.13	Brighton	Signal bridge . Overhead
(PLACERVILLE BRANCH)		
122.30	East of White Rock	Rock cut . Side
126.40	Latrobe	Rock cut . Side
126.50	East of Latrobe	Rock cut . Side
128.60	East of Latrobe	Rock cut . Side

(WALNUT GROVE BRANCH)

92.41	East of Baths	Bridge . Side
111.42	Snodgrass Slough	Bridge . Side

(ROSEVILLE-SPARKS—EASTWARD)

111.21	East of Rocklin	Antelope Creek Bridge . Side
114.20	East of Rocklin	Tunnel No. 15 . Side and overhead
114.70	East of Rocklin	Tunnel No. 16 . Side and overhead
117.30	East of Rocklin	Tunnel No. 17 . Side and overhead
120.50	East of Newcastle	Tunnel No. 18 . Side and overhead
123.10	East of Newcastle	Tunnel No. 20 . Side and overhead
124.60	East of Nevada St.	Auburn Tunnel No. 21 . Side and overhead
131.20	East of Bowman	Tunnel No. 22 . Side and overhead
132.70	East of Bowman	Tunnel No. 23 . Side and overhead
132.90	East of Bowman	Tunnel No. 24 . Side and overhead
133.10	East of Bowman	Tunnel No. 25 . Side and overhead
133.30	East of Bowman	Tunnel No. 26 . Side and overhead
133.80	East of Bowman	Tunnel No. 27 . Side and overhead
134.80	East of Applegate	Tunnel No. 28 . Side and overhead
135.90	East of Applegate	Tunnel No. 29 . Side and overhead
138.70	East of Applegate	Tunnel No. 30 . Side and overhead
139.20	East of Applegate	Tunnel No. 31 . Side and overhead
139.40	East of Applegate	Tunnel No. 32 . Side and overhead
164.34	East of Midas	Tunnel No. 1 . Side and overhead
176.60	East of Emigrant Gap	Tunnel No. 35 . Side and overhead
176.90	East of Emigrant Gap	Tunnel No. 36 . Side and overhead
177.80	Crystal Lake	Tunnel No. 37 . Side and overhead
177.87 to 198.91	Crystal Lake to Andover	Snow sheds and signals in Snowsheds . Side and overhead
180.50	East of Cisco	Tunnel No. 38 . Side and overhead
180.70	East of Cisco	Tunnel No. 39 . Overhead
185.30	East of Cisco	Tunnel No. 40 . Side and overhead
193.30	East of Norden	Tunnel No. 41 . Side and overhead
200.10	East of Shed 47	Tunnel No. 42 . Side and overhead
180.38	East of Cisco	Signal Bridge No. 1804 . Overhead
182.38	East of Cisco	Signal Bridge No. 1824 . Overhead
184.02	East of Cisco	Signal Bridge No. 1844 . Overhead
188.03	East of Troy	Signal Bridge No. 1880 . Overhead
189.88	East of Troy	Signal Bridge No. 1900 . Overhead
191.75	Norden	Signal Bridge No. 1919 . Overhead
201.28	East of Andover	Signal Bridge . Overhead
209.12	East of Truckee	Signal Bridge No. 2096 . Overhead
210.60	East of Truckee	Signal Bridge No. 2106 . Side and overhead
212.63	East of Truckee	Signal Bridge No. 2124 . Side and overhead
214.71	East of Truckee	Signal Bridge No. 2146 . Side and overhead
218.05	East of Boca	Signal Bridge No. 2180 . Side
220.03	East of Boca	Signal Bridge No. 2200 . Side and overhead
221.88	East of Boca	Signal Bridge No. 2220 . Side and overhead
230.12	East of Floriston	Signal Bridge No. 2300 . Overhead
231.50	Verdi	Signal Bridge No. 2316 . Side and overhead
237.02	Lawton	Signal Bridge No. 2370 . Overhead
238.90	East of Lawton	Signal Bridge No. 2390 . Side

(SPARKS-ROSEVILLE—WESTWARD)

238.90	West of Reno	Signal Bridge No. 2389 . Side
231.50	Verdi	Signal Bridge No. 2317 . Side and overhead
230.12	West of Verdi	Signal Bridge No. 2301 . Overhead
229.65	West of Verdi	3rd Truckee River Crossing . Side
221.88	West of Floriston	Signal Bridge No. 2219 . Overhead
220.65	West of Floriston	1st Truckee River Crossing . Side
220.03	West of Floriston	Signal Bridge No. 2201 . Side
218.26	West of Floriston	Highway Bridge . Overhead
218.05	West of Floriston	Signal Bridge No. 2181 . Side
214.71	West of Boca	Signal Bridge No. 2147 . Side and overhead
212.63	West of Boca	Signal Bridge No. 2125 . Side and overhead
212.25	West of Boca	Highway Bridge . Overhead
210.60	West of Boca	Signal Bridge No. 2107 . Overhead
209.12	West of Boca	Signal Bridge No. 2109 . Overhead
207.55	West of Truckee	Signal Bridge No. 2075 . Overhead
200.22	Andover	Tunnel No. 13 . Side and overhead

MP	Location	Description
198.91 to 177.87	Andover to Crystal Lake	Snowsheds and signals in snowsheds
195.70	West of Shed 47	Tunnel No. 12 . Side and overhead
195.20	West of Shed 47	Tunnel No. 11 . Side and overhead
195.10	West of Shed 47	Tunnel No. 10 . Side and overhead
194.90	West of Shed 47	Tunnel No. 9 . Side and overhead
194.30	West of Shed 47	Tunnel No. 8 . Side and overhead
194.25	West of Shed 47	Stone Wall . Side
194.10	West of Shed 47	Tunnel No. 7 . Side and overhead
193.70	West of Shed 47	Tunnel No. 6 . Side and overhead
191.75	West of Norden	Signal Bridge . Overhead
189.88	West of Norden	Signal Bridge No. 1901 . Overhead
184.40	West of Troy	Signal Bridge No. 1841 . Overhead
182.38	West of Troy	Signal Bridge No. 1823 . Overhead
181.00	West of Troy	Tunnel No. 4 . Side
180.70	West of Troy	Tunnel No. 3 . Side and overhead
180.38	Cisco	Signal Bridge No. 1803 . Overhead
164.34	West of Blue Canon	Tunnel No. 1 . Side and overhead
132.90 to 122.00	West of New England Mills to West of Auburn	Rock Cuts . Side
127.86	Bowman	Highway Bridge . Overhead
120.50	Newcastle	Tunnel No. 18 . Side and overhead
111.21	East of Rocklin	Under Structure . Side and overhead

RULE 7-A. Yellow flags and unattended red flags, red lights and green flags will be placed to the left of track between *MP 195.3 and MP 246.2.

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

RULE 7-B. Yellow PROCEED PREPARED TO STOP signs and red CONDITIONAL STOP signs and green flags for westward movement on No. 2 track and for eastward movement on No. 1 track will be displayed to the right of the track between MP 195.3 and MP 208.0.

Yellow PROCEED PREPARED TO STOP signs and red CONDITIONAL STOP signs and green flags for eastward movement on No. 2 track and westward movement on No. 1 track will be displayed to the left of track between MP 195.3 and MP 208.0.

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

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

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

- Westward at MP 91.15 reading 10.
- Eastward at MP 106.88 reading 35.
- Eastward at MP 132.10 (Brighton) reading 40.

Speed signs to left of track with one track intervening:

- Westward at MP 245.20 reading 20.
- Westward speed sign at MP 245.20 is 1.10 miles instead of 2 miles from point of restriction.
- Westward speed sign at MP 94.90 is 2.34 instead of 2 miles from point of restriction.

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

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

SPECIAL INSTRUCTIONS—ROSEVILLE SUBDIVISION

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

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

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

Crew may release all hand brakes on their train except 7 on west end and 3 on east end on north and eastbound trains, and release all hand brakes on their trains except 7 on west end of all westbound trains. The 7 hand brakes on west end and 3 hand brakes on east end of north and eastbound trains and the 7 hand brakes on west end of westbound trains must not be released until blue sign has been removed.

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

RULE 82-A. Train orders and clearances issued on the Roseville Subdivision will apply on the Stockton Subdivision and vice versa.

Train-order office Roseville is located at yard office.

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

Crews on extra trains originating at Roseville and turning at Sacramento may leave Sacramento without obtaining a clearance.

RULES 82-A and 204. Trains to Martinez Subdivision at Sacramento originating at Roseville or Elvas and operating through with same conductor and engineer will be issued clearance and/or train orders at Roseville to apply on Martinez Subdivision and will not obtain clearance at Sacramento.

Trains to Roseville Subdivision at Sacramento and operating through with same conductor and engineer, EXCEPT TRAINS OF PASSENGER EQUIPMENT, may be issued clearance and/or train orders on Martinez Subdivision to apply on Roseville Subdivision and will not obtain clearance at Sacramento.

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

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

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

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

Truckee—Trains originating or terminating.

Norden—Work extras originating or terminating.

Colfax—Trains originating or terminating.

RULE 83-B. Trains No. 5 and No. 6 may register by ticket at Sacramento.

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

West MP		East MP
85.51	Sacramento	98.04
	Sacramento (Walnut Grove Branch)	93.09
	Sacramento (Placerville Branch)	97.00
131.60	Sacramento (Stockton line)	136.33
103.80	Citrus	105.26
	Citrus (Fair Oaks Branch)	End of Branch
110.57	Folsom Jct. (Placerville Branch)	111.38
148.19	Placerville	End of Branch
110.64	Walnut Grove	113.90
98.04	Roseville (Eastward and No. 2 Track)	110.87
98.04	Roseville (No. 1 and Westward Track)	110.87
119.34	Newcastle (No. 2 Track)	120.82
118.74	Newcastle (No. 1 Track)	120.15
122.66	Auburn	125.60
140.03	Colfax	142.94
169.11	Emigrant Gap	172.12
207.28	Truckee	209.09
237.49	Sparks	249.48

Yard limit boards located to left of track:

Approaching Truckee in both directions.

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

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

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

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

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

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

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

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

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

SPECIAL INSTRUCTIONS—ROSEVILLE SUBDIVISION

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

Westward trains and engines (except yard engines) using running track at Antelope must not pass fouling point unless proceed signal received from switchman, green flag by day, green light by night, or oral authorization or signal received from trainman of the same crew.

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

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

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

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

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

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

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

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

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

Diesel Service Facilities:

Westward movement must not be made over power operated switches on inbound lead unless movement is orally authorized by yardmaster or his representative.

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

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

Switch position indicator located at:

Roseville Switch in westward running track.

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

- Red aspect Inoperative.
- Yellow aspect Switch lined for yard receiving unit.
- Green aspect Switch lined for running track Antelope.

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

- West of Dry Creek Subway.
- East end Track No. 21.

Stop unless proceed signal received from switchman or orally authorized by yardmaster or his representative.

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

HUMP MOVEMENTS

Light signals which govern hump movements located as follows:

- South Hump At crest to right of track.
- North Hump At crest to left of track.

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

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

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

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

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

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

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

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

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

Movement of cars toward crest of hump when repeater signal displays red aspect may be authorized by yardmaster or his representative as far as the lead carman's tower.

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

- South Hump At crest to left of track.
- North Hump At crest to right of track.

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

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

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

Aspect	Indication
Red	Stop
Yellow	Proceed

For westward movement from bowl tracks to crest, trim and repeater signals must display a yellow aspect, and in addition engineer instructed to move either orally or by hand or

lamp signals by switchman in charge of movement. Movement must not be made west of fouling point of bowl tracks when trim and repeater signals display red aspect unless engineer is orally informed by yardmaster or his representative that movement is protected. Yardmaster authorizing such movement must insure that any conflicting movements are stopped.

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

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

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

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

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

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

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

RULE D-97. Applies between Sacramento and Sparks.

RULE 98. Railroad crossings at grade not interlocked:

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

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

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

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

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

- Front and R Streets SNRy.
- Alhambra Blvd. and R Street SNRy.

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

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

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

- Sacramento: Spur track No. 130 crossing 23rd Street.
- Isleton: On wharf spur.

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

Antelope: Crossing gate key control installed at "U" Street to actuate gates when backup movements made from westward main track.

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

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

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

- Citrus—Fair Oaks Branch, for Placerville Branch.
- Folsom Junction—Folsom Branch, for Placerville Branch.

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

Westward

Reno (On signal bridge with Signal 2437)

When illuminated this indicator will convey the following information:

TRAIN—Train at platform on opposite track.

CLEAR—Indicator in service.

When neither TRAIN nor CLEAR is illuminated indicator is out of service and prompt report must be made to Chief Train Dispatcher.

RULE 221. Roseville: Train-order office is located at yard office. First class trains and trains consisting entirely of passenger equipment not terminating at Roseville are not required to obtain a clearance at Roseville.

Norden: Train-order signal located to the right of No. 2 track will apply to eastward trains on No. 2 track only.

Train-order signal installed to the left of No. 1 track will apply to eastward trains on No. 1 track only.

RULE D-251. Applies to the following tracks:

Both main tracks between Sacramento and Sparks.

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

No. 1 Westward trains, via Auburn.

No. 2 Eastward trains, via Auburn, Nevada Street.

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

Eastward Signal	Protection	Westward Signal
	*Spring switch, Sacto-Yolo Port Dist. conn	P-I
	Spring switch, end double track, MP 103.14, Antelope	P-I
P-994	Collision barricade detector, MP 99.9	P-1009
P-1228	Slide detector fence, Tunnel 20, MP 123.15 to 123.39	
	Collision barricade detector, MP 124.7	P-1251
P-1242	Collision detector, highway underpass, MP 125.53	
	Collision detector, highway underpass, MP 133.35	P-1347
P-1374	Collision detector, highway underpass, MP 137.68	
P-1438	Slide detector fence, MP 144.46 to 144.66	
P-1508	Slide detector fence, MP 150.83	P-1515
P-1556	Slide detector fence, MP 156.32 to MP 156.38	P-1573
P-1582	Slide detector fence, MP 159.43 to MP 159.46	P-1611
P-I	Slide detector fence, MP 195.60 to MP 195.70, No. 1 Track	P-1963
P-2220	Slide detector fence, MP 222.16 to MP 222.34	
	Slide detector fences, MP 223.87 to MP 223.80	P-2239
	MP 222.88 to MP 222.77	
	MP 222.34 to MP 222.16	
P-2240	Slide detector fence, MP 224.50 to MP 223.80	P-2259

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

AUTOMATIC BLOCK SIGNAL SYSTEM

RULE 505. Trains or engines making westward movement to Sacramento-Yolo Port District must stop at westward signal 889, 2nd & H Sts. and contact interlocking operator Sacramento River Drawbridge, when no operator on duty, contact interlocking operator Elvas for permission to move against current of traffic to Sacramento-Yolo Port District.

Push button and pilot light are installed in box near signals 887 and 889. Signal 887 or 889 may be cleared by operation of push button bearing number of signal to allow bypass movement. Trains or engines encountering stop indication displayed by Signal 887 on westward freight lead must contact yardmaster, Sacramento Tower, for instructions. **Yardmaster's instructions do not relieve crew desiring to enter westward main track from compliance with Rule 81-A.**

SPRING SWITCHES

RULE 538. Spring switches equipped with facing point locks are located as follows:

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

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

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

*Equipped with switch-point indicator.

INTERLOCKING

RULE 605. Sacramento River Drawbridge: Telephones are located adjacent to Signals 887, 889 and interlocking signals west end drawbridge, east end drawbridge and interlocking signal approaching main track from Port District. Sacramento River Drawbridge Ext. 339, Elvas Ext. 295.

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

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

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

Telephones located in telephone boxes at following locations:

West leg of WP wye track and R Street.

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

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

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

- Elvas.....American Can Co. Spur.
- Elvas.....West end of center siding.
- Hopfen spur.....Switch.
- R Street industrial track.....Switch.
- Black Diamond Lumber Co....Switch.

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

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

Antelope-Roseville: Limits as follows:

On main tracks between MP 102.50 Antelope and MP 106.64 Roseville.

Eastward signal at MP 102.50 Antelope, governs movement as follows:

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

Eastward signal at MP 106.16 Roseville, governs movement as follows:

Top unit to No. 2 Track,
Bottom unit to No. 1 Track.

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

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

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

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

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

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

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

Following switches equipped with electric switch locks:

1. Summit, Spur switch MP 193.4.
2. No. 1 Turntable Lead switch, No. 1 Track.

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

RULE 663. Roseville: Engines, after stopping, may pass westward interlocking signals at MP 106.64 to couple to train upon receipt of hand signal by herder, green flag by day, green light by night, or after being orally authorized.

LETTER-TYPE INDICATORS

RULE 705. Indicators located as follows:

Sacramento: Wait indicators located east and west end "R" Street overpass near Front Street.

1. Eastward and westward trains must stop at "W" indicator.
- *2. Operation of pushbutton will extinguish "W" indicator and flashing white light will authorize movement over structure to opposing "W" indicator.
3. After receiving flashing white light and movement over structure is not made, cancel button is provided.
4. Should "W" indicator be found extinguished or flashing white light cannot be activated by operation of pushbutton, movements must be made with caution protecting against opposing trains.

*Pushbutton box located on case of "W" indicator. Advance pushbutton provided east of Third Street for westward movements to minimize blocking Third Street crossing.

EASTWARD

Illum. On Letter Signal	Approaching	Authorizes and requires movement as follows:
S 1404	Colfax	Enter siding and contact train dispatcher.
W 1688	*Emigrant	When letter "W" is illuminated, train must stop and not proceed until indicator is extinguished.
P 7-ft. Mast MP 241.69. Reno		Eastward trains and engines must stop west of Keystone Avenue, Reno, MP 242.11, unless indicator light unit mounted on mast, MP 241.69, displays letter "P" or authority is obtained from the Yardmaster and his instructions followed.

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

WESTWARD

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

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

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

GENERAL REGULATIONS

RULE 825. Sacramento: Not less than three hand brakes must be applied on west end of cars or trains on Tracks 2 through 9, incl. Not less than two hand brakes must be applied on east end of cars or trains on Tracks 13 through 27, incl. Not less than three hand brakes must be applied on west end of cars or trains on north and south Levee Tracks.

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

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

Seven hand brakes must be applied on west end and three hand brakes must be applied on east end of all eastward trains arriving in Roseville departure yard.

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

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

Refer to Rule 825, All Subdivisions.

RULE 827. Dragging and/or Derailed Equipment Detectors:

Location	Signal	Protects	On Track
At Signal	995	Eastward-Westward . . .	#1
Mile Post	110.2	Eastward-Westward . . .	#1
At Signal	1168	Eastward-Westward . . .	#2
At Signal	1187	Eastward-Westward . . .	#1
At Signal	1214	Eastward-Westward . . .	#2
At Signal	1219	Eastward-Westward . . .	#1
At Signal	1258	Eastward-Westward . . .	#2
At Signal	1277	Eastward-Westward . . .	#1
Mile Post	131.2	Eastward-Westward . . .	#1
At Signal	1374	Eastward-Westward . . .	#2
At Signal	1452	Eastward-Westward . . .	#2
Mile Post	W.B. 145.6	Eastward-Westward . . .	#1
Mile Post	E.B. 150.0	Eastward-Westward . . .	#2
Mile Post	W.B. 150.4	Eastward-Westward . . .	#1
At Signal	1546	Eastward-Westward . . .	#2
Mile Post	W.B. 155.1	Eastward-Westward . . .	#1
At Signal	1582	Eastward-Westward . . .	#2
At Signal	1591	Eastward-Westward . . .	#1
At Signal	1630	Eastward-Westward . . .	#2
At Signal	1635	Eastward-Westward . . .	#1
At Signal	1668	Eastward-Westward . . .	#2
At Signal	1687	Eastward-Westward . . .	#1
On Signal	1756	Eastward-Westward . . .	#2
On Signal	1757	Eastward-Westward . . .	#1
On Signal	1823	Eastward-Westward . . .	#1
On Signal	1824	Eastward-Westward . . .	#2
On Signal	1900	Eastward-Westward . . .	#2
On Signal	1901	Eastward-Westward . . .	#1
At Signal	1941	Eastward-Westward . . .	#1
Mile Post	195.0	Eastward-Westward . . .	#1
Mile Post	195.3	Eastward-Westward . . .	#2
At Signal	1958	Eastward-Westward . . .	#1
On Signal	2023	Eastward-Westward . . .	#1
On Signal	2024	Eastward-Westward . . .	#2
On Signal	2039	Eastward-Westward . . .	#1
On Signal	2040	Eastward-Westward . . .	#2
On Signal	2124	Eastward-Westward . . .	#2
On Signal	2125	Eastward-Westward . . .	#1
On Signal	2180	Eastward-Westward . . .	#2
On Signal	2201	Eastward-Westward . . .	#1
At Signal	2239	Eastward-Westward . . .	#1
At Signal	2280	Eastward-Westward . . .	#2
At Signal	2350	Eastward-Westward . . .	#2
At Signal	2351	Eastward-Westward . . .	#1
Mile Post	240.0	Eastward-Westward . . .	#2
Mile Post	240.0	Eastward-Westward . . .	#1

SPECIAL INSTRUCTIONS—ROSEVILLE SUBDIVISION

HOT BOX DETECTORS

Illum. Letter	On Signal	Approaching	Location of Readout
H	1421	Colfax	West End Colfax MP 141.55
W	1431	Colfax*	

*When letter "W" is illuminated, train must stop. Member of train crew must contact train dispatcher before proceeding and be governed by his instructions.

SCANNER SITE

MP	Type	Direction	Location
98.3	D	Eastward	Planehaven
110.2	D	Westward	Rocklin
148.6	C	Eastward	Magra
143.5	A	Westward	Colfax-Cape Horn
240.0	D	Eastward	West Reno

Refer to Rule 827, All Subdivisions.

AIR BRAKE RULES

PASSENGER TRAINS

RULE 17. Norden to Truckee-Norden to Loomis:

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

FREIGHT TRAINS

Retaining valves must be used on descending grades as follows:

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

WITHOUT DYNAMIC BRAKE IN OPERATION:

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

WITH DYNAMIC BRAKE IN OPERATION:

Permissible Tons Per Unit Without Retaining Valve

	Basic-Dynamic Brake		Extended Range Dynamic Brake		
	4 Axle	6 Axle	4 Axle	6 Axle	8 Axle
With dynamic brake in operation but without pressure maintaining system of braking:					
Norden to Truckee	650	940	800	1200	1600
Norden to Loomis	450	650	550	850	1125
MP 131.70 to MP 123.00 (Placerville Branch)	600	900	725	1075	1450
With dynamic brake in operation and with pressure maintaining system of braking:					
Norden to Truckee	1800	2700	2300	3500	4600
Norden to Loomis	1400	2100	1700	2600	3400
MP 131.70 to MP 123.00 (Placerville Branch)	1500	2250	1800	2700	3600

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

Freight trains without dynamic brakes in operation will stop at the following stations for at least 10 minutes for wheel heat radiation:

Eastward	Westward
MP 203.0	Troy
	Emigrant Gap
	Midas
	Gold Run
	Bowman

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

Refer to Air Brake Rule 17, All Subdivisions.

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

RULE 25. Will apply at Norden when required to stop and make train air brake test at that point, except:

Rule 25-A. Will apply at Crystal Lake eastward or approaching MP 209.2 Westward.

Rule 25-B. Will apply to westward freight trains immediately after rear of train leaves portal of Tunnel 6 or 41 and before reaching station at Norden, and to eastward freight trains immediately after engine passes station at Norden and before engine enters west portal of Tunnel 6 or 41.

If unable to comply with Rules 25-A and/or 25-B, Rule 25 applies.

RULE 33. Norden to Truckee, Boca to Floriston, Verdi to Lawton, Norden to Rocklin.

MP 131.70 to MP 123.00 (Placerville Branch)
MAXIMUM TONS PER OPERATIVE BRAKE . 80 TONS

Restrictive grades are as follows:

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

Exceptions:

Trains with not more than 425 tons per axle of dynamic brake, pressure maintaining system of braking in operation and speed not exceeding 25 miles per hour:

MAXIMUM TONS PER OPERATIVE BRAKE . 100 TONS

Trains handling loaded crude oil cars only with not more than 250 tons per axle of dynamic brake, pressure maintaining system of braking in operation, not more than 90 cars and speed not exceeding 25 miles per hour:

MAXIMUM TONS PER OPERATIVE BRAKE . 130 TONS

Trains handling loaded crude oil cars only with not more than 300 tons per axle of dynamic brake, pressure maintaining system of braking in operation, not more than 90 cars and speed not exceeding 20 miles per hour:

MAXIMUM TONS PER OPERATIVE BRAKE . 130 TONS

Norden to Truckee, Norden to Rocklin

MP 131.70 to MP 123.00 (Placerville Branch)

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

RULE 39. Running test must be made on eastward passenger trains in the vicinity of MP 191.0 approaching Norden.

Running test must be made on westward passenger trains just after emerging from Tunnel No. 41 on No. 2 Track; or, in the vicinity of MP 196.7, where No. 1 Track crosses east portal of Tunnel No. 41 on the No. 1 Track.

MISCELLANEOUS

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

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

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

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

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

3. LOAD LIMIT (car and contents):

*Sacramento-Sparks	315,000 pounds
*Brighton-Elvas	315,000 pounds
Sacramento-Isleton	240,000 pounds
Sacramento-Brighton via R St.	240,000 pounds
Brighton-Placerville	263,000 pounds
Citrus-Fair Oaks	240,000 pounds

*Refer to All Subdivisions, Page 21, Miscellaneous Item No. P.

4. OPERATION OF TURNTABLES

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

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

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

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

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

Block indicators located at switches indicate track occupancy.

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

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

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

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

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

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

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

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

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

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

6. SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS

	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, slip switches, crossovers and turnouts	10
Except:	
Through power crossover, Truckee	25
Westward through crossover, Shed 47 from No. 1 to No. 2 Track	15
Westward through crossover Norden, from No. 2 to No. 1 Track	25
Through siding Norden (and turnouts)	20
Through siding and turnout at Polk	20

7. Air flow curtain installed East portal tunnel No. 28, MP 135.36, No. 2 track, Applegate.

Curtain is designed to actuate and close only if speed of train is 20 MPH or less when passing MP 134.1. Under above conditions train must not increase speed in excess of 20 MPH after passing MP 134.1 until engine passes East portal of tunnel No. 28, MP 135.36.

Air flow curtain installed west portal Tunnel No. 41, MP 193.30, No. 2 Track, Norden.

Curtain is designed to actuate and close only if speed of train is 20 MPH or less when passing westward Signal 1965, No. 2 Track, Eder.

Under above conditions train must not increase speed in excess of 20 MPH after passing Signal 1964 until engine passes west portal of Tunnel No. 41, MP 193.30.

SPECIAL INSTRUCTIONS—ROSEVILLE SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 18 and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS** appearing on pages 20 and 21 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

Trains handling tank cars containing Flammable Compressed Gas (FCG) must not exceed 55 miles per hour. Where maximum authorized speed is less than 55 MPH and more than 25 MPH, train must be operated at 5 MPH less than maximum authorized speed.

Trains handling tank cars containing Flammable Compressed Gas (FCG) do not exceed 30 MPH at the following locations:

Eastward, Sacramento to Sparks:

Sacramento	MP 90.0 to MP 91.6
Elvas-Roseville	MP 92.5 to MP 106.8
Roseville-Penryn	MP 106.7 to MP 111.0
Newcastle	MP 119.8 to MP 120.5
Auburn	MP 123.5 to MP 125.3
Verdi	MP 231.5 to MP 232.0

Westward, Sparks to Sacramento:

Verdi	MP 232.5 to MP 231.5
Penryn-Roseville	MP 115.1 to MP 106.7
Roseville-Elvas	MP 106.8 to MP 92.5
Sacramento	MP 91.6 to MP 90.0

Eastward, Polk to Elvas:

Polk-Elvas	MP 132.0 to MP 136.0
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Westward, Elvas to Polk:

Elvas-Polk	MP 135.9 to MP 132.0
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At Reno, when engine passes last crossing within limits of restriction in direction of movement, speed may be resumed to that shown on next speed sign.

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

Engines with flanger may operate at speeds shown in Column 1 not exceeding 40 MPH and between Colfax and Truckee may operate at 35 MPH.

Maximum authorized speed for freight trains is 55 MPH.

EXCEPTIONS:

- (a) Freight trains, light engines and caboose hops may operate at Column 1 speeds not exceeding 65 MPH when authorized by train order, provided train contains no restricted cars or empties except cabooses and does not exceed 80 tons per operative brake and 120 cars.
- (b) Eastward trains between Norden and Truckee and Westward trains between Norden and Loomis having between 120 and 145 cars may operate at Column 1 speeds provided train has no restricted cars and does not exceed 50 tons per operative brake.
- (c) Eastward trains between Norden and Truckee and westward trains between Norden and Loomis may operate at Column 1 speeds provided train has no restricted cars and does not exceed 80 tons per operative brake and 120 cars.

EASTWARD			PSGR TRAINS	FRT	WESTWARD			PSGR TRAINS	FRT
MP	MP	Column:	1	2	MP	MP	Column:	1	2
SACRAMENTO TO SPARKS:					SPARKS TO SACRAMENTO:				
88.54 to 89.20...			10	10	246.20 to 244.16*			30	30
89.20 to 90.00...			25	25	244.16 to 242.20*				
90.00 to 91.61...			35	35	(Reno).....			20	20
91.61 to 92.56					242.20 to 224.00**			45	45
(interlocking and bridge)....			25	25	224.00 to 208.00**			40	40
92.56 to 93.00...			50	50	208.00 to 194.00**			30	30
93.00 to 102.50...			70	55	194.00 to 115.13**			30	25
102.50 to 103.15...			35	35	115.13 to 108.12**			40	40
103.15 to 106.08...			45	45	108.12 to 106.74**			35	30
106.08 to 106.74...			15	15	106.74 to 106.08...			15	15
106.74 to 108.12**			35	35	106.08 to 102.50...			45	45
108.12 to 113.00**			70	55	102.50 to 93.00...			70	55
113.00 to 141.95**			50	50	93.00 to 91.61				
141.95 to 193.00**			30	30	(bridge and interlocking)....			25	25
193.00 to 208.00**			30	25	91.61 to 90.00...			35	35
208.00 to 224.00**			40	40	90.00 to 89.15...			25	25
224.00 to 242.20**			45	45	89.15 to 88.54...			10	10
242.20 to 244.16**									
(Reno).....			20	20					
244.16 to 246.20**			30	30					
*No. 1 Track									
**No. 2 Track									
POLK TO ELVAS:					ELVAS TO POLK:				
132.00 to 133.17...			70	55	136.38 to 135.99				
133.17 to 134.10...			45	45	(weye from Roseville).....			25	25
134.10 to 136.00...			40	40	136.36 to 135.99				
136.00 to 136.38					(weye from Sacramento)....			20	20
(weye to Roseville).....			25	25	135.99 to 134.10...			40	40
136.00 to 136.36					134.10 to 132.00...			70	55
(weye to Sacramento)....			20	20					
BRIGHTON TO PLACERVILLE:					PLACERVILLE TO BRIGHTON:				
94.67 to 94.74...				15	150.01 to 149.07...				10
94.74 to 111.05...				25	149.07 to 139.30...				20
111.05 to 111.34...				15	139.30 to 139.00...				15
111.34 to 139.00...				20	139.00 to 111.34...				20
139.00 to 139.30...				15	111.34 to 111.05...				15
139.30 to 149.07...				20	111.05 to 94.74...				25
149.07 to 150.01...				10	94.74 to 94.67...				15
CITRUS TO FAIR OAKS:					FAIR OAKS TO CITRUS:				
				20					20
SACRAMENTO TO ISLETON:					ISLETON TO SACRAMENTO:				
89.59 to 92.40...				20	122.09 to 92.40...				10
92.40 to 122.09...				10	92.40 to 89.59...				20

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

MP	Location	Description
249.84	Vista	Truckee River bridge No. 5 Overhead & side
250.99	Vista	Truckee River bridge No. 6 Overhead & side
258.07	Patrick	Truckee River bridge No. 7 Overhead & side
299.87	Wadsworth	Truckee River bridge No. 1 Side
295.05		Government canal bridge Side
302.08	Fallon	Carson River bridge Side
302.50	Fallon	Government canal bridge Side
518.91	Barth	Humboldt River bridge No. 6 Side
519.68	Barth	Humboldt River bridge No. 8 Overhead & side
523.25		WPRR crossing Overhead
523.34		Humboldt River bridge No. 14 Overhead & side
525.15	Palisade	Humboldt River bridge No. 15 Side
525.20	Palisade	Tunnel No. 1 Overhead & side
525.42	Palisade	Humboldt River bridge No. 16 Side

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

RULE 7-A. Yellow flags, unattended red flags, red lights and green flags will be placed to the left of track between MP 246.2 and MP 249.39.

RULE 7-C. Sparks: Switchmen must use green flag by day and green light by night or oral authorization in giving proceed signals for movement of trains.

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

Westward	Reading
MP 343.80	70-55
MP 417.46	70-55

Speed signs to left of track with one track intervening:

Westward	Reading
MP 245.20	20

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

Westward	Reading	Eastward	Reading
MP 249.14	30	MP 244.16	30
MP 249.36	70-55	MP 247.14	70-55
MP 266.81	60-55	MP 248.61	60-55
MP 276.12	55	MP 252.70	60-55

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

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

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

Hazen—trains via Fallon Branch.

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

Carlin.....Westward WP trains.
Train Nos. 5 and 6 will register by ticket at Carlin. Train orders and clearances will be delivered by messenger to Train No. 6.

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

West MP		East MP
237.49	Sparks	249.48
	Hazen (Mina Branch)	289.47
	Hazen (Fallon Branch)	289.23
356.00	Wendel	360.08
415.36	Mina	418.00
533.40	Carlin	536.46

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

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

Movement from engine leads must not foul eastward main track except on proceed signal or oral authorization from switchman or on proceed signal from trainman of the same crew.

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

RULE D-97 will apply:

Between Sparks and beginning of CTC Vista.
From Carlin to Weso and between Rose Creek and beginning CTC Perth.

RULE 99-C. Will apply on Mina Branch.

RULE 103. At the following stations there are crossings protected by gates which are not actuated when trains are stopping at station to receive or discharge traffic until train starts to move toward crossing, and speed of 10 MPH must not be exceeded until gates are down:

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

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

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

Winnemucca: Crossing gate key control installed on Crossing Case 4175, Bridge Street. Eastward trains making stop west of Bridge Street on siding or house track must actuate key start before entering crossing.

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

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

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

Mina Branch: When leaving east end of spur at Weeks, trains and engines must stop and crew must know that crossing warning system is operating before entering Crossing AN-313.9.

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

Hazen (Mina Branch).....For controlled siding.
Hazen (Fallon Branch).....For Mina Branch.

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

WP train orders and clearances for eastward SP trains will be issued at SP train order office, Sparks, and will apply to those who are to execute them on WP tracks between Weso and Carlin.

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

RULE S-240. MOVEMENT OF TRAINS BY STAFF SYSTEM.

Applies at following location:

Territory	Register Location
Fallon Branch:	
Hazen-Fallon.....	Hazen

RULE D-251. Will apply as follows:

On both main tracks between Sparks and beginning of CTC Vista.
On both main tracks from end of CTC Perth to Rose Creek.

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

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

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

Eastward Signal	Protection	Westward Signal
P-2508 } P-A	Rock slide fence, MP 252.47.....	P-A
P-A	Rock slide fence, MP 254.52.....	P-2553
P-2554 } P-A	Rock slide fence, MP 256.59.....	P-A
P-A	Collision detector, roadway underpass, MP 275.36.....	P-A
P-A	Spring switch west end siding, Winnemucca... Spring switch east end siding, Winnemucca... Rock slide fence, MP 517.50-MP 518.10....	P-A P-5181
	Rock slide fence, MP 524.38.....	P-5255
	Rock slide fence, MP 527.00-MP 527.57....	P-5277
	Rock slide fence, MP 530.54-MP 530.57....	P-5315
	Rock slide fence, MP 530.65-MP 530.73....	P-5315

AUTOMATIC BLOCK SIGNAL SYSTEM

RULE 505. Sparks: Eastward freight trains, except OAOGF, OAOGH, RVNPY, RVRGY, RVOGY, RVNPP and RVOGP, must stop before passing Signal 2452 unless proceed signal is received from switchman or orally authorized. If proceed signal is received from switchman or orally authorized and signals displays stop indication, movement may be made as prescribed by Rule 507.

Signal 2468 governs movement of eastward trains from yard tracks. This signal is normally dark until switches are lined for crossover movement. If proceed signal is received from switchman or orally authorized and signal displays stop indication, train may proceed in accordance with Rule 81-A.

Westward freight trains, except UPSFF, UPMIA, UPWSA, RGSFF and UPSFT, must stop before passing Signal 2467 unless proceed signal is received from switchman or orally authorized. If proceed signal is received from switchman or orally authorized and signal displays stop indication, movement may be made as prescribed by Rule 507.

Carlin: Signal 5345 governs movement of westward trains from yard tracks and is normally dark until switches are lined for crossover movement. If proceed signal is received from switchman or orally authorized, and signal displays stop indication, train may proceed in accordance with Rule 81-A.

SPRING SWITCHES

RULE 538. Spring switches equipped with facing point locks are located as follows:

Location	Normal Position
Winnemucca... East end siding.....	Main track
Winnemucca... West end siding.....	Main track
Weso..... West switch, west crossover between SP and WP main tracks.....	WP main track
Weso..... East switch, east crossover between WP and SP main tracks.....	WP main track

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

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

INTERLOCKING

RULE 605. Weso: Limits extend between eastward signal on SP track, MP 420.75, and eastward signal on WP track, MP 535.80, to westward signals on SP track, MP 421.00, and westward signal on WP track, MP 536.00, and is under the control of WP train dispatcher at Sacramento.

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

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

Letter "A" on westward home signal at Weso applies for movements to WP and for movements to SP track from beginning of CTC, MP 420.75, to westward absolute signal, east end Winnemucca siding at MP 417.55. If westward signal displays stop indication and cannot be cleared by WP dispatcher movement must not be made to SP track without SP dispatcher's permission under Rule 776. In addition, Rule 663(b) or 663(c) will govern through Interlocking, MP 421.00 to MP 420.75.

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

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

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

LETTER-TYPE INDICATORS

RULE 705. Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and requires movement as follows
S	P-A	Winnemucca eastward	Enter siding.
S	P-A	Winnemucca westward	Enter siding.

CENTRALIZED TRAFFIC CONTROL

RULE 760. Limits extend from MP 249.27 Vista to MP 340.26 Perth.

Limits extend from MP 406.50, Rose Creek, to MP 420.75, Weso.

Trains required to enter Winnemucca siding must not pass absolute signal in advance of spring switch until switch has been lined for siding.

Westward absolute signal located at crossover west end of Winnemucca stock track applies for movements to main track crossover only and does not restrict movements on house track.

GENERAL REGULATIONS

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

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

Carlin Yard: Not less than three hand brakes must be applied on both east and west ends of unattended freight trains or cars.

Refer to Rule 825, All Subdivisions.

RULE 827. DRAGGING AND/OR DERAILED EQUIPMENT DETECTORS located at:

MP	Location	Protects	On Track
340.7	Perth	Eastward-Westward	Eastward
346.7	Colado	Eastward-Westward	Westward
424.3	East of Tule	Eastward-Westward	Westward
479.65	East of Battle Mountain	Eastward-Westward	Westward
498.60	East of Mosel	Eastward-Westward	Westward
512.90	East of Beowawe	Eastward-Westward	Westward

HOT BOX DETECTORS

Illum. Letter	On Signal	Approaching	Location of Readout
H	2683	Thisbe	Westward Absolute Signal W.E. Thisbe
W	2684	Fernley*	
W	2713	Thisbe*	
H	2742	Fernley	Eastward Absolute Signal E.E. Fernley
H	3223	Ocala	Westward Absolute Signal W.E. Ocala
W	3224	Toy*	
W	3255	Ocala*	
H	3256	Toy	Eastward Absolute Signal E.E. Toy
W	3460	Colado*	
H	3478	Colado	MP 350.7 Colado
H	3541	Colado	MP 350.7 Colado
W	3559	Colado*	
W	3784	Imlay*	
H	3824	Imlay	MP 384.2 Imlay
H	3855	Imlay	MP 383.1 Imlay

Illum. Letter	On Signal	Approaching	Location of Readout
W	3881	Imlay*	
H	4103	Rose Creek	MP 407.8 Rose Creek
W	4104	Winnemucca*	
W	4127	Rose Creek*	
H	4150	Winnemucca	MP 417.4 Winnemucca
H	4243	Tule	MP 422.8 Tule
W	4293	Tule*	
H	4631	Valmy	MP 460.5 Valmy
W	4653	Mote*	
H	4893	Argenta	MP 487.4 Argenta
W	4917	Argenta*	
H	5091	Beowawe	MP 507.7 Beowawe
W	5133	Beowawe*	

*When letter "W" is illuminated, train must stop. Member of train crew must contact train dispatcher before proceeding and be governed by his instructions.

SCANNER SITES

MP	Type	Direction	Location
251.6	D	West	Hafed
270.5	A	East and West	Thisbe-Fernley
297.0	C	East and West	Massie-Upsal
323.7	A	East and West	Ocala-Toy
346.2	A	East	Lovelock-Colado
355.8	A	West	Colado-Woolsey
380.2	A	East	Humboldt-Imlay
387.2	A	West	Imlay-Mill City
412.0	A	East and West	Rose Creek-Winnemucca
427.3	A	West	Tule-Golconda
465.0	A	West	Valmy-Mote
491.0	A	West	Argenta-Mosel
512.5	A	West	Beowawe-Harney
639.1 (WPRR)	D	East	Approaching Carlin*

*This is an SP hot box detector and SP crews will be governed by applicable SP rules when approaching and passing this device. Readout for this detector in Carlin yard office.

Refer to Rule 827, All Subdivisions.

AIR BRAKE RULES

FREIGHT TRAINS

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

Reservation to Schurz:

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

WITH DYNAMIC BRAKE IN OPERATION:

Permissible Tons Per Unit Without Retaining Valves	Without Retaining Valves					
	Basic-Dynamic Brake		Extended Range Dynamic Brake			
	4 Axle	6 Axle	4 Axle	6 Axle	8 Axle	
With dynamic brake in operation but without pressure maintaining system of braking:	650	950	800	1200	1600	
With dynamic brake in operation and with pressure maintaining system of braking:	1600	2400	200	3000	4000	

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

Refer to Air Brake Rule 17, All Subdivisions.

SPECIAL INSTRUCTIONS—SPARKS SUBDIVISION

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

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

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

Restrictive grades are as follows:

MINA BRANCH

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

MISCELLANEOUS

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

Class of Engine	Restricted Tracks
All engines	East Colado—Beyond curved portion of track at either end of Nevada Barth track. Carlin—Vogler spur over track scale.
All except AS 407, 409, 410, ES 406, 408, 409, 415, GS 407 class	Reno—All industry tracks north of eastward main track between Park St. and WP interchange.

2. LOAD LIMIT (car and contents):

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

*Refer to All Subdivisions, Page 21, Miscellaneous, Item P.

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

3. SP and WP eastward trains will use WP track from Weso to Carlin.

SP and WP westward trains will use SP track from Carlin to Weso being governed by SP rules, Timetable, Special Instructions and Timetable Bulletins.

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

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

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 18 and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT** and **OTHER MAXIMUM SPEEDS** appearing on pages 20 and 21 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

EASTWARD			PSGR TRAINS	FRT	WESTWARD			PSGR TRAINS	FRT
MP	MP	Column:	1	2	MP	MP	Column:	1	2
SPARKS TO WESO:					CARLIN TO SPARKS:				
246.20 to 247.14			30	30	534.80 to 533.90			25	25
247.14 to 249.36			70	55	533.90 to 528.00			60	55
249.36 to 249.40					528.00 to 525.86			45	45
(through turnout)			50	50	525.86 to 517.90			55	50
249.40 to 252.06			70	55	517.90 to 500.91			70	55
252.06 to 252.70			40	40	500.91 to 500.31			65	55
252.70 to 253.80			60	55	500.31 to 476.00			70	55
253.80 to 258.06			70	55	*476.00 to 475.30			45	45
258.06 to 258.08			50	50	475.30 to 442.60				
258.08 to 262.34			70	55	(428.62)			70	55
262.34 to 264.81			60	55	428.62 to 424.74			60	55
264.81 to 270.85			70	55	424.74 to 417.46			70	55
270.85 to 273.76			60	55	417.46 to 417.44			45	45
273.76 to 274.12			55	55	417.44 to 406.54			70	55
274.12 to 340.16			70	55	406.54 to 406.50				
340.16 to 340.23					(through turnout)			50	50
(through turnout)			50	50	406.50 to 344.80			70	55
340.23 to 343.80			70	55	344.80 to 343.80			40	40
343.80 to 344.80			40	40	343.80 to 340.23			70	55
344.80 to 406.50			70	55	340.23 to 340.16				
406.50 to 406.54					(through turnout)			50	50
(through turnout)			50	50	340.16 to 274.12			70	55
406.54 to 417.44			70	55	274.12 to 273.76			55	55
417.44 to 417.46			45	45	273.76 to 270.85			60	55
417.46 to 420.87			70	55	270.85 to 264.81			70	55
420.87 to WP					264.81 to 262.34			60	55
535.97 (through crossover to WP)			25	25	262.34 to 258.08			70	55
					258.08 to 258.06			50	50
					258.06 to 253.80			70	55
					253.80 to 252.70			60	55
					252.70 to 252.06			40	40
					252.06 to 249.40			70	55
					249.40 to 249.36				
					(through turnout)			50	50
					249.36 to 247.14			70	55
					247.14 to 246.20			30	30

*At Battle Mountain, when engine passes last crossing within limits of restriction in direction of movement, speed may be resumed to that shown on next speed sign.

Trains handling tank cars containing Flammable Compressed Gas (FCG) must not exceed 55 miles per hour. Where maximum authorized speed is less than 55 MPH and more than 25 MPH, train must be operated at 5 MPH less than maximum authorized speed.

Trains handling tank cars containing Flammable Compressed Gas (FCG) do not exceed 30 MPH at the following locations:

Eastward, Sparks to Weso:

- Lovelock MP 343.8 to MP 344.8
- Winnemucca MP 417.0 to MP 418.0

Westward, Carlin to Sparks:

- Battle Mountain MP 475.9 to MP 475.0
- Winnemucca MP 418.0 to MP 417.0
- Lovelock MP 344.8 to MP 343.8

**SPEED RESTRICTIONS
FOR OTHER THAN MAIN TRACKS**

With Caution
Not Exceeding
MPH

Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts.....	10
Except: Barth: Over Nevada Barth Co. track scales...	3

**SPEED RESTRICTIONS
ON SIDINGS (AND TURNOUTS)**

Location	With Caution Not Exceeding MPH	Location	With Caution Not Exceeding MPH
Hafed	10	Granite Point	10
Patrick	20	Lovelock-North	10
Clark	10	Lovelock-South	10
Thisbe	20	Rye Patch	10
Fernley	20	Imlay (Crossover)	10
Darwin	20	Winnemucca	20
Hazen	10	Iron Point	10
Massie	20	Mote	10
Upsal	20	Battle Mountain	10
Parran	20	Mosel	10
Ocala	20	Beowawe	10
Toy	20		

Maximum authorized speed for freight trains is 55 MPH.

EXCEPTIONS:

- (a) Freight trains, light engines and caboose hops may operate at Column 1 speeds not exceeding 65 MPH when authorized by train order, provided train has no restricted cars or empties except cabooses and does not exceed 80 tons per operative brake and 120 cars.
- (b) Western Pacific Train WMX with no restricted cars or empties except caboose and not more than 70 tons per operative brake or 70 cars, is permitted to operate at Column 1 speeds not exceeding 70 MPH on the Southern Pacific's portion of the paired track between Alazon and Weso.
- (c) Western Pacific freight trains may operate at Column 1 speeds not exceeding 65 MPH provided train has no restricted cars or empties except cabooses and does not exceed 80 tons per operative brake and 120 cars except trains required to operate at column 2 speeds on WP will not exceed column 2 speeds on Southern Pacific track.
- (d) Freight trains handling empties other than cabooses are restricted to 40 MPH between MP 308.00 and MP 309.00, between Upsal and Parran.
- (e) Train UPSFT with no restricted cars or empties, except caboose, and not more than 70 tons per operative brake may be authorized by train order to operate at Column 1 speed not exceeding 70 MPH.

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 18 and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT** and **OTHER MAXIMUM SPEEDS** appearing on pages 20 and 21 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

EASTWARD		ALL TRAINS	WESTWARD		ALL TRAINS
MP	MP		MP	MP	
HAZEN TO MINA:			MINA TO HAZEN:		
288.35 to 288.62.....		25	417.00 to 383.00.....		25
288.62 to 288.73.....		30	383.00 to 371.08.....		20
288.73 to 301.06.....		40	371.08 to 369.83.....		25
301.06 to 301.56.....		35	369.83 to 361.50.....		20
301.56 to 302.95.....		40	361.50 to 357.50.....		35
302.95 to 303.36.....		35	357.50 to 349.76.....		20
303.36 to 317.13.....		40	349.76 to 349.67.....		-15
317.13 to 317.23.....		30	349.67 to 328.00.....		20
317.23 to 318.06.....		40	328.00 to 325.10.....		40
318.06 to 318.15.....		25	325.10 to 324.68.....		35
318.15 to 319.21.....		40	324.68 to 319.57.....		40
319.21 to 319.57.....		35	319.57 to 319.21.....		35
319.57 to 324.68.....		40	319.21 to 318.15.....		40
324.68 to 325.10.....		35	318.15 to 318.06.....		25
325.10 to 328.00.....		40	318.06 to 317.23.....		40
328.00 to 349.67.....		20	317.23 to 317.13.....		30
349.67 to 349.76.....		15	317.13 to 303.36.....		40
349.76 to 357.50.....		20	303.36 to 302.95.....		35
357.50 to 361.50.....		35	302.95 to 301.56.....		40
361.50 to 369.83.....		20	301.56 to 301.06.....		35
369.83 to 371.08.....		25	301.06 to 288.73.....		40
371.08 to 383.00.....		20	288.73 to 288.62.....		30
383.00 to 417.00.....		25	288.62 to 288.35.....		25
HAZEN TO FALLON:			FALLON TO HAZEN:		
288.35 to 303.90.....		10	303.90 to 288.35.....		10

Trains handling tank cars containing Flammable Compressed Gas (FCG) where maximum authorized speed is less than 55 MPH and more than 25 MPH, train must be operated at 5 MPH less than maximum authorized speed.

**SPEED RESTRICTIONS
FOR OTHER THAN MAIN TRACKS**

With Caution
Not Exceeding
MPH

Through sidings, yard and other tracks, wyes, crossovers and turnouts.....	10
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SPECIAL INSTRUCTIONS—OGDEN SUBDIVISION

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

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

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

Westward	Reading	Eastward	Reading
MP 607.10	70-60	MP 606.63	40

Speed signs to left of track in direction of movement:

Westward	Reading	Eastward	Reading
MP 754.50	No. 2 Track 20 Thru turnout	MP 616.25	50
MP 641.51		70-60	

Speed signs duplicated to left of track:

Westward	Reading	Eastward	Reading
MP 754.50	60	MP 616.84	60
MP 739.70	70-60	MP 737.70	60
		MP 737.20	20

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

WP trains originating at WP Elko must obtain SP clearance "OK'd" by SP Chief Train Dispatcher.

RULE 83-A. Engineers on light engines terminating at Ogden, will register at Engine Crew Dispatcher's office instead of "YD" telegraph office.

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

RULE 83-B. Carlin: Trains No. 5 and No. 6 will register by ticket. Train orders and clearances will be delivered by messenger to Train No. 6.

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

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

West MP		East MP
533.40	Carlin	536.46
554.02	Elko	557.92
660.23	Montello	663.77
780.21	Ogden	

RULE D-97 applies:

Between Alazon and Moor.
Between Valley Pass and Lucin and between Bridge and Ogden.
Between Alazon and Carlin.

RULE 103. Elko and Wells: Trains stopping to perform switching must leave train clear of all street crossings.

RULE 104. Eastward trains after having been instructed to operate directly to DRGW will enter connection through spring switch located just east of Signal P-7802 and a member of crew will hand throw switch and return switch to normal position after movement is completed.

RULE 105. Montello: No. 1 track is for use of eastward trains only and when necessary for westward trains to use No. 1 track permission must be obtained from train dispatcher.

Little Mountain: When necessary to use siding permission must be obtained from train dispatcher.

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

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

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

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

RULE D-251. Will apply as follows:

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

Between Alazon and Carlin.

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

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

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

Eastward Signal	Protection	Westward Signal
	Rock slide fence over east portal Tunnel 2	P-5401
	Rock slide fence MP 541.08	P-5427
	Rock slide fence, east portal Tunnel 3	P-5673
	High water detector, Culvert MP 589.33	P-5915
	High water detector, Culvert MP 591.15	P-5915
P-7802	Spring switch SP-DRGW connection	
	Spring switch EE crossover—MP 780.15	P-7805
	SP-DRGW connection	P-7803
	Spring switch EE crossover—MP 780.15	P-7801
	Spring switch EE crossover, Moor	P-SA
	Spring switch EE eastward siding, Moor	P-A

Eastward Signal	Protection	Westward Signal
P-A	Spring switch west end westward siding, Valley Pass	
	High water detector, Culvert MP 672.14 westward track	P-6733
	High water detector, Culvert MP 677.32 westward track	P-6775
	High water detector, Culvert MP 679.33 westward track	P-SA
P-6780	High water detector, Culvert MP 679.33 eastward track	P-SA
	Spring switch east end eastward siding, Lucin	P-A
P-7428	Fill slide detector (No. 1 track) MP 743.25	P-A
*P-7476	Fill slide detector, east of Midlake, MP 747.66	P-7491

*Limits of fill slide detector will be indicated by rotating red light when fill detector is actuated. Revolving red lights located as follows:

Eastward	MP 747.6
Westward	MP 748.1

AUTOMATIC BLOCK SIGNAL SYSTEM

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

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

After member of crew has actuated push button, if signal does not clear, train may then proceed only after complying with Rules 81-A and 507, and in addition careful examination must be made of all facing point switches.

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

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.

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

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

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

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

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

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

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

SPRING SWITCHES

RULE 538. Spring switches equipped with facing point locks are located as follows:

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

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

Location	Normal Position
*West Elko	West end WP detour Main track
*Alazon	West switch of crossover between SP and WP main tracks SP main track
Ogden	Junction switch SP—DRGW connection Main track
*Ogden	West switch crossover MP 780.15 Main track
*Ogden	East switch crossover MP 780.15 Crossover

*Equipped with switch-point indicator.

INTERLOCKING

RULE 605. Ogden: Limits extend on eastward main track from signal at MP 780.65 to MP 780.70 (310 feet).

DRGW Crossings at MP 781.40.

LETTER-TYPE INDICATORS

RULE 705. Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and requires movement as follows:
M	5543	WP connection West Elko	Enter main track and proceed as prescribed by Rule D-251.
M	5565	Elko	Indicator applies to WP freight trains only. WP freight trains proceed on main track.
			If letter "M" is not displayed, WP freight trains enter SP siding and proceed through crossover to WP freight yard.
			Display of letter "M" at West Elko, does not relieve conductors or engineers of compliance with Rule 81-A.

CENTRALIZED TRAFFIC CONTROL

RULE 760. Limits extend from absolute signal MP 713.60 on WP main track and absolute signal MP 603.50 on SP main track and absolute signal MP 713.90 on WP main track and absolute signals MP 603.80 on SP eastward and westward main tracks. From end of double track at Moor to end of double track at Valley Pass and from west end eastward siding at Lucin to end of double track at Bridge.

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

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

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

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

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

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

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

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

GENERAL REGULATIONS

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

RULE 816. Members of crew making temporary repairs to hot bearings will be held personally responsible for control of burning waste to preclude possibility of starting fire on Salt Lake trestle.

RULE 825. Carlin Yard: Not less than three hand brakes must be applied on both east and west ends of unattended freight trains or cars.

Refer to Rule 825, All Subdivisions.

RULE 827. Dragging and/or derailed equipment detectors and indicators installed at the following locations:

MP	Location	Protects	On Track
558.9	East of Elko	Eastward-Westward	Main Track
641.8	On Hot Box Detector Equipment House	Eastward-Westward	Eastward
731.8	On Hot Box Detector Equipment House	Eastward-Westward	Main Track
757.9	On Hot Box Detector Equipment House	Eastward-Westward	Westward
776.0	On Signal 7760	Eastward-Westward	Eastward

HOT BOX DETECTORS

Illum. Letter	On Signal	Approaching	Location of Readout
H	5787	Halleck	MP 576.4 Halleck
W	5829	Halleck*	
H	5961	Deeth	Signal 5937
W	5999	Deeth*	
H	6187	Moor	MP 616.2 Moor
W	6206	Holborn*	
H	6224	Holborn	MP 625.4 Holborn
W	6225	Moor*	
W	6626	Tecoma*	
H	6658	Tecoma	MP 669.3 Tecoma
W	6758	Lucin*	
H	6780	Lucin	Eastward Absolute Signal W.E. Lucin
H		Westward "A" Signal E.E. Lemay	Westward "A" Signal W.E. Lemay
W	7044	Groome*	
W	7063	Lemay*	
H	7082	Groome	Eastward Absolute Signal E.E. Groome
H		Westward "A" E.E. Strong-knob	Westward "A" Signal W.E. Strongknob
W	7314	Lakeside*	
W	7327	Strongknob*	
H	MP 733.4	Lakeside	Eastward Absolute Signal E.E. Lakeside
W	7628	Little Mountain*	MP 767.85 East End
H	7652	Little Mountain	Little Mountain

*When letter "W" is illuminated, train must stop. Member of train crew must contact train dispatcher before proceeding and be governed by his instructions.

SCANNER SITES

MP	Type	Direction	Location
547.1	D	West	Moleen*
581.0	A	West	Halleck-Deeth
599.0	A	West	Deeth
620.6	A	East and West	Moor-Holborn
641.9	C	East	Valley Pass-Cobre
644.2	C	West	Cobre
664.0	A	East	Montello-Tecoma
665.8	C	West	Tecoma
676.4	A	East	Tecoma-Lucin
683.8	C	East and West	Lucin-Pigeon
706.0	A	East and West	Lemay-Groome
731.8	A	East and West	Strongknob-Lakeside
757.9	C	West	Bridge-Promontory Pt.
763.6	A	East	Promontory Pt.-Little Mtn.

*Readout in Carlin yard office.

Refer to Rule 827, All Subdivisions.

AIR BRAKE RULES

PASSENGER TRAINS

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

FREIGHT TRAINS

Retaining valves must be used on descending grades as follows:

Moor to Wells, Valley Pass to Montello.

WITHOUT DYNAMIC BRAKE IN OPERATION:

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

WITH DYNAMIC BRAKE IN OPERATION:

Permissible Tons Per Unit Without Retaining Valves

	Basic Dynamic Brake		Extended Range Dynamic Brake		
	4 Axle	6 Axle	4 Axle	6 Axle	8 Axle
With dynamic brake in operation but without pressure maintaining system of braking.....	525	775	650	950	1275
With dynamic brake in operation and with pressure maintaining system of braking.....	1800	2700	2300	3500	4600

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

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

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

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

Refer to Air Brake Rule 17, All Subdivisions.

RULE 25. Will apply to eastward trains at Valley Pass and to westward trains at Moor when retaining valves are being used, except when cars are to be set out or picked up at Cobre, eastward trains may pass Valley Pass without stopping for air brake test, provided test is made at Cobre.

To avoid additional stops at stations indicated above, trains may make inspection, air brake test and turn up retaining valves when stops are made at the following stations:

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

RULES 25-A and 26. Flashing light temperature indicators are installed at Signals 6186 and 6381, between Moor and Valley Pass. When flashing on approach of train, will indicate that the temperature is below 32 degrees.

When flashing, apply Rule 25-A, if unable to obtain a proper air test while running, train must be stopped and air brake hoses blown out as prescribed by Rule 26.

RULE 25-B. Will apply to westward freight trains when engine passes station one mile sign approaching Valley Pass, and to eastward freight trains when engine passes station one mile sign approaching Moor.

RULE 33. Restrictive grades are as follows:

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

MISCELLANEOUS

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

Class of Engine	Restricted Tracks
All engines	Lucin—Beyond engine restriction signs on South Spur.
All engines	Elko—Vogeler Whse. spur over track scale.
All engines	Carlin—Vogeler Whse. spur over track scale.
All engines	Little Mountain—Great Salt Lake Chemical spur over track scale.

2. LOAD LIMIT (car and contents):

Carlin-Ogden 315,000 pounds
 Refer to All Subdivisions, Page 21, Miscellaneous, Item P.
 Unless authorized by Superintendent, heavier loads must not be handled.

3. SP and WP eastward trains will use WP track from Alazon to Alazon being governed by WP Rules, Timetable, Special Instructions and Timetable Bulletins.

SP and WP westward trains will use SP track from Alazon to Carlin being governed by SP Rules, Timetable, Special Instructions and Timetable Bulletins.

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

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

SPECIAL INSTRUCTIONS—OGDEN SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 18 and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS** appearing on pages 20 and 21 of Special Instructions for All Subdivisions. Speed must be further reduced by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

Trains handling tank cars containing Flammable Compressed Gas (FCG) must not exceed 55 miles per hour. Where maximum authorized speed is less than 55 MPH and more than 25 MPH, train must be operated at 5 MPH less than maximum authorized speed.

Trains handling tank cars containing Flammable Compressed Gas (FCG) do not exceed 30 MPH at the following locations:

Eastward, Carlin to Ogden:

Wells MP 607 to MP 608

Westward, Ogden to Carlin:

Wells MP 608 to MP 607

Maximum authorized speed for freight trains is 55 MPH. **EXCEPTION:**

- (a) Freight trains, light engines and cabooses may operate at Column 1 speeds not exceeding 65 MPH when authorized by train order, provided train has no restricted cars or empties except cabooses and does not exceed 80 tons per operative brake and 120 cars.
- (b) Eastward freight trains exceeding 5500 tons must not exceed 45 MPH between MP 645.4 and MP 660.0.
- (c) Eastward freight trains exceeding 7500 tons must not exceed 55 MPH between MP 672.0 and MP 674.0.
- (d) Train UPSFT with no restricted cars or empties, except caboose, and not more than 70 tons per operative brake may be authorized by train order to operate at Column 1 speed not exceeding 70 MPH.

Western Pacific Train WMX with no restricted cars or empties except cabooses, and not more than 70 tons per operative brake or 70 cars, is permitted to operate at Column 1 speeds not exceeding 70 MPH on the Southern Pacific's portion of the paired track between Alazon and Weso.

Western Pacific freight trains may operate at Column 1 speeds not exceeding 65 MPH provided train contains no restricted cars or empties except cabooses and does not exceed 80 tons per operative brake and 120 cars. Except trains required to operate at column 2 speeds on WP will not exceed column 2 speeds on Southern Pacific Track.

EASTWARD			PSGR TRAINS	FRT	WESTWARD			PSGR TRAINS	FRT
MP	MP	Column:	1	2	MP	MP	Column:	1	2
ALAZON TO OGDEN:					OGDEN TO CARLIN:				
WP 713.87 to 603.75 (through turnout).....			40	40	780.90 to 752.12 ...			70	55
603.75 to 608.63...			50	50	752.12 to 752.05 (through turnout).....			50	50
608.63 to 616.23...			40	40	752.05 to 739.70...			60	55
616.23 to 616.25 (through crossover).....			25	25	739.70 to 679.56...			70	55
616.25 to 616.84...			50	50	Tresend and Lakeside, through				
616.84 to 635.77...			60	55	crossovers, ends of double track..		35	35	
635.77 to 645.02...			70	55	679.56 to 679.51 (through turnout).....			50	50
645.02 to 653.04...			55	45	679.51 to 673.70...			70	55
653.04 to 658.04...			60	45	673.70 to 672.12...			65	55
658.04 to 660.00...			70	50	672.12 to 658.04...			70	55
660.00 to 672.00...			70	55	658.04 to 655.83...			60	55
672.00 to 674.00...			70	50	655.83 to 652.50...			50	50
674.00 to 679.51...			70	55	652.50 to 649.67...			45	45
679.51 to 679.56 (through turnout).....			50	50	649.67 to 646.56...			50	50
679.56 to 739.70...			70	55	646.56 to 645.02...			40	40
739.70 to 752.05...			60	55	645.02 to 641.54...			70	55
Lakeside and Tresend, through cross-overs, ends of double track....			35	35	641.54 to 641.51 (through crossover).....			45	45
752.05 to 752.12 (through turnout).....			50	50	641.51 to 635.77...			70	55
752.12 to 780.00...			70	55	635.77 to 616.84...			60	55
780.00 to 780.58 (OUR&D Limits).....			30	15	616.84 to 614.90...			50	45
					614.90 to 613.80...			40	40
					613.80 to 607.10...			50	45
					607.10 to 603.75...			70	55
					603.75 to 568.69...			70	55
					568.69 to 567.18...			65	55
					567.18 to 556.60...			70	55
					556.60 to 555.95...			30	30
					555.95 to 542.47...			70	55
					542.47 to 541.39...			60	55
					541.39 to 535.95...			70	55
					535.95 to 534.80...			25	25
*Through east crossover Tresend.....			20	20	*753.67 to 753.62 (through crossover).....			25	25
*735.30 to 739.70...			35	35	753.62 to 752.50...			70	55
*739.70 to 742.28...			20	20	*★★752.50 to 745.25...			20	20
*742.28 to 745.25...			10	10	*745.25 to 742.28...			10	10
*745.25 to 752.49...			20	20	*742.28 to 739.70...			20	20
*★★752.49 to 756.88.			70	55	*739.70 to 735.30...			35	35
					*Through east crossover Tresend.....			20	20

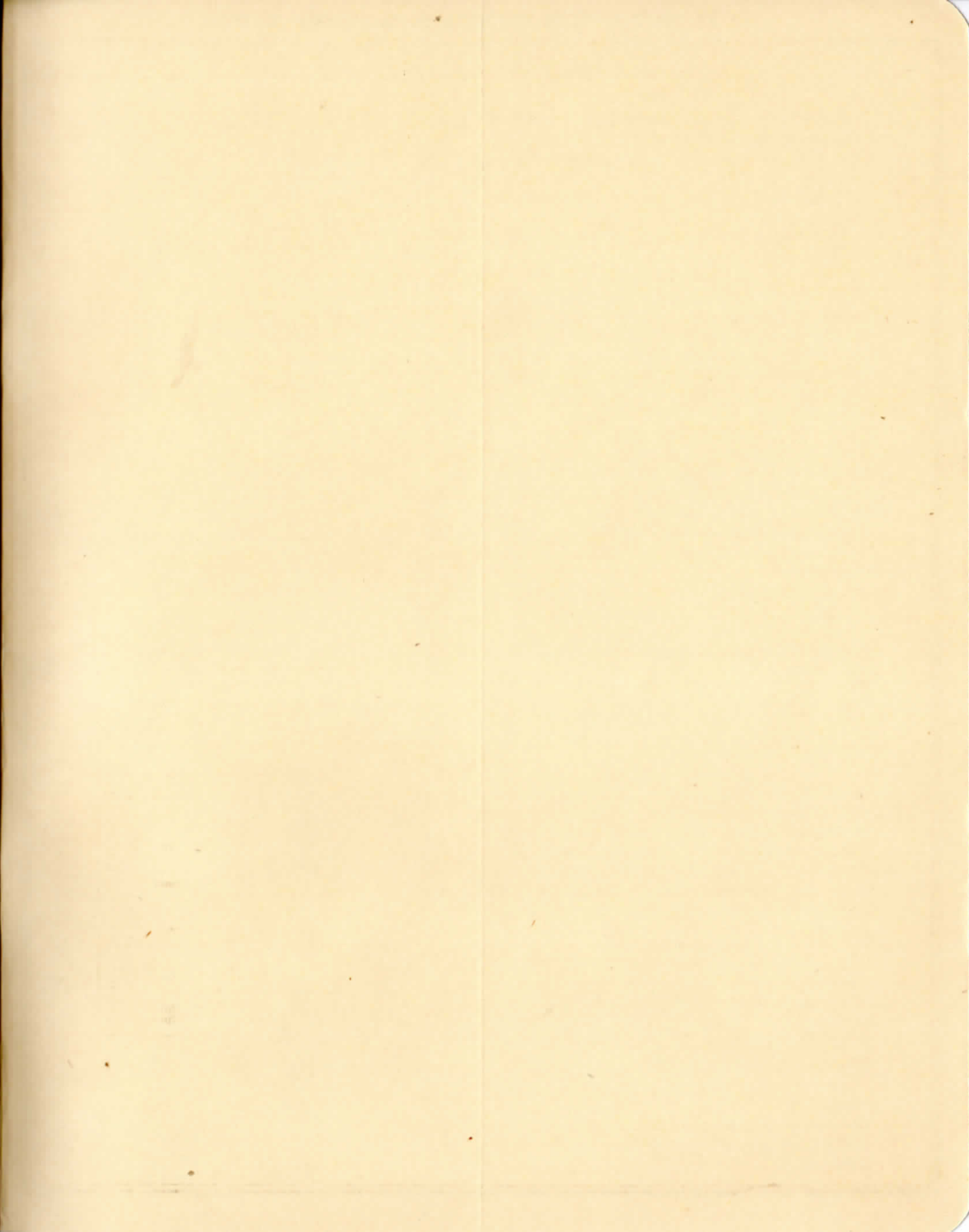
*No. 2 Track (Great Salt Lake Trestle).
 ★★All trains must not exceed 20 MPH through turnout from eastward main track at MP 752.49.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS With Caution Not Exceeding MPH

Through yard and other tracks, crossovers and turnouts.....	10
MP 769.5 (GSL Spur).....	25
Through crossover MP 780.15 and SP-DRGW connection.....	25

SPEED RESTRICTIONS ON SIDINGS (AND TURNOUTS) AND CROSSOVERS

Location	With Caution Not Exceeding MPH	Location	With Caution Not Exceeding MPH
Elko.....	10	Lucin-South.....	10
Elburz (Crossover).....	10	Pigeon.....	20
Halleck.....	10	Jackson.....	20
Deeth.....	10	Lemay.....	20
Wells.....	10	Groome.....	20
Moor.....	20	Hogup.....	20
Moor (Crossover).....	25	Strongknob.....	20
Holborn.....	20	Lakeside (Crossover).....	35
Pequop.....	10	Tresend (East Crossover).....	20
Valley Pass.....	20	Tresend (West Crossover).....	35
Valley Pass (Crossover).....	45	Midlake (Track No. 1).....	10
MP 649.3 (Crossover).....	20	Bridge (East Crossover).....	25
Lucin-North.....	10	Bridge (West Crossover).....	25



RULE 10-I

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

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

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

Foreman's Response

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

Engineer's Response

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

Foreman must acknowledge Engineer's response as follows:

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

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

Oral authorization and acknowledgments between Foremen and Engineers for trains to pass "Red Conditional Stop" signs in multiple main track territory must be worded in following forms:

Foreman's Response

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

Engineer's Response

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

Foreman must acknowledge Engineer's response as follows:

"SP TRAIN ORDER NO. ON TRACK , BETWEEN MP AND MP MPH OK."

SPEED TABLE

TIME PER MILE	MILES PER HOUR
36"	100
37"	97.3
38"	94.7
39"	92.3
40"	90
41"	87.8
42"	85.7
43"	83.7
44"	81.8
45"	80
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