

SOUTHERN PACIFIC COMPANY



SACRAMENTO DIVISION SPECIAL INSTRUCTIONS

No. 6

EFFECTIVE SUNDAY, JULY 1, 1956

AT 12:01 A. M.,

PACIFIC STANDARD TIME

SUPERSEDING SPECIAL INSTRUCTIONS No. 5

THESE INSTRUCTIONS CONSTITUTE A PART
OF THE TIMETABLE CURRENTLY IN
EFFECT

W. D. LAMPRECHT,
General Manager.

A. S. McCANN,
J. A. McKINNON,
Assistant General Managers.

C. H. GRANT,
General Superintendent of
Transportation.

J. M. HATCHER,
Superintendent of Transportation.

R. A. MILLER,
Superintendent.

⊙ This symbol indicates change, except changes on rating of engines pages are not so indicated.

Spec Instr #5 eff 26 Sept 1954
#7 24 Nov 1957

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

○**RULE A.** Transportation Department rule revisions from December 1, 1951 to and including April 1, 1956 are shown on pages 1 and 2 of the Rules and Regulations of the Transportation Department. Employees must have revised pages covering these revisions in their copy of the Rules and Regulations of the Transportation Department.

RULE M. Employees are warned that it is dangerous to ride on top or side of cars while passing points where impaired clearance exists, and that they must protect themselves from injury. See list of impaired clearances on main track and siding.

There are numerous other structures with impaired clearance on yard and station tracks on the division, and employees must be familiar with their location and avoid personal injury.

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

○**RULE 8.** Red fusee must be used when a fusee is specified in these rules, except when conditions require a yellow fusee may be used, in lieu of white lamp, for giving signals.

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

Where in this rule the term "round yellow" speed sign or signs is used, it also applies to "square yellow" reflectorized speed signs. Where the term "oval white" speed sign or signs is used, it also applies to "rectangular white" reflectorized speed signs.

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

○**RULE 19.** Certain passenger cars have supplemental roof-line markers in addition to side electric markers. When such cars are on rear of train, the supplemental markers must be lighted by day as well as by night and duplicate the display to the rear of side electric markers.

Permanently installed electric marker lights on top of cabooses must be lighted by day as well as by night to be considered as markers and will display one red light to the rear and one green light to the front with the following exceptions:

- (a) When train is turned out or running against the current of traffic on double track, one red light and one green light to the rear will be displayed.
- (b) When clear of main track on siding to be passed by another train, except within CTC limits, one green light to the rear and one green light to the front will be displayed.
- (c) Lights must be extinguished when train arrives at destination and has stopped clear of main track.

Indications shown in Figures 1 to 8 will not apply.

RULE 99-C. Will apply on Placerville, Walnut Grove, Yuba City, Oroville, Stirling City, Colusa and Knights Landing Branches.

RULE 283. Movements governed by semaphore type diverging route signals displaying "Proceed on Diverging Route," Figs. A and B, must be made with caution.

RULES 281 and 285. Movements against the current of traffic governed by semaphore type dwarf signals displaying "Proceed", Fig. E, Rule 281; or by light type dwarf signals displaying "Proceed not Exceeding Medium Speed", Fig. G, Rule 285, must be made with caution and position of switches observed.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

PUSH BUTTONS

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

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

Pilot light will appear after time-release has operated and signal has cleared.

Further instructions posted inside push button box.

ELECTRIC SWITCH LOCKS

Where electric switch locks are installed, lock box door must not be opened if movement is to be made into a track leading from main track until engine or car is standing within 150 feet of the switch; or if movement is to be made from such track, or through a crossover to a main track, until block indicator indicates block clear on opposite track. Within CTC limits train dispatcher's permission must also be obtained before lock box door is opened.

After lock box door is opened lock lever cannot be moved to opposite position to release switch for hand throwing until indicator in lock box indicates "unlocked".

Lock lever must not be returned to locked position until all movements over the switch are completed, switch returned to normal position and locked, after which lock box door must be closed and locked. Within CTC limits train dispatcher must also be notified by telephone when completed.

When block indicators indicate "block occupied" instructions posted inside lock box for operation of push button to start time-release must be complied with if movement is to be made to main track while approach circuit is occupied by another train, in addition to providing flag protection when necessary.

Low type electric locks, such as are applied direct to lever of hub type switch stands, function as above except that the removal of the switch lock has the same effect as opening the lock box door. Instead of being equipped with an "unlocked" indicator, these locks have a pilot light that indicates by illumination when the lock is unlocked.

When pilot light will not illuminate to indicate electric lock is unlocked, push button on adjacent cast iron box, protected with cover and locked with switch lock, should be depressed to illuminate green light. After a time interval of from one to seven minutes pilot light on electric lock will be illuminated, indicating lock is unlocked.

Emergency lock release to be used only in case of electrical or mechanical failure, as indicated by failure of time-release to function after several minutes. When necessary to break seal on emergency lock release, train dispatcher must be notified immediately, and movement made only after flag protection provided on both tracks.

MECHANICAL SWITCH LOCKS

Lock box door must not be opened unless block indicators indicate block clear in both directions.

After lock box door is opened lock lever may be moved upward against stop. After a time interval of from one to seven minutes indicator will show UNLOCKED and lever may be moved to reverse position "R". Switch may then be operated in usual manner.

Lock lever must not be returned to normal position "N" until all movements over the switch are completed and switch returned to normal position and locked.

Emergency lock release is to be used only in case of mechanical failure, as indicated by failure of time release to function after several minutes. When necessary to break seal on emergency release, train dispatcher must be notified immediately and movement made only after flag protection is provided.

GENERAL REGULATIONS

⊙RULE 836. When necessary to shove cars ahead of engine between stations on descending grade, cars must be chained to the engine unless air brakes are operative on all cars and air cut in.

RULE 849. When temperature drops below freezing point (32 degrees) train-heat valve on rear car must be opened frequently and train-heat line blown out to avoid condensation in train-heat line.

AIR BRAKE RULES

⊙RULE 3. On engines of DP-5, 6, 8, 9, 10 and 11 classes the safety valve in the discharge pipe must be set at 185 pounds.

Standard brake pipe pressure for No. 377 (PCE) and No. 378 (PCE) is 90 pounds.

RULE 13. Should all power units of an engine running light or while handling train become inoperative on a grade, light engine or train, after stopping, must be immediately secured with hand brakes and engine wheels secured by blocking or chains.

PASSENGER TRAINS

⊙RULE 38. Incoming engineer at Sacramento and Sparks on CITY OF SAN FRANCISCO will make automatic brake application of not less than 20 pounds and leave brakes applied. Inspector will note that rear brakes of train apply, then signal for release. Outgoing engineer will release brakes and inspector will note that rear brakes release.

MISCELLANEOUS

4. Pushing trains out of yards:

- (a) Engines must not be placed behind a wooden underframe caboose or other wooden underframe equipment.
- (b) Engines weighing more than 330,000 lbs. on the drivers must not be placed behind steel underframe cabooses.
- (c) Air must not be coupled through the pusher engine.
- (d) Knuckle must not be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

⊙5. Helper service:

- (a) Helper engines must not be placed behind wooden underframe cars or wooden underframe cabooses.
- (b) Engines weighing more than 330,000 lbs. on the drivers must not be placed behind steel underframe cabooses, except diesel engines of not more than two units may be placed behind steel underframe cabooses.
- (c) Not more than one steam helper engine or more than two diesel units operating will be placed behind steel underframe cabooses.

When steam engine is coupled next behind diesel engine on head end of either a freight or passenger train, dynamic brakes must not be used.

In passenger service DF-1 to 12 class engine of not more than four units may be coupled ahead of steam engine; DF-1 to 12 class engine of not more than four units may be coupled ahead of DF-1 to 12 class engine; and steam engine may be coupled ahead of DP or DF-1 to 12 class engine. When so coupled dynamic brakes must not be used.

Not more than one AC class engine may be placed on head-end of any freight train. When additional helpers are required, they will be placed when practicable in rear of train four cars ahead of caboose and any cars of wooden frame construction.

Steam helper or double header steam engines must not be placed on head-end of freight trains powered by DF-1 to 12 class engines.

Air will be cut in on all helper engines, and engine must not be cut off when train is in motion.

Steam helpers must not be operated backing except in emergency, and in such case steam engines should not push through a backing engine if it can be avoided.

Helper engines coupled in middle or rear of train must be cut off from forward portion before taking water. On grades road engine and helper must not be cut off from train at the same time without hand brakes being securely set.

27. Should a passenger train be stopped in a tunnel, air conditioned cars within the tunnel must immediately have the air conditioning systems, including ice engines and engine generators, shut off, fresh air intake shutters closed, and blower fans shut off.

Should a train be stopped with the engine in a tunnel and it is found that, in the case of a passenger train it cannot be moved within five minutes after stopping, and in case of a freight train it cannot be moved within a reasonable length of time, trainmen and enginemen must take necessary precautions to prevent movement. Independent brake and sufficient hand brakes must be immediately applied. Engine wheels must be secured by blocks and chains, and power plants and steam generators, if any, on engine shut down.

⊙28. DF and DP class engines when moving without cars must, when possible, be operated from cab in direction of movement, except for short direct movements.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

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

| NOMINAL CLASS | RUNNING FORWARD | | RUNNING BACKWARD WITH TRAIN OR LIGHT |
|---|-----------------|-------|--------------------------------------|
| | WITH TRAIN | LIGHT | |
| AC..... | 60 | 55 | 25 |
| C..... | 40 | 40 | 30 |
| DF-1 to 12, except..... | **55 | 55 | *30 |
| Units 6138 to 6143, 6145 to 6149, 6151, 6153, 6154, 6156, 6161 to 6164, 6166 to 6169, 6171 to 6185, 6191 to 6193, 6206 to 6210, 6214 to 6229, 6232 to 6239, 6241 to 6246, 6248 to 6253, 6255 to 6257, 6263, 6265 to 6267, 6285, 6287, 6289 to 6292, 6294 to 6299, 6304 to 6306, 6313, 6314, 6320 to 6324, 6326, 6327, 6329 to 6339, 6341 to 6350, 6352 to 6354, 6356, 6358, 6361 to 6364, 6366 to 6382, 6384, 6389 to 6392, 6394 to 6426, 6428 to 6449, 6452 to 6455, 6458 to 6461, 8022 to 8034, 8039 to 8043, 8045 to 8050, 8053, 8054, 8060 to 8068, 8070 to 8078, 8080 to 8090, 8108, 8110, 8111, 8114 to 8119, 8123 to 8125, 8133, 8138, 8140 to 8145, 8147 to 8153, 8155 to 8161, 8165, 8167, 8184, 8186, 8188 to 8194, 8196 to 8199, 8204 to 8206, 8212, 8214, 8215, 8219, 8221 to 8225, 8228, 8230, 8232, 8234, 8235, 8240, 8242, 8243, 8246 to 8249, 8251 to 8253, 8256, 8259 to 8297, 8299, 8300, 8302, 8303..... | 65 | 65 | *30 |
| Units 6190, 6202, 6203, 6450, 6451, 6456, 6457, (T&NO) 338 to 353, 8091 to 8093, 8102, 8103, 8106, 8107, 8109, 8122, 8126, 8139, 8298, 8301, (T&NO) 526 to 541..... | 70 | 70 | *30 |
| DF-100, 114 (5288, 5289), 115, 119, 122, 123, 126..... | 65 | 65 | **65 |
| DF-114 (5279 to 5287, 5290 to 5293), 117..... | 55 | 55 | **55 |
| DF-116, 118, 120, 121, 124, 125..... | 70 | 70 | **70 |
| DF-101 to 112..... | 60 | 60 | **60 |
| DF-200 to 206..... | 55 | 55 | **55 |
| DF-300 to 306..... | 65 | 65 | **65 |
| DF-500, 501..... | 70 | 70 | **70 |
| DF-603, 606..... | 70 | 70 | **70 |
| DF-605..... | 65 | 65 | **65 |
| DP..... | 79 | 79 | *30 |
| DS-1, 4, 5..... | 45 | 45 | 45 |
| DS-100 to 108, 110, 111, 113 to 115, 117, 118, 119..... | 60 | 60 | **60 |
| DS-109..... | 65 | 65 | 65 |
| DS-200, 201..... | 35 | 35 | 35 |
| F..... | 50 | 50 | 30 |
| GS..... | 75 | 55 | 30 |
| M..... | 50 | 50 | 25 |
| Mk-4..... | 40 | 40 | 30 |
| Mk-5, 6..... | 50 | 50 | 30 |
| Mt..... | 75 | 55 | 30 |
| P-5 (T&NO), 6 (2453)..... | 65 | 55 | 30 |
| P-6 (2454, 2458), 7, 8, 10..... | 75 | 55 | 30 |
| RDC..... | 79 | 79 | *30 |
| S, SE..... | 20 | 20 | 20 |
| T-1, 28, 31..... | 50 | 50 | 30 |
| T-32..... | 60 | 55 | 30 |
| Any engine not listed..... | 35 | 35 | 25 |

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

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

***May operate at maximum speed of 60 MPH when handling No. 377 (PCE) and No. 378 (PCE).

Steam engines running backward and DF-1 to 12 and DP class engines operated with engineer in other than lead unit in direction of movement, must not exceed 20 MPH when approaching highway or street crossings at grade, subject to further restrictions imposed by local conditions.

Steam engines coupled tender to tender must not exceed speed permitted same engines running light backward.

Maximum speed of engines under following conditions, running under own steam, or hauled in train:

| | |
|--|--------|
| When all weight has been removed from any one pair of drivers..... | 20 MPH |
| When all weight has been removed from only one wheel of any pair of drivers..... | 30 MPH |
| When engine truck is removed..... | 20 MPH |
| When main rod only is removed..... | 30 MPH |
| When side rod only is removed..... | 30 MPH |
| When both main and side rods are removed... | 20 MPH |

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.

Maximum speed of trains handling dead engines of S or SE class 20 MPH; other SPCo steam engines 40 MPH; and diesel engines the speed shown for same engine running for-light, except DS-200, 201 class must have traction motor brushes removed and speed restricted to 30 MPH.

Dead diesel engines hauled in train and weighing 150,000 pounds or more must be placed first behind the engine handling the train; and dead steam engines weighing 150,000 pounds or more on drivers must be placed with 8 to 15 cars between it and engine handling the train. If weight is less than 150,000 pounds, dead diesel or steam engines must be placed near rear of train. Dead steam engines should be headed in direction of movement when possible.

Unless otherwise restricted, two dead road locomotives may be coupled together for movement. When necessary to separate them, or when an S or SE class and a road locomotive are moved dead in train, a steel underframe freight car must be placed between them, and S or SE class locomotive entrained with tender ahead.

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.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

| MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT | MPH MAIN TRACKS OTHER THAN BRANCHES | MPH MAIN TRACKS ON BRANCHES |
|---|-------------------------------------|-----------------------------|
| Cars and loads with height, width or weight greater than maximum shown in Line Clearance Circular (when movement is authorized) | 40 | 25 |
| Double or triple loads | 40 | 25 |
| Scale test cars | 40 | 30 |
| Cars with arch bar trucks | 40 | 30 |
| Steel pile-drivers | 40* | 30* |
| Relief outfits with steam derrick, except (Relief outfits 7014 and 7025 must not be operated on any branch) | 35* | 25* |
| Power shovel on own wheels | 35* | 25* |
| Ditchers on own wheels, except SPMW-4044 | 35* | 25* |
| Car-top ditchers, if blocking and tie-down cables are removed | 35* | 25* |
| ⊙ K&J pedestal or center-hinged air-dump cars (except SPMW 5100 to 5289 loaded or empty) | 35* | 25* |
| Locomotive cranes | | |
| With boom disconnected, heavy end forward | 35* | 25* |
| With boom disconnected, light end forward | 20* | 15 |
| With boom in place, either end forward | 25* | 15 |
| Rotary snow plows | 25 | 15 |

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

| OTHER MAXIMUM SPEEDS | MPH PASSENGER TRAINS | MPH FREIGHT AND MIXED TRAINS |
|---|----------------------|------------------------------|
| Foreign steel-wheel cars not equipped with high speed trucks | 60 | 55 |
| Trains of deadhead equipment, with caboose | 55 | .. |
| Passenger trains, with caboose | 55 | .. |
| Engine and caboose only, except must not exceed speed for same engine running forward light | .. | 55 |
| Engine, flanger and caboose only, except | .. | 40 |
| On curves | .. | 30 |

⊙ SPMW cars equipped with K type brakes must not be handled in trains consisting of more than 50 cars and train must not exceed 40 MPH while handling such equipment.

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

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

When foreign steel-tired or all-steel wheel cars are picked up at points where no car inspectors are on duty, conductor must contact train dispatcher to determine applicable speed restriction for the movement.

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

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

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

⊙ When moving against current of traffic, or when movement is not protected by block signals, speed of passenger trains must not exceed 59 MPH, and speed of freight trains and light engines must not exceed 49 MPH, nor may speed exceed that applying to normal operation. Unless proceed signal received, or it is known that warning devices are operating, such trains and engines must stop approaching road crossings where automatic warning devices are installed, and may proceed after member of crew protects crossing.

⊙**RULE 10-J.** Yellow speed signs indicate the speed restrictions applying to CITY OF SAN FRANCISCO with DP class engine.

Speed signs to right of track in current of traffic direction with one track intervening:

Eastward at MP 89.50 reading 15,
Eastward at MP 132.58 (Brighton) reading 25,
Westward at MP 91.70 reading 35-15,
Westward at MP 90.75 reading 15,
Westward at MP 90.25 reading 10.

RULE 14(e). As specified below, — — — — — will be indication that flagman may return from east:

Roseville on East Valley Subdivision,
Brighton on Placerville Branch.

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

| West MP | | East MP |
|---------|---|---------|
| 85.51 | Sacramento..... | 95.35 |
| | " (Walnut Grove Branch)..... | 93.09 |
| | " (Placerville Branch)..... | 94.93 |
| 131.60 | " (Stockton line)..... | 136.33 |
| 101.66 | Roseville (Eastward and No. 2 Track)..... | 110.87 |
| 101.66 | " (No. 1 and Westward Track)..... | 110.87 |
| | " (Tehama line)..... | 107.59 |
| 103.80 | Citrus..... | 105.26 |
| | " (Fair Oaks line)..... | 106.48 |
| | Folsom..... | 112.05 |
| 110.57 | " (Placerville Branch)..... | 111.38 |
| 144.31 | Diamond Springs..... | 145.74 |
| 148.19 | Placerville..... | 149.66 |
| 110.64 | Walnut Grove..... | 113.90 |
| 121.05 | Isleton..... | 122.32 |

Sacramento: Westward trains on station tracks must not pass fouling point of adjoining tracks unless proceed signal received from yardman at Second St.

Westward trains on main track must not pass Seventh St. shanty (just west of Signal 891) unless proceed signal received from yardman.

Movement against current of traffic on eastward track Sixth St. to Front St., may be made when proceed signal received from yardman at Sixth St., passing Signal 891 in stop position without stopping, and yardman will be responsible for protection of the movement.

Eastward trains on main track must not pass fouling point of crossover between main tracks, 400 feet east of Sacramento River Drawbridge unless proceed signal received from yardman at Second St., and must not pass first switch of crossover between main tracks west of Sixth St. shanty (1500 feet east of Sacramento River Drawbridge) unless proceed signal received from yardman at Sixth St.

Eastward trains and yard engines on station tracks must not pass fouling point of adjoining tracks unless proceed signal received from yardman at Sixth St., and again at Seventh St.

The two center tracks, for entering and leaving station tracks are equipped with automatic block signals between Sixth St. and Seventh St. Signal 889 will display green aspect when route lined for direct movement to Sixth St., and yellow aspect when route lined for crossover movement to Sixth St. Signal 886 governs movements from station tracks 2, 3, 4 and 5 but does not indicate position of switch 20 feet east of the signal.

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.

Westward freight trains from Mountain Subdivision, after receiving proceed signal from yardman, may pass Signal 1065 displaying stop indication without stopping; and westward freight trains from East Valley Subdivision must not pass Signal 1063 unless proceed signal received from yardman.

Westward first class trains from Mountain Subdivision, when engines are to be changed, must stop clear of point where East Valley Subdivision lead to yard tracks crosses No. 1 Track near MP 106.65.

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

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

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

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

Movement of trains in both directions between MP 106.64 and MP 106.78 on Mountain Subdivision, and between junction switch at MP 106.66 and MP 106.75 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 Mountain 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 or 1067 must not proceed until signal displays proceed indication, but may proceed after stopping if proceed signal received from yardman, movement to be made with caution.

Switch position indicator located at:

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

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

Red aspect... Inoperative.

Yellow aspect... Switch lined for yard receiving unit.

Green aspect... Switch lined for running track Antelope.

RULE 98. Railroad crossings at grade not interlocked: **Sacramento:** WPRR at Front and R Sts.—Trains and engines must approach with caution expecting to find crossing occupied.

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

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

Electric line at Front and M Sts.—Stop and not proceed unless hand signal received from flagman on ground (green flag by day, green light by night).

SNRy at 31st and R Sts.—Stop before crossing.

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

RULE 103-A. Trains and engines must stop and be preceded by flagman before crossing highways at:
Isleton, on wharf spur.

RULE 104. The normal position of rigid switches at junctions:
Citrus—Fair Oaks Branch, for Placerville Branch,
Folsom Jct.—Folsom Branch, for Placerville Branch.

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 |
|-----------------|--|-----------------|
| P-I | } Spring switch, end double track, MP 103.14, Antelope..... | P-I |
| P-I | | |

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Sacramento: Eastward main track from a point 350 feet east of Sacramento River Drawbridge to Signal 890 at Seventh St., is not protected by block signals. All trains must proceed with caution between these points.

Sacramento: Movements over crossings at Front St. just east of Sacramento River Drawbridge governed by signals and derails operated by switchtender at Front St. (except derail on westward main track, which is operated by signal operator on bridge), and do not indicate position of switches or occupancy of track between signals and crossing. Trains and engines moving on proceed indication of signals must see that switches are properly lined for them and that track is not obstructed by other cars or engines. Locations are as follows:

- Westward main track—350 feet east of crossing,
- Eastward main track—For movement against current of traffic, 350 feet from crossing,
- Station tracks—350 feet from crossing. Green aspect for movement to westward main track; yellow aspect for movement through crossover to eastward main track,
- Front St. track—100 feet from crossing of main tracks,
- Pioneer Mill track—also governs movement to store lead,
- No. 4 track—also governs movement to No. 5 track,
- No. 6 track—also governs movement to No. 7 track.

If signal 350 feet east of Front St. crossing governing movement on westward main track or from station tracks does not indicate proceed, trains or engines after stopping may proceed on signal from switchtender to clearance point of Front St. crossing, yellow flag by day, yellow light by night.

RULE 535. SPRING SWITCHES

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

| Location | Normal Position |
|---|---------------------|
| Antelope... End of double track (MP 103.14)..... | Westward main track |

Switch position indicator located at:

Roseville.... Spring switch No. 2 Track, east end drill track.

Indicator does not indicate track occupancy but governs movements against current of traffic No. 2 Track. See Rule D-539.

RULE 605. INTERLOCKING

Sacramento River Drawbridge: Eastward trains failing to receive green aspect in approach Signal 878 must stop west of road crossing, 1030 feet east of Signal 878, unless semi-automatic signal at MP 88.4 indicates "proceed".

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

Yard engines using industry spurs will give following signal from push button located on home signal 400 feet west of crossing:

- To Valley Grocery spur, o — —,
- To Bekins spur, — o —.

⊙**Elvas:** Limits extend on Sacramento-Roseville line from interlocking signal 1,800 feet west of tower to interlocking signal 1,370 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.

Hand signals as required by Rule 628 may be given from the tower instead of from the ground.

Following switches are equipped with electric switch locks and electric switch locks must not be operated until permission has been obtained from signal operator:

- Hopfen spur..... Switch and derail.
- R Street industrial track..... Crossover between center siding and westward main tracks.
- Crossover from center siding to eastward main track.
- End of center siding.

Permission must be obtained for each movement into or out of American Can Co. spur.

Telephone transmitter located on pole at MP 93.2. Route signal must be sounded by westward trains at sign reading "Whistle Route" located 600 feet east of transmitter.

Whistle signals governing routes as follows:

- To Sacramento, — o —,
- To Polk, o —,

⊙**Roseville:** Limits as follows:

On main tracks between MP 102.50 and MP 106.64. Eastward signal at MP 102.50 governs movements as follows:

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

Eastward signal at MP 106.16 governs movement as follows:

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

Telephone transmitter located on pole at Walerga, MP 99.71 for eastward trains and engine whistle signal, — o —, must be sounded at sign reading "Passenger Whistle" located 600 feet west of transmitter by all trains proceeding on main track to Roseville.

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

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

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

SPECIAL INSTRUCTIONS—SACRAMENTO SUBDIVISION

GENERAL REGULATIONS

○**RULE 825. Benali:** Kathleen Ave. crossing must not be blocked unnecessarily. No cars may be spotted within 300 feet of this crossing on any yard track, except team track.

Placerville: Portable rail skids on posts at west end of interchange track. When necessary to leave cars on lower end of Camino main track or interchange track, rail skid must be placed on rail and leading wheel of first car in descending direction run onto rail skid, and hand brakes set if brakes are operative before engine is detached. Trains picking up cars on these tracks must remove rail skid and return it to proper post and lock it in place with switch lock.

AIR BRAKE RULES

RULE 17. Retaining valves must be used on freight and mixed trains on descending grades as follows:

On Placerville Branch:

MP 131.70 to MP 123.00. One retaining valve for each 70 tons in train, except when handled by DF-101 to 108, 110, 112 to 125 class engines with dynamic brake in operation handling over 1750 tons, one retaining valve for each 125 tons in train.

FREIGHT TRAINS

RULE 22. Hand brakes on outgoing trains at Roseville must not be released until engine is coupled to train or yard air is through train.

RULE 25. Rear end test must be made immediately prior to leaving Placerville on westward trains.

RULE 33. Gross tonnage of any freight train must not exceed the tons per operative brake between the stations shown below:

Placerville to Folsom Jct.—50 tons.

TRAIN HANDLING

RULE 60. On freight trains using dynamic brakes, before entering or leaving siding, turnout or crossover on descending grade between Placerville and Folsom, dynamic braking force must be reduced to one half of the maximum and, if necessary, automatic brake applied sufficiently so that speed of 15 MPH will not be exceeded while engine is moving between points 500 feet before reaching and 1500 feet after passing turnout or crossover.

PASSENGER TRAINS

RULE 36. Roseville: Engineer on incoming train will leave brakes applied when train stops, and if continuity of brake pipe is not disturbed car inspector will note that rear brakes on train apply, then will signal outgoing engineer to release brakes, noting that rear brakes of train release. Running test in accordance with Rule 39 must be made as soon as speed permits after leaving Roseville.

MISCELLANEOUS

○**Sacramento:** Stationmaster or his representative will inform conductor or member of crew when passenger train is ready to depart, except in the absence of stationmaster or his representative conductor of Nos. 21 and 22 will start train. Trainmen must be so distributed as to give proceed signal by hand or lamp.

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

| Class of Engine | Restricted Tracks |
|-----------------|--|
| AC..... | Sacramento—Umbrella sheds at passenger station. All engines. Folsom—Beyond engine restriction sign east of east yard limit sign. |

11. Load limit (car and contents):

| | |
|-----------------------------------|----------------|
| Sacramento-Roseville..... | 251,000 pounds |
| Brighton-Elvas..... | 251,000 pounds |
| Sacramento-Isleton..... | 210,000 pounds |
| Sacramento-Brighton via R St..... | 240,000 pounds |
| Brighton-Placerville..... | 210,000 pounds |
| Folsom Jct.-Folsom..... | 210,000 pounds |
| Citrus-Fair Oaks..... | 210,000 pounds |

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

○13. LOCATION OF STOCK YARDS

| Station | Capacity in cars |
|---------------------|------------------|
| Washington..... | 21 (Water) |
| Roseville..... | 12 (Water) |
| Placerville Branch | |
| White Rock..... | 30 (Water) |
| Walnut Grove Branch | |
| Walnut Grove..... | 5 (Water) |

○30.

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

| MP | Location | Description |
|-----------------------|------------------------------|----------------------------------|
| 88.54 | Sacramento..... | Sacramento River bridge ... Side |
| 92.15 | Elvas..... | American River bridge Side |
| (Placerville Branch) | | |
| 122.3 | East of White Rock. | Rock cut..... Side |
| 126.4 | Latrobe..... | Rock cut..... Side |
| 126.5 | East of Latrobe.... | Rock cut..... Side |
| 128.6 | East of Latrobe ... | Rock cut..... Side |
| 139.17 | East of Shingle Springs..... | Tunnel No. 1. Side and overhead |
| (Walnut Grove Branch) | | |
| 92.41 | East of Baths..... | Bridge..... Side |
| 111.42 | Snodgrass Slough .. | Bridge..... Side |

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS

With Caution Not Exceeding MPH

| | |
|--|----|
| Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except: | 15 |
| Through slip switches..... | 10 |
| Through turnouts on other than sidings..... | 10 |
| On branches..... | 10 |
| Through all sidings, yard tracks and other tracks with engine running backward..... | 10 |
| On "R" St. Sacramento, between Front St. and Brighton..... | 10 |
| On Mather Field spur..... | 10 |
| On back tracks or engine leads to Roundhouse, Sacramento..... | 10 |
| On American Can Company tracks, Elvas.... | 10 |
| On tracks serving McClellan Field (Plane-haven)..... | 10 |
| On spur to Government lumber yard and Camp Kohler, Walerga..... | 10 |

SPECIAL INSTRUCTIONS—SACRAMENTO 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 4, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT** and **OTHER MAXIMUM SPEEDS** appearing on page 5 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

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

| TERRITORY | | | *Streamlined PASSENGER TRAINS | OTHER PASSENGER TRAINS | FREIGHT AND MIXED | LIGHT ENGINES | | TERRITORY | | | *Streamlined PASSENGER TRAINS | OTHER PASSENGER TRAINS | FREIGHT AND MIXED | LIGHT ENGINES | |
|------------------------------------|-------------------------------------|------------------|--|---|-------------------------|--------------------|---------------------|---------------------------------------|---|--------------------------|-------------------------------------|------------------------------|-------------------------|--------------------|---------------------|
| | | | | | | RUNNING FORWARD | RUNNING BACKWARD | | | | | | | RUNNING FORWARD | RUNNING BACKWARD |
| MP | MP | Column: | A | 1 | 2 | 3 | 4 | MP | MP | Column: | A | 1 | 2 | 3 | 4 |
| EASTWARD, SACRAMENTO TO ROSEVILLE: | | | | | | | | WESTWARD, ROSEVILLE TO SACRAMENTO: | | | | | | | |
| 88.54 to 89.50 | 89.50 to 90.00 | 90.00 to 91.65 | 91.65 to 92.56 | 92.56 to 95.00 (Benali) | 95.00 to 102.50 | 102.50 to 106.08 | 106.08 to 106.91 | 106.91 to 106.08 | 106.08 to 102.50 | 102.50 to 95.00 (Benali) | 95.00 to 92.56 | 92.56 to 91.65 | 91.65 to 90.00 | 90.00 to 89.50 | 89.50 to 88.54 |
| 10 | 15 | 35 | 25 | 50 | 79 | 35 | 15 | 15 | 35 | 79 | 50 | 25 | 35 | 15 | 10 |
| 10 | 15 | 35 | 25 | 50 | 79 | 35 | 15 | 35 | 35 | 70 | 50 | 25 | 35 | 15 | 10 |
| 10 | 15 | 35 | 25 | 50 | 79 | 35 | 15 | 35 | 35 | 70 | 50 | 25 | 35 | 15 | 10 |
| 10 | 15 | 35 | 25 | 50 | 79 | 35 | 15 | 35 | 35 | 70 | 50 | 25 | 35 | 15 | 10 |
| 10 | 15 | 35 | 25 | 50 | 79 | 35 | 15 | 35 | 35 | 70 | 50 | 25 | 35 | 15 | 10 |
| 10 | 15 | 35 | 25 | 50 | 79 | 35 | 15 | 35 | 35 | 70 | 50 | 25 | 35 | 15 | 10 |
| EASTWARD, BRIGHTON TO ELVAS: | | | | | | | | WESTWARD, ELVAS TO BRIGHTON: | | | | | | | |
| 133.20 to 133.33 | 133.33 to 133.35 (end double track) | 133.35 to 136.00 | 136.00 to 136.36 (91.65) (Wye to Sacramento) | 136.00 to 136.38 (92.03) (Wye to Roseville) | | | | 136.38 to 135.99 (Wye from Roseville) | ★136.36 to 135.99 (Wye from Sacramento) | 135.99 to 133.33 | 133.33 to 133.20 | | | | |
| 65 | 25 | 40 | 25 | 25 | | | | 25 | 20 | 40 | 70 | | | | |
| 55 | 25 | 35 | 25 | 25 | | | | 25 | 20 | 35 | 55 | | | | |
| 55 | 25 | 35 | 25 | 25 | | | | 25 | 20 | 35 | 55 | | | | |
| 30 | 20 | 30 | 25 | 25 | | | | 25 | 20 | 35 | 55 | | | | |
| 30 | 20 | 30 | 25 | 25 | | | | 25 | 20 | 35 | 55 | | | | |
| 30 | 20 | 30 | 25 | 25 | | | | 25 | 20 | 35 | 55 | | | | |
| 30 | 20 | 30 | 25 | 25 | | | | 25 | 20 | 35 | 55 | | | | |
| EASTWARD, BRIGHTON TO PLACERVILLE: | | | | | | | | WESTWARD, PLACERVILLE TO BRIGHTON: | | | | | | | |
| 94.67 to 111.10 | 111.10 to 139.00 | 139.00 to 139.30 | 139.30 to 148.70 | | | | | 148.70 to 139.30 | 139.30 to 139.00 | 139.00 to 111.10 | 111.10 to 94.67 (133.27) | | | | |
| 30 | 20 | 10 | 20 | | | | | 20 | 10 | 20 | 30 | | | | |
| 30 | 20 | 10 | 20 | | | | | 20 | 10 | 20 | 30 | | | | |
| 30 | 20 | 10 | 20 | | | | | 20 | 10 | 20 | 30 | | | | |
| 30 | 20 | 10 | 20 | | | | | 20 | 10 | 20 | 30 | | | | |
| EASTWARD, FOLSOM JCT. TO FOLSOM: | | | | | | | | WESTWARD, FOLSOM TO FOLSOM JCT.: | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| EASTWARD, CITRUS TO FAIR OAKS: | | | | | | | | WESTWARD, FAIR OAKS TO CITRUS: | | | | | | | |
| | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | |
| EASTWARD, SACRAMENTO TO ISLETON: | | | | | | | | WESTWARD, ISLETON TO SACRAMENTO: | | | | | | | |
| 89.59 to 114.50 | 114.50 to 121.90 | | | | | | | 121.90 to 114.00 | 114.00 to 89.59 | | | | | | |
| 20 | 15 | | | | | | | 15 | 20 | | | | | | |
| 20 | 15 | | | | | | | 15 | 20 | | | | | | |

★★ICC Regulation.

*Streamlined passenger trains applies only to CITY OF SAN FRANCISCO with DP class engine.

CITY OF SAN FRANCISCO with P-7, 8, 10; GS, or Mt class engine, may run not to exceed 75 MPH on tangent track where 70 MPH is authorized in Column 1.

○No. 377 (PCE) and No. 378 (PCE), when consist contains no restricted cars, may operate at passenger speeds shown in Column 1, except maximum speed must not exceed 60 MPH.

SPECIAL INSTRUCTIONS—SACRAMENTO SUBDIVISION

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

| NOMINAL CLASS | ENGINE NUMBERS | Polk and Roseville Sacramento and Roseville | Placerville to Folsom | Folsom to Placerville | Folsom to Brighton | Brighton to Folsom | Sacramento and Ileton |
|---|---|--|-----------------------|-----------------------|--------------------|--------------------|-----------------------|
| DP-4, 7 | 6000 to 6004, 6017, 6018, 5900 to 5909 | 1250 | ..... | ..... | ..... | ..... | ..... |
| DP-5, 6 | 6005 to 6016, 6055, 6056, 5910 to 5915 | 2275 | ..... | ..... | ..... | ..... | ..... |
| DP-8, 9, 10 | 6019 to 6033, 5918 to 5924 | 3075 | ..... | ..... | ..... | ..... | ..... |
| DP-11 | 6034 to 6045 | 3275 | ..... | ..... | ..... | ..... | ..... |
| DP-12 | 6046 to 6054 | ..... | ..... | ..... | ..... | ..... | ..... |
| DF-1 to 12 | 6138 to 6461, 8022 to 8303 | 3600 | ..... | ..... | ..... | ..... | ..... |
| DF-100 | 5200 to 5202 | ..... | ..... | ..... | ..... | ..... | ..... |
| DF-101 to 108, 110, 112 | 4900 to 4902, 5203 to 5249, 5253 to 5278 | 5000 | 1825 | 975 | 5000 | 4125 | 4775 |
| DF-109, 111 | 4903 to 4905, 5250 to 5252 | 5000 | ..... | ..... | ..... | ..... | ..... |
| DF-114, 116 to 118, 120 to 122, 124, 125 | 5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493 | 5900 | 1850 | 1200 | 5650 | 3600 | 4850 |
| DF-115, 119, 123, 126 | 5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507 | ..... | ..... | ..... | ..... | ..... | ..... |
| DF-200 to 206 | 5100 to 5120 | 1925 | ..... | ..... | ..... | ..... | ..... |
| DF-300 to 304 | 4600 to 4623, 4700 to 4703 | ..... | ..... | ..... | ..... | ..... | ..... |
| DF-305, 306 | 4624 to 4633 | ..... | ..... | ..... | ..... | ..... | ..... |
| DF-307 | 4634 to 4645 | ..... | ..... | ..... | ..... | ..... | ..... |
| DF-500, 501 | 4800 to 4815 | ..... | ..... | ..... | ..... | ..... | ..... |
| DF-603, 605, 606, 607 | 5600 to 5719 | ..... | ..... | ..... | ..... | ..... | ..... |
| DS-1 to 8 | 1000 to 1032 | 1600 | 400 | 280 | 1150 | 725 | 1200 |
| DS-9, 10 | 1033 to 1052 | ..... | ..... | ..... | ..... | ..... | ..... |
| DS-100 to 109, 111, 115, 119 | 1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567 | 2400 | 700 | 490 | 1925 | 1250 | 2000 |
| DS-110, 114, 118 | 1442 to 1463, 1492 to 1513, 1539 to 1550 | 3100 | 1250 | 590 | 3825 | 2425 | 2375 |
| DS-113, 117, 120 | 1486 to 1491, 1529 to 1538, 1568 to 1574 | ..... | ..... | ..... | ..... | ..... | ..... |
| DS-200, 201 | 1900 to 1903 | 775 | 230 | 155 | 675 | 475 | 620 |
| M-4 | 1673, 1713 | 2300 | 625 | 390 | 1875 | 1150 | 1700 |
| M-6, 8 | 1726 to 1796, 1824, 1825 | 2700 | 775 | 495 | 2300 | 1425 | 2075 |
| M-9 | 1805 to 1817 | 2825 | 825 | 525 | 2425 | 1500 | 2200 |
| M-11 | 1833 | 2950 | 825 | 525 | 2425 | 1500 | 2200 |
| T-1 | 2248, 2252 | 1950 | 550 | 350 | 1675 | 1050 | 1550 |
| T-28, 31 | 2312 to 2361 | 3100 | 900 | 575 | 2650 | 1625 | 2400 |
| T-32 | 2366 to 2384 | 3100 | 900 | 575 | 2700 | 1725 | 2525 |
| P-6 | 2454 | 3075 | 900 | 550 | 2675 | 1650 | 2375 |
| P-7 | 2476, 2477 | 3275 | 975 | 600 | 2850 | 1750 | 2525 |
| P-8, 10 | 2463 to 2472, 2479 to 2483 | 3650 | ..... | ..... | ..... | ..... | ..... |
| P-8, 10 | 2475, 2484 to 2491 | 3650 | ..... | ..... | ..... | ..... | ..... |
| C-8, 9, 10 | 2513 to 2598, 2700 to 2854 | 3425 | 1000 | 650 | 2900 | 1775 | 2600 |
| C-18 | 3400, 3406 | 3150 | 925 | 600 | 2675 | 1650 | 2375 |
| C-19 | 3423 | 3300 | 950 | 625 | 2775 | 1725 | 2475 |
| Mk-4 | 3203 to 3236 | 3875 | ..... | ..... | ..... | ..... | ..... |
| Mk-5, 6 | 3247, 3251, 3264, 3275 | 4350 | ..... | ..... | ..... | ..... | ..... |
| F-1 | 3616 to 3643 | 4975 | ..... | ..... | ..... | ..... | ..... |
| F-3, 4, 5 | 3653 to 3765 | 5725 | ..... | ..... | ..... | ..... | ..... |
| AC-6 to 12 | 3804, 3805, 4151 to 4294 | 9550 | ..... | ..... | ..... | ..... | ..... |
| Mt-1, 3, 4, 5 | 4300 to 4376 | 4600 | ..... | ..... | ..... | ..... | ..... |
| GS-1, 2 | 4402 to 4415, 4470 to 4472 | 4950 | ..... | ..... | ..... | ..... | ..... |
| GS-3, 4, 5, 6 | 4417 to 4469 | 5150 | ..... | ..... | ..... | ..... | ..... |
| GS-7, 8 | 4475 to 4487 | ..... | ..... | ..... | ..... | ..... | ..... |

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

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

- 119.40 and 120.10
- 129.00 and 129.80
- 130.20 and 130.70
- 131.70 and 132.30
- 197.20 and 220.60
- 221.00 and 222.00
- 225.30 and 232.60
- 236.10 and 238.80

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

○**RULE 10-J.** Yellow speed signs indicate the speed restrictions applying to CITY OF SAN FRANCISCO with DP class engine.

Speed signs placed to the right of track in current of traffic direction but with two tracks intervening:

Eastward at MP 106.94 reading 40-35-25.

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(e). As specified below, — — — — — will be indication that flagman may return from east:
Roseville on East Valley Subdivision.

RULE 14(l). Westward trains will sound crossing whistle signal immediately after emerging from west portal of Tunnel No. 6, west of Eder.

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

| West MP | East MP |
|---------|--|
| 101.66 | Roseville (Eastward and No. 2 Track)..... 110.87 |
| 101.66 | “ (No. 1 and Westward Track) 110.87 |
| | “ (Tehama line)..... 107.59 |
| 119.34 | Newcastle (No. 2 Track)..... 120.82 |
| 118.74 | “ (No. 1 Track)..... 120.15 |
| 140.03 | Colfax..... 142.94 |
| 169.11 | Emigrant Gap..... 172.12 |
| 207.28 | Truckee..... 209.09 |
| 241.63 | Sparks..... 247.60 |

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

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.

Westward freight trains from Mountain Subdivision must not pass Yosemite St. (MP 106.91) unless flashing yellow light is displayed in special signal just west of Yosemite St.

Westward freight trains from Mountain Subdivision, after receiving proceed signal from yardman, may pass Signal 1065 displaying stop indication without stopping; and westward freight trains from East Valley Subdivision must not pass Signal 1063 unless proceed signal received from yardman.

Westward first-class trains and trains of passenger equipment from Mountain Subdivision, when engines are to be changed, must stop clear of point where East Valley Subdivision lead to yard tracks crosses No. 1 Track near MP 106.65.

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

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

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

Movement of trains in both directions between MP 106.64 and MP 106.78 on Mountain Subdivision, and between junction switch at MP 106.66 and MP 106.75 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 on 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 Mountain 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 or 1067 must not proceed until signal displays proceed indication, but may proceed after stopping if proceed signal received from yardman, movement to be made with caution.

Switch position indicator located at:

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

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

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

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

RULE 102. Should a passenger train break in two or an emergency application of brakes occur while in motion on the grade between Colfax and Truckee, forward brakeman will immediately go towards rear, close angle cock at opening if train is 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 they start.

○**RULE 103-A.** 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 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 or CLEAR is illuminated, indicator is out of service and report must be made to chief train dispatcher as soon as practicable.

SPECIAL INSTRUCTIONS—MOUNTAIN SUBDIVISION

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

RULE 211. Will apply when letter "M" is illuminated in letter type indicator as follows:

| On Signal | Approaching |
|-------------|-------------|
| ⊙ 1404..... | Colfax |
| ⊙ 1429..... | Colfax |
| 2091..... | Truckee |

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-1214 | Collision detector, highway underpass, MP 121.94..... | |
| 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 144.50..... | |
| P-2146) | Slide detector fence MP 216.50..... | (P-2181 |
| P-2164) | | (P-2165 |
| ⊙ P-2220) | Slide detector fences, MP 222.28, MP 222.84, MP 223.85 and MP 224.20..... | (P-2239 |
| ⊙ P-2240) | | (P-2259 |

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Sparks: Upper unit of Signal 2452 on signal bridge governs main track movements on eastward main track. Lower unit of Signal 2452 on signal bridge governs diverging route movement from eastward main track across westward track into freight yard. Dwarf light Signals 2453 and 2459 govern main track movements on westward main track.

Following main track not protected by block signals:

Eastward, from 1400 feet east of engine lead switch at MP 245.5 to Signal 2462.

Westward, from east switch of crossover forming end of double track to Signal 2459.

Dwarf light Signal 2455 governs movement from engine lead to eastward main track. When this signal indicates "stop," engine must after stopping at signal, proceed only on hand signal from yardman. Yardman must not give signal to engineer until trains moving on eastward main track have stopped or crossover switches are lined from eastward main track into freight yard, protecting movement.

⊙ Signals 2470 and 2472 are equipped with push buttons. After properly operating push buttons, if signal fails to display green or yellow aspect, train may proceed as prescribed by Rule 509(d).

RULE D-506. Signals govern movements in both directions on No. 1 Track and No. 2 Track between crossover at Emigrant Gap and Andover.

Signals govern movements in both directions on No. 1 Track between MP 111.89 and Newcastle.

Rule 509 as applied to single track, or Rule 510 will apply when these signals display stop indication for trains moving against the current of traffic.

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

RULE 535. SPRING SWITCHES

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

| Location | Normal Position |
|----------------|--|
| Roseville..... | East end east drill track... No. 2 Track |
| Roseville..... | East end house track..... East drill track |
| Midas..... | West end siding..... No. 1 Track |

Switch position indicators located at:

Roseville... Spring switch No. 2 Track, east end drill track.

Midas..... Spring switch, west end siding.

Indicator does not indicate track occupancy but governs movements against current of traffic No. 2 Track. See Rule D-539.

RULE 605. INTERLOCKING

⊙ **Roseville:** Limits as follows:

On main tracks between MP 102.50 and MP 106.64.

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

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

Norden: Interlocking limits extend on No. 1 Track and No. 2 Track from interlocking signals located on signal bridge 775 feet west of train-order office to interlocking signals on signal bridge 100 feet east of east switch of east crossover Eder, MP 197.80.

East crossover switches at Eder are dual control switches; west crossover switches are hand operated and equipped with electric switch locks.

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

When desired to use west crossover at Eder consult operator at Norden by phone to release electric lock. Train must not pass interlocking signal until both switches have been lined. Electric locks cannot be released with train standing between interlocking signals.

Telephones are located in house at east end of crossover.

Fire Train spur—Switch and derail hand operated, derail electrically locked and must not be thrown until permission has been obtained from operator.

Run-around track—Trains or engines occupying run-around track must obtain permission from operator before lining switch to siding.

Spur track switches must not be lined for movement to siding without first obtaining permission from operator.

When interlocking signal located at MP 195.82 indicates "Stop", westward trains will call operator.

Repeater signal is located on left side of track governing westward movements from turntable lead to No. 2 Track.

Westward interlocking signal on No. 1 Track, 240 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.

When westward trains are moved against current of traffic Eder to Norden, no eastward train or light engine may be permitted to occupy No. 2 Track between signal bridge 775 feet west of train-order office and east switch Norden except for movement from No. 2 Track to siding.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

| | |
|---------------------------|-------------------------|
| Illum. On | Authorizes and Requires |
| Letter Signal Approaching | Movement as Follows |

EASTWARD

- M. 7-ft. mast. Bowman . . . Proceed to Colfax
- M. Signal Case. East end siding Bowman . . . Enter eastward track and proceed to colfax.
- (Does not relieve conductors or engineers of complying with Rule 513.)
- M. 1404. Colfax. Proceed to Colfax.
- S. 1404. Colfax. Enter siding and contact operator.
- M. 1514. Gold Run . . . Proceed to Midas.
- M. 7-ft. mast. Midas Proceed to Emigrant Gap.
- M. 1698. Emigrant Gap. Proceed to Norden.
- W. 7-ft. mast MP 241.80 . Reno. Eastward passenger trains must stop west of Keystone Street, MP 242.11, and not proceed until it is known that westward passenger train at Reno passenger station has started moving.

WESTWARD

- M. 2331. Verdi. Proceed to Truckee.
- S. 2091. Truckee. Enter westward siding.
- M. 1725. Emigrant Gap. Proceed to Midas.
- M. 1611. Midas. Proceed to Gold Run.
- S. 1611. Midas. Enter middle siding expecting to pass a train on main track.
- W. 1601. West end Midas. Wait 15 minutes for following train or light engine to pass.
- M. 1539. Gold Run . . . Proceed to Colfax.

Trains desiring to enter siding at Midas and finding signal displaying stop indication and not displaying illuminated letter type indicator, must secure permission from train dispatcher.

GENERAL REGULATIONS

○ **RULE 825.** Portable rail skids are hung on posts at lower end of sidings at the following stations:

Bowman Gold Run Midas Emigrant Gap Verdi

When necessary to leave cars on any of these sidings permission must first be obtained from chief train dispatcher, after which rail skid must be placed on rail and leading wheel of first car in descending direction run onto the rail skid, and hand brakes set if brakes are operative before engine is detached.

Trains picking up cars from these sidings must remove rail skid and return it to proper post and lock it in place with switch lock.

RULE 827. Freight trains handled by steam engine will stop between switches, as indicated, at the following stations for heat radiation, at which time train inspection will be made, and enginemen will inspect engines and drain water from main reservoirs and dirt collectors on engine:

| Eastward | Westward |
|--|---|
| MP 202.00 10 mins. | Troy 10 mins. |
| (Stop must be made west of Culvert 202.31) | Yuba Pass. 10 mins. |
| Truckee. 10 mins. | MP 164.30, West of Blue Canon 5 mins. |
| | Midas. 10 mins. |
| | Gold Run. 10 mins. |
| | Bowman. 10 mins. |

On freight trains between Lawton and Loomis, a member of the crew must observe track to rear of train for evidence of derailment or any other condition requiring immediate stopping of train. Two Dietz lanterns placed on rear of caboose will be used at night to assist in observing track. When practicable, member of crew must ride rear platform or in rear car on all trains and in a position to observe fire that may be set from moving train while passing through wooden-lined tunnels and over open-deck wooden trestles.

Freight trains handled by diesel engine with dynamic brake operating, may make continuous run Norden to Roseville, provided rolling inspection of train is made at Gold Run.

Train must approach east end of siding at Gold Run at speed not exceeding 8 MPH to allow brakeman to detrain on engineer's side, and must not exceed 8 MPH for length of train, and may then increase speed unless flashing white light appears on mast of Signal 1515.

Brakeman will make rolling inspection as train passes, and if defect requiring stopping of train is observed, will open relay box on post just east of Signal 1529 with switch key, and press button marked "Start", and hold it until white pilot light appears on the board, which will actuate flashing white light on Signal 1515 at west end of siding. Engineer must stop train when flashing white light appears, and must not again move the train until orally informed by conductor or brakeman that train is ready to proceed. After white light is actuated, it must be extinguished before train starts by pressing button marked "Cancel", but extinguishing the light will not authorize movement of train.

Train inspection light located at east end of siding on westward track will be illuminated on approach of westward train, and inspection is to be made at that point.

RULE 874. Westward light engines equipped with tire coolers will stop at Emigrant Gap to inspect tire coolers and tie sprinklers.

AIR BRAKE RULES

○ **RULE 17.** Retaining valves must be used on freight and mixed trains handled by steam engines on descending grades as follows:

Norden to Truckee: One retaining valve for every 60 tons in train.

Summit to Yuba Pass: One retaining valve for every 70 tons in train.

Yuba Pass to Loomis: One retaining valve for every 50 tons in train.

Exception: If tonnage exceeds the number of tons specified for each retaining valve, trains may be handled Yuba Pass to Auburn with up to 55 tons, Auburn to Loomis with up to 60 tons, and Norden to Truckee with up to 62½ tons per operative retaining valve if necessary. Not necessary to turn down retaining valves at Loomis unless stop is made for other reasons.

Retaining valves must not be turned down on eastward freight trains at Truckee until engine has passed west switch of house track.

Retaining valves must be used on freight and mixed trains handled by diesel engines on descending grades as follows:

Norden to Truckee: With five dynamic brakes in operation handling over 6000 tons, one retaining valve for each 125 tons in train. With four dynamic brakes in operation handling over 5125 tons, one retaining valve for each 125 tons in train.

With three dynamic brakes in operation handling over 3750 tons, one retaining valve for each 125 tons in train.

SPECIAL INSTRUCTIONS—MOUNTAIN SUBDIVISION

○**Norden to Loomis:** With four dynamic brakes in operation handling over 4125 tons, one retaining valve for each 125 tons in train.

With three dynamic brakes in operation handling over 3100 tons, one retaining valve for each 125 tons in train.

Diesel engines used as helpers and placed at or near rear of freight trains handled by diesel road engines with dynamic brakes in operation on head end will use dynamic brakes on descending grade. Additional tonnage in the same ratio per unit as specified for road engine may be handled without retaining valves.

Between Loomis and Truckee: With less than three dynamic brakes in operation, retaining valves as prescribed for trains handled by steam engine must be used.

Retaining valves must be used on passenger trains handled by steam engines on descending grades as follows:

Norden to Truckee: Fifty percent of retaining valves on trains consisting entirely of mail and express cars. Accessible retaining valves will be used on other passenger trains.

Summit to Loomis: All retaining valves.

Retaining valves must be used on passenger trains handled by diesel engines on descending grades as follows:

Norden to Truckee: With three dynamic brakes in operation, handling over 3000 tons, one retaining valve for each 165 tons in train. With two dynamic brakes in operation, handling over 2000 tons, one retaining valve for each 165 tons in train.

Summit to Loomis: With three dynamic brakes in operation, handling over 2500 tons, one retaining valve for each 165 tons in train. With two dynamic brakes in operation, handling over 1700 tons, one retaining valve for each 165 tons in train. Trains with less than two dynamic brakes in operation will use retaining valves as prescribed for trains handled by steam engines.

FREIGHT TRAINS

RULE 22. Hand brakes on outgoing trains at Roseville must not be released until engine is coupled to train or yard air is through train.

○**RULE 25.** Rear end test must be made immediately prior to leaving Norden on eastward freight trains; at Truckee and at Summit or Norden on westward freight trains, except when not required to stop for other reasons westward freight trains may, when means of communication available, make continuous run from Sparks to Roseville provided road engineer is assured by trainmen that air gage in caboose registers normal brake pipe pressure when passing Truckee and Norden.

From May 1st to November 1st diesel-powered westward freight trains when not required to stop at Truckee for other reasons may, when means of communication not available, make continuous run from Sparks to Norden provided air gage in caboose registers normal brake pipe pressure when passing Truckee. Trainmen, after noting required amount of air pressure on caboose gage, will give proceed signal to head end as caboose passes Eder tool house. If engineer does not receive required signal, train must be stopped and rear end test made.

○**RULE 33.** Gross tonnage of any freight train must not exceed the tons per operative brake between the stations shown below:

| | |
|--------------------------|----------|
| Norden to Truckee..... | 62½ tons |
| Summit to Yuba Pass..... | 70 tons |
| Yuba Pass to Auburn..... | 55 tons |
| Auburn to Loomis..... | 60 tons |

except:

Freight trains handled by DF-101 to 125 class engine and with dynamic brakes in operation, may handle 75 tons per operative brake Auburn to Loomis.

TRAIN HANDLING

RULE 60. On freight trains using dynamic brakes, before entering or leaving siding, turnout or crossover on descending grade between Norden and Loomis and Norden and Lawton, dynamic braking force must be reduced to one

half of the maximum and, if necessary, automatic brake applied sufficiently so that speed of 15 MPH will not be exceeded while engine is moving between points 500 feet before reaching and 1500 feet after passing turnout or crossover.

PASSENGER TRAINS

RULE 36. Roseville: Engineer on incoming train will leave brakes applied when train stops, and if continuity of brake pipe is not disturbed car inspector will note that rear brakes on train apply, then will signal outgoing engineer to release brakes, nothing that rear brakes of train release. Running test in accordance with Rule 39 must be made as soon as speed permits after leaving Roseville.

RULE 39. Running test must be made on westward trains just after emerging from Tunnel No. 6, west of Eder.

MISCELLANEOUS

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

| Class of Engine | Restricted Tracks |
|---|---|
| F, AC, Mk, Mt, GS, DF-1 to 12, DF-100 to 125, DF-300 to 306, DF-500, 501, DF-603, DP-4 to 11, DS-1 to 8..... | Rocklin—Team and house tracks. |
| F, Mk, Mt, GS..... | Loomis—House tracks; tracks Nos. 1, 2, and 3; Pacific spur. |
| “ | Penryn—Fruit spur west of station. |
| “ | Newcastle—Fruit spurs Nos. 3, 4, 6 and 7; Auburn Lbr. Co. spur. |
| “ | Auburn—Standard Oil Co. spur and High line. |
| Steam engines over 200,000 lbs. on drivers, DF-1 to 12, DF-101 to 125, DF-300 to 306, DF-500, 501, DF-603, DP-4 to 11, DS-100 to 118..... | Soda Springs—Spur tracks off siding. |
| “ | Norden—Lumber spurs Nos. 3, 4, and 5 beyond derail. |

11. Load limit (car and contents):
Roseville-Sparks.....251,000 pounds
Unless authorized by Superintendent, heavier loads must not be handled.

12. Tracks between Roseville and Sparks numbered, and unless otherwise authorized, will be used as double track as follows:
No. 1 westward trains, via Auburn and
No. 2 eastward trains, via Auburn, Nevada Street.

○**13. LOCATION OF STOCK YARDS**

| Station | Capacity in cars |
|-------------------|------------------|
| Roseville..... | 12 (Water) |
| Rocklin..... | 20 (Water) |
| Soda Springs..... | 20 (Water) |
| Truckee..... | 10 (Water) |
| Sparks..... | 394 (Water) |

24. Minimum clearances for rotary plows:
Rotary snow plows 7210 and 7222 equipped with wings will not clear snow sheds and tunnels when wings are extended.

All rotaries will not properly clear ground throw switches with switch lamps and it will be necessary to remove switch lamps before passing and then replace them.

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

Rotary snow plows equipped with wide wings must not meet or pass other rotaries so equipped, on adjacent track until it is known that proper clearance exists.

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

OPERATION OF TURNABLES

28. Yellow light signals on leads from turntable at Norden. These signals will indicate route to be used from turntable. If no aspect visible when engine is ready to leave turntable, telephone operator at Norden for instructions.

Turntable 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, east end, will stop to clear table and fireman after properly lining and locking table will signal engineer to move onto table by green light controlled by push 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.

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

Marker posts are placed on each end of the Norden turntable to aid in spotting engines. AC class engines must be spotted with center of cab door directly opposite marker post to avoid couplers striking concrete piers when turning.

Enginemmen must see that knuckles on both ends of engine are closed before turning engine.

Normal position turntable will be as follows:

Norden.....East approach to eastward track.

Trainmen and enginemmen using this turntable must leave it lined as shown above.

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

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

30.

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

| MP | Location | Description |
|-----------------------------|-----------------------------------|--|
| (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 Lincoln Ave., Penryn..... | Tunnel No. 17.....Side and overhead |
| 120.50 | East of Newcastle..... | Tunnel No. 18.....Side and overhead |
| 122.70 | East of Newcastle..... | Tunnel No. 19.....Side and overhead |
| 123.10 | East of Newcastle..... | Tunnel No. 20.....Side and overhead |
| 124.60 | East of Nevada St., Auburn..... | Tunnel No. 21.....Side and overhead |
| 131.20 | East of Bowman..... | Tunnel No. 22.....Side and overhead |
| 132.70 | East of Clipper Gap..... | Tunnel No. 23.....Side and overhead |
| 132.90 | East of Clipper Gap..... | Tunnel No. 24.....Side and overhead |
| 133.10 | East of Clipper Gap..... | Tunnel No. 25.....Side and overhead |
| 133.30 | East of Clipper Gap..... | Tunnel No. 26.....Side and overhead |
| 133.80 | East of Clipper Gap..... | 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 New England Mills..... | Tunnel No. 30.....Side and overhead |
| 139.20 | East of New England Mills..... | Tunnel No. 31.....Side and overhead |
| 139.40 | East of New England Mills..... | Tunnel No. 32.....Side and overhead |
| 152.20 | Gold Run, East of station..... | Water Column.....Side |
| 164.30 | East of Midas..... | Tunnel No. 1.....Side and overhead |
| 166.60 | Blue Canon, East of station..... | Water Column.....Side |
| 177.87 to | | |
| 198.91 | Crystal Lake to Andover..... | Snowsheds and signals in Snowsheds.....Side and overhead |
| 210.60 | East of Truckee..... | Signal Bridge 2106.....Side |
| 214.71 | East of Truckee..... | Signal Bridge 2146.....Side |
| 216.52 | Boca..... | Signal Bridge 2164.....Side |
| 218.05 | Hinton..... | Signal Bridge 2180.....Side |
| 221.88 | Wickes..... | Signal Bridge 2220.....Side |
| 231.50 | Verdi..... | Signal Bridge 2316.....Side |
| 237.02 | Lawton..... | Signal Bridge 2370.....Side |
| 238.90 | East of Lawton..... | Signal Bridge 2390.....Side |
| (SPARKS-ROSEVILLE—WESTWARD) | | |
| 238.90 | West of Reno..... | Signal Bridge 2389.....Side |
| 231.50 | Verdi..... | Signal Bridge 2317.....Side |
| 218.05 | Hinton..... | Signal Bridge 2181.....Side |
| 216.52 | Boca..... | Signal Bridge 2165.....Side |
| 214.71 | West of Boca..... | Signal Bridge 2147.....Side |
| 212.63 | West of Boca..... | Signal Bridge 2125.....Side |
| 198.91 to | | |
| 177.87 | Andover to Crystal Lake..... | Snowsheds and signals in Snowsheds.....Side and overhead |
| 200.22 | Andover..... | Tunnel No. 13.....Side and overhead |
| 195.70 | West of Eder..... | Tunnel No. 12.....Side and overhead |
| 195.40 | West of Eder..... | Tunnel No. 11.....Side and overhead |
| 195.10 | West of Eder..... | Tunnel No. 10.....Side and overhead |
| 194.90 | West of Eder..... | Tunnel No. 9.....Side and overhead |
| 194.30 | West of Eder..... | Tunnel No. 8.....Side and overhead |
| 194.10 | West of Eder..... | Tunnel No. 7.....Side and overhead |
| 193.70 | West of Eder..... | Tunnel No. 6.....Side and overhead |
| 181.00 | West of Troy..... | Tunnel No. 4.....Side and overhead |
| 180.70 | West of Troy..... | Tunnel No. 3.....Side and overhead |
| 166.00 | Blue Canon, East of station..... | Water Column.....Side |
| 164.30 | West of Blue Canon..... | Tunnel No. 1.....Side and overhead |
| 141.70 | Colfax, West of station..... | Water Column.....Side |
| 122.66 | West of Auburn..... | Rock Cut.....Side |
| 122.52 | West of Auburn..... | Rock Cut.....Side |
| 122.20 | West of Auburn..... | Bloomer Cut.....Side |
| 122.00 | West of Auburn..... | Rock Cut.....Side |
| 111.21 | East of Rocklin..... | Under structure.....Side |

SPECIAL INSTRUCTIONS—MOUNTAIN 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 4, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT** and **OTHER MAXIMUM SPEEDS** appearing on page 5 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

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

| TERRITORY | | | | | | TERRITORY | | | | | | | | | |
|---|----|---------|-------------------------------------|------------------------------|-------------------------|---|---------------------|--------------------------------|----|---------|-------------------------------------|------------------------------|-------------------------|--------------------|---------------------|
| MP | MP | Column: | *Streamlined PASSENGER TRAINS | OTHER PASSENGER TRAINS | FREIGHT AND MIXED | LIGHT ENGINES | | MP | MP | Column: | *Streamlined PASSENGER TRAINS | OTHER PASSENGER TRAINS | FREIGHT AND MIXED | LIGHT ENGINES | |
| | | | | | | RUNNING FORWARD | RUNNING BACKWARD | | | | | | | RUNNING FORWARD | RUNNING BACKWARD |
| EASTWARD, ROSEVILLE TO SPARKS, No. 2 Track: | | | | | | WESTWARD, SPARKS TO ROSEVILLE, No. 1 Track: | | | | | | | | | |
| 106.91 to 108.12 | | | 40 | 35 | 25 | 25 | 15 | 247.14 to 245.12 | | | 20 | 20 | 20 | 20 | 15 |
| 108.12 to 113.00 | | | 70 | 50 | 35 | 35 | 20 | 245.12 to 244.16 | | | 45 | 40 | 20 | 20 | 20 |
| 113.00 to 141.70 | | | 50 | 45 | 35 | 35 | 20 | ★244.16 to 241.68 (Reno) | | | 20 | 20 | 20 | 20 | 15 |
| ○141.70 to 207.75 | | | 32 | 30 | 25 | 30 | 15 | 241.68 to 238.80 | | | 45 | 40 | 30 | 40 | 20 |
| 207.75 to 209.10 | | | 40 | 35 | 35 | 35 | 15 | 238.80 to 209.10 | | | 45 | 40 | 35 | 40 | 25 |
| 209.10 to 238.80 | | | 45 | 40 | 35 | 35 | 25 | ○209.10 to 115.15, except: | | | 32 | 30 | 25 | 30 | 15 |
| 238.80 to 241.68 | | | 45 | 40 | 30 | 30 | 20 | ★★Passing waiting room, Norden | | | 20 | 20 | 20 | 20 | 15 |
| ★241.68 to 244.16 (Reno) | | | 20 | 20 | 20 | 20 | 15 | 115.15 to 113.98 | | | 40 | 35 | 25 | 30 | 15 |
| 244.16 to 245.12 | | | 45 | 40 | 20 | 20 | 20 | ○113.98 to 113.26 | | | 55 | 50 | 40 | 40 | 30 |
| 245.12 to 247.14 | | | 20 | 20 | 20 | 20 | 15 | ○113.26 to 111.27 | | | 70 | 60 | 40 | 45 | 30 |
| | | | | | | | | 111.27 to 111.03 | | | 40 | 35 | 35 | 35 | 15 |
| | | | | | | | | 111.03 to 108.12 | | | 70 | 50 | 35 | 45 | 30 |
| | | | | | | | | 108.12 to 106.91 | | | 40 | 40 | 15 | 15 | 15 |

★Regulated by City ordinance.

★★ICC. Regulation.

*Streamlined passenger trains applies only to CITY OF SAN FRANCISCO with DP class engine.

○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.

Trains with flangers must not exceed 30 MPH between Lawton and Loomis.

Trains with rotary snow plows must not exceed 25 MPH between Lawton and Loomis, and when pushed by engine must not exceed 20 MPH between these points.

RULE 10-J. A light engine, or an engine with caboose may make speed shown in Speed Restrictions table for light engines in territory where such speed is in excess of that authorized by speed sign.

| SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS | With Caution Not Exceeding MPH |
|--|--------------------------------------|
| Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except: | 15 |
| Through slip switches | 10 |
| Through turnouts on other than sidings | 10 |
| On branches | 10 |
| Through all sidings, yard tracks and other tracks with engine running backward | 10 |

SPECIAL INSTRUCTIONS—MOUNTAIN SUBDIVISION

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

| NOMINAL CLASS | ENGINE NUMBERS | Roseville to Colfax via No. 2 Track | Colfax to Sparks via No. 2 Track Roseville to Colfax via No. 1 Track | Sparks to Truckee | Truckee to Summit |
|--|--|-------------------------------------|---|-------------------|-------------------|
| DP-4, 7 | 6000 to 6004, 6017, 6018, 5900 to 5909 | 425 | 225 | 550 | 375 |
| DP-5, 6 | 6005 to 6016, 6055, 6056, 5910 to 5915 | 725 | 425 | 1100 | 550 |
| DP-8, 9, 10 | 6019 to 6033, 5918 to 5924 | 925 | 550 | 1350 | 725 |
| DP-11 | 6034 to 6045 | 950 | 575 | 1400 | 725 |
| DP-12 | 6046 to 6054 | .... | .... | .... | .... |
| DF-1 to 12 | 6138 to 6461, 8022 to 8303 | 1100 | 725 | 1600 | 1025 |
| DF-100 | 5200 to 5202 | .... | .... | .... | .... |
| DF-101 to 108, 110, 112 | 4900 to 4902, 5203 to 5249, 5253 to 5278 | 1450 | 900 | 2150 | 1125 |
| DF-109, 111 | 4903 to 4905, 5250 to 5252 | .... | .... | .... | .... |
| DF-114, 116 to 118, 120 to 122, 124, 125 | 5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493 | 1800 | 1100 | 2575 | 1400 |
| DF-115, 119, 123, 126 | 5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507 | .... | .... | .... | .... |
| DF-200 to 206 | 5100 to 5120 | .... | .... | .... | .... |
| DF-300 to 304 | 4600 to 4623, 4700 to 4703 | .... | .... | .... | .... |
| DF-305, 306 | 4624 to 4633 | .... | .... | .... | .... |
| DF-307 | 4634 to 4645 | .... | .... | .... | .... |
| DF-500, 501 | 4800 to 4815 | .... | .... | .... | .... |
| DF-603, 605, 606, 607 | 5600 to 5719 | .... | .... | .... | .... |
| DS-1 to 8 | 1000 to 1032 | 445 | 255 | 660 | 340 |
| DS-9, 10 | 1033 to 1052 | .... | .... | .... | .... |
| DS-100 to 109, 111, 115, 119 | 1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567 | 685 | 405 | 1025 | 530 |
| DS-110, 114, 118 | 1442 to 1463, 1492 to 1513, 1539 to 1550 | 875 | 530 | 1300 | 685 |
| DS-113, 117, 120 | 1486 to 1491, 1529 to 1538, 1568 to 1574 | .... | .... | .... | .... |
| DS-200, 201 | 1900 to 1903 | 230 | 135 | 345 | 180 |
| M-4 | 1673, 1713 | 525 | 345 | 825 | 400 |
| M-6, 8 | 1726 to 1796, 1824, 1825 | 650 | 435 | 1000 | 500 |
| M-9 | 1805 to 1817 | 700 | 465 | 1075 | 525 |
| M-11 | 1833 | 700 | 465 | 1075 | 525 |
| T-1 | 2248, 2252 | 450 | 295 | 700 | 340 |
| T-28, 31 | 2312 to 2361 | 750 | 500 | 1175 | 575 |
| T-32 | 2366 to 2384 | 725 | 485 | 1150 | 550 |
| P-6 | 2454 | 725 | 445 | 1150 | 575 |
| P-7 | 2476, 2477 | 800 | 490 | 1250 | 625 |
| P-8, 10 | 2463 to 2472, 2479 to 2483 | 775 | 495 | 1275 | 675 |
| P-8, 10 | 2475, 2484 to 2491 | 775 | 495 | 1275 | 675 |
| C-8, 9, 10 | 2513 to 2598, 2700 to 2854 | 850 | 575 | 1300 | 650 |
| C-18 | 3400, 3406 | 775 | 490 | 1175 | 625 |
| C-19 | 3423 | 800 | 500 | 1225 | 650 |
| Mk-4 | 3203 to 3236 | 950 | 625 | 1475 | 800 |
| Mk-5, 6 | 3247, 3251, 3264, 3275 | 1050 | 700 | 1625 | 925 |
| F-1 | 3616 to 3643 | 1225 | 825 | 1875 | 1050 |
| F-3, 4, 5 | 3653 to 3765 | 1375 | 925 | 2150 | 1200 |
| AC-6 to 12 | 3804, 3805, 4151 to 4294 | 2400 | 1450 | 3650 | 1850 |
| Mt-1, 3, 4, 5 | 4300 to 4376 | 1075 | 700 | 1700 | 925 |
| GS-1, 2 | 4402 to 4415, 4470 to 4472 | 1125 | 725 | 1800 | 975 |
| GS-3, 4, 5, 6 | 4417 to 4469 | 1175 | 775 | 1850 | 1025 |
| GS-7, 8 | 4475 to 4487 | .... | .... | .... | .... |

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

SPECIAL INSTRUCTIONS—EAST VALLEY SUBDIVISION

⊙**RULE 10-J.** Speed sign placed to left of track:
Westward at MP 144.63 reading 50-35.

RULE 14(d). As specified below, — — — — o, will be indication that flagman may return from west:
Tehama on West Valley Subdivision.

RULE 14(e). As specified below, — — — — — will be indication that flagman may return from east:
Roseville on East Valley Subdivision,
Berg on Yuba City Branch.

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

| West MP | East MP |
|---------|--|
| 102.04 | Roseville (Eastward and No. 2 Track)..... 110.87 |
| 102.04 | “ (No. 1 and Westward Track)..... 110.87 |
| | “ (Tehama line)..... 107.59 |
| 138.75 | Marysville..... 143.94 |
| | “ (Oroville Branch)..... 124.44 |
| | “ (Dantoni Branch)..... 144.25 |
| 182.61 | Chico..... 185.36 |
| | “ (Stirling City Branch)..... 187.06 |
| 146.40 | Oroville..... 147.95 |
| 146.78 | Yuba City..... 148.24 |

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

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.

Westward freight trains from Mountain Subdivision, after receiving proceed signal from yardman, may pass Signal 1065 displaying stop indication without stopping; and westward freight trains from East Valley Subdivision must not pass Signal 1063 unless proceed signal received from yardman.

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

Movement of trains in both directions between MP 106.64 and MP 106.78 on Mountain Subdivision, and between junction switch at MP 106.66 and MP 106.75 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 Mountain 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 or 1067 must not proceed until signal displays proceed indication, but may proceed after stopping if proceed signal received from yardman, movement to be made with caution.

Switch position indicator located at:

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

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

Red aspect.....Inoperative.

Yellow aspect...Switch lined for yard receiving unit.

Green aspect...Switch lined for running track Antelope.

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 Mountain 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.

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

- Clayton.....Both spurs,
- Marysville...Fourth St. crossing on Old Cannery track and 14th and E Street crossing,
- Wilson.....Wilson road crossing.

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

- Dantoni Jct... Dantoni Branch, for Main line,
- Berg.....Yuba City Branch, for siding,
- Chico.....Stirling City Branch, for No. 1 yard track.

RULE 221. Unit for display of flashing light installed at the following locations:

| Station | Location | Direction |
|--------------|---------------------------------|-----------|
| Lincoln..... | On train-order signal mast..... | Eastward |

Display of flashing white light indicates that operator has train orders ready for delivery, that such train orders do not restrict train at that station, and that train, provided it is not restricted by timetable or by train orders previously received, may pass fouling point of switch at which an opposing train may enter siding or place where time applies if there is no siding.

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-1082 | Collision detector, highway underpass, MP 108.22..... | P-1095 |
| P-1344 | High water detector, bridge No. 135.00..... | P-1357 |
| P-1406 | Spring switch west end siding Marysville.... | |
| ⊙P-1906 | High water detector, bridge No. 191.83..... | P-1927 |
| ⊙P-2098 | Collision detector, county road underpass, MP 210.7..... | P-2111 |

RULE 535. SPRING SWITCHES

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

| Location | Normal Position |
|-----------------|--------------------------------|
| 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.

Switch position indicator located at:

Roseville.....Spring switch No. 2 Track, east end drill track.

Indicator does not indicate track occupancy but governs movements against current of traffic No. 2 Track. See Rule D-539.

RULE 605. INTERLOCKING

⊙**Roseville:** Limits as follows:

On main tracks between MP 102.50 and MP 106.64.

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

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

Binney Jct. Tower: Limits extend from fouling point east end siding Marysville to westward interlocking signal opposite Signal 1446 at Berg.

Trains from Yuba City Branch must obtain permission from signal operator Binney Jct., before fouling Berg siding.

⊙**Berg:** When westward interlocking signal located opposite Signal 1446 displays proceed indication, westward train on main track is authorized to proceed to east interlocking limits without obtaining permission from signal operator. Such indication of interlocking signal supersedes the superiority of trains and train-order restrictions, previously received, that affect the movement of such train at Berg.

Westward train on siding must obtain permission from signal operator before fouling main track and, after complying with Rule 513, may enter main track and proceed to east interlocking limits when westward interlocking signal located opposite Signal 1446 displays proceed indication or as prescribed by Rule 663. Such indication of interlocking signal supersedes the superiority of trains and train-order restrictions, previously received, that affect the movement of such train at Berg.

Telephone located at west end Berg siding.

Whistle signals:

Main track to or from Tehama, — o o o o,

Siding to or from Tehama, o — — —,

Siding to or from Oroville, — — — o,

Siding to or from west leg of wye, o o o — —,

Main track to or from west leg of wye, — — o o o,

Main track to or from east leg of wye, o — —.

⊙**Tehama-Gerber:** Interlocking limits on main track extend from signal 398 feet west of Tehama junction switch on West Valley Subdivision and signal 293 feet west of Tehama junction switch on East Valley Subdivision to signal 48 feet west of west switch track No. 1 Gerber yard. Interlocking limits on siding extend from west switch to dwarf semi-automatic signal 295 feet east of west switch Gerber siding.

Top unit of signal on East Valley Subdivision 293 feet west of Tehama junction switch governs movement on main track. Lower unit governs movement to Gerber siding.

Top unit of semi-automatic signal at west end siding Gerber governs movement to West Valley Subdivision; lower unit governs movement to East Valley Subdivision.

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

RULE 680. AUTOMATIC INTERLOCKING

Live Oak: Crossing SNRy one-half mile east of Live Oak.

Trains must not exceed 30 MPH between home signal and crossing.

When trains are stopped by signals governing the use of automatic interlockings, flagman must be sent to crossing to operate clock-work time release. Release must not be operated when trains are between home signals or seen approaching on intersecting line.

After release has been operated, a red indicator light should be displayed over release and home signal should indicate proceed or red indicator on home signal must be displayed. Trains may then proceed.

If red indicator lights are not displayed, trains may proceed over crossing as provided by Rule 663(c).

Instructions for operating time release are posted on door of box.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

| Illum. Letter | On Signal | Approaching | Authorizes and Requires Movement as follows |
|---------------|-----------|-------------|--|
| M..... | 1432.... | Berg..... | Proceed to east end siding. |
| S..... | 1432.... | Berg..... | Enter siding. |
| M..... | 1467.... | Berg..... | Proceed to interlocking limits west of Berg. |
| S..... | 1467.... | Berg..... | Enter siding. |

GENERAL REGULATIONS

RULE 830. Westward freight trains stopping at Chico to perform switching, must stop east of Sacramento Ave., or cut train at that point to permit the passage of traffic over tracks.

RULE 836. Cars must not be shoved ahead of engine at any point between Stirling City and Chico on westward trip.

AIR BRAKE RULES

Rule 17. Retaining valves must be used on freight and mixed trains on descending grades as follows:

Stirling City to Chico: One retaining valve for each 40 tons in train, except when handled by DF-101 to 108, 110, 125 class engines with dynamic brake in operation and over 750 tons one retaining valve for each 75 tons in train.

FREIGHT TRAINS

RULE 22. Hand brakes on outgoing trains at Roseville must not be released until engine is coupled to train or yard air is through train.

RULE 24. When terminal test outlined in Air Brake Rule 22 has been made at originating terminal on through freight trains, road test as outlined in Air Brake Rule 24 will not be made at intermediate terminal, Gerber, except when cars are added to the consist. Instead, test will be made as outlined in Air Brake Rule 25—Rear end test. Changing crews, caboose and/or engine will not necessitate road test outlined in Air Brake Rule 24.

RULE 25. When terminal test outlined in Air Brake Rule 22 has been made at originating terminal, rear end test outlined in Air Brake Rule 25 will be made at intermediate terminal Gerber on freight trains moving through without cars being added to the consist or on which only crews, caboose and/or engines may be changed. Under these conditions rolling inspection by trainmen will be made on freight trains arriving and leaving the intermediate terminal.

Rear end test on freight trains must be made immediately prior to leaving Stirling City on westward trains.

⊙**RULE 33.** Gross tonnage of any freight train must not exceed 45 tons per operative brake Stirling City to Chico.

TRAIN HANDLING

⊙**RULE 60.** On freight trains using dynamic brakes, before entering or leaving siding, turnout or crossover on descending grade between Stirling City and Chico, dynamic braking force must be reduced to one half of the maximum and, if necessary, automatic brake applied sufficiently so that speed of 12 MPH will not be exceeded while engine is moving between points 500 feet before reaching and 1500 feet after passing turnout or crossover.

SPECIAL INSTRUCTIONS—EAST VALLEY SUBDIVISION

MISCELLANEOUS

1. Emergency stand pipe water supply for engines 300 feet west of station on main track Marysville. Operated from valve handle extending above platform railing.

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

| Class of Engine | Restricted Tracks |
|--|---|
| F, AC, Mk, Mt, GS, DP-4 to 11, DF-100 to 120, DF-300 to 306, DF-500, 501, DF-603, DS-1 to 8, DS-100 to 118. | Chico—Priol warehouse spur; Reynolds warehouse spur; No. 3 and No. 4 Barber Yard. |
| " | Marysville—Strain warehouse—9th and B Sts.—(Engines must not enter warehouse). |
| " | Yuba City—Spurs to Diamond Match Co.; Rosenberg Bros.; Calif. Pkg. Corp.; Calif. Prune and Apricot Growers. |
| " | Tudor—Gottwals warehouse spur; American Fruit Growers siding. |
| F, AC, DF-101 to 125, DF-500, 501. | Clayton—Stockton Fire Brick spur across highway. |
| Steam engines over 210,000 lbs. on drivers and diesel engines DP; DF-1 to 12; DS-118; DF-603. | Marysville—Old Cannery spur. Lincoln—Grain Growers elevator track. |
| Steam engines over 200,000 lbs. on drivers and DP-4 to 11, DF-1 to 12, DF-101 to 125, DF-300 to 306, DF-500, 501, DF-603, DS-100 to 118. | Marysville—Within yard limits on Oroville line beyond Valley Meat corral track. Lincoln—Gladding McBean tracks. Honcut—Siding. Oroville—Back track one car length beyond loading crane to Adams Lbr. Co. |
| Diesel engines. | Palermo—Spur to Olive Plant beyond fouling point. |
| All engines. | Chico—Diamond Match Co. track at wye. Dantoni—Industry track beyond 700 feet east of east switch of siding. Oswald—Back track, beyond three car lengths from west end and beyond road crossing from east end. |

11. Load limit (car and contents):

| | |
|----------------------|----------------|
| Roseville-Tehama | 251,000 pounds |
| Chico-Stirling City | 210,000 pounds |
| Berg-Wilson | 210,000 pounds |
| Dantoni Jct.-Dantoni | 210,000 pounds |
| Binney Jct.-Oroville | 210,000 pounds |

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

⊙13. LOCATION OF STOCK YARDS

| Station | Capacity in cars |
|-------------|------------------|
| Roseville | 12 (Water) |
| Ewing | 6 (Water) |
| Wheatland | 15 (Water) |
| Ostrom | 2 1/2 |
| Marysville | 9 (Water) |
| Biggs | 16 (Water) |
| Nelson | 10 (Water) |
| Nord | 8 |
| Vina | 12 (Water) |
| Los Molinos | 3 |
| Gerber | 48 (Water) |

Oroville Branch

| | |
|--------|-----------|
| Mello | 3 (Water) |
| Honcut | 3 (Water) |

⊙30.

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

| MP | Location | Description |
|-------|---|-------------|
| 147.6 | Yuba City...SNRy trolley wire, Bridge St... | Overhead |
| 147.6 | Yuba City...SNRy trolley wire, B St..... | Overhead |

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 4, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT** and **OTHER MAXIMUM SPEEDS** appearing on page 5 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

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

| TERRITORY | | | PASSENGER TRAINS | FREIGHT AND MIXED | LIGHT ENGINES | | TERRITORY | | | PASSENGER TRAINS | FREIGHT AND MIXED | LIGHT ENGINES | | |
|--|----|---------|---------------------|-------------------------|------------------|----|--|---------------------|----|---------------------|-------------------------|------------------|---------|----|
| MP | MP | Column: | | | 1 | 2 | RUNNING FORWARD | RUNNING BACKWARD | MP | | | MP | Column: | 1 | 2 | 3 | 4 |
| EASTWARD, ROSEVILLE TO TEHAMA: | | | | | | | WESTWARD, TEHAMA TO ROSEVILLE: | | | | | | | |
| 106.61 (106.57) to 106.85 | | | 15 | 15 | 15 | 15 | 211.87 to 211.85 (junction switch) | | | | 25 | 25 | 25 | 20 |
| 106.85 to 117.17 | | | 60 | 50 | 50 | 30 | 211.85 to 210.97 | | | | 35 | 35 | 35 | 30 |
| 117.17 to 117.43 | | | 50 | 50 | 50 | 30 | 210.97 to 210.82 (Sacramento River bridge) | | | | 35 | 35 | 35 | 30 |
| 117.43 to 126.88 | | | 60 | 50 | 50 | 30 | except: | | | | 25 | 25 | 25 | 25 |
| 126.88 to 126.96 (Bear River bridge) except: | | | 60 | 50 | 50 | 30 | with GS, AC, or F class engines | | | | 35 | 35 | 35 | 30 |
| with GS, AC, or F class engines | | | 25 | 25 | 25 | 25 | 210.82 to 209.93 | | | | 60 | 40 | 40 | 30 |
| 126.96 to 139.80 | | | 60 | 50 | 50 | 30 | 209.93 to 203.69 | | | | 60 | 40 | 40 | 30 |
| ⊙139.80 to 140.12 | | | 25 | 25 | 25 | 25 | 203.69 to 203.67 (Deer Creek bridge) except: | | | | 60 | 40 | 40 | 30 |
| ⊙140.12 to 140.38 (Yuba River bridge) | | | 10 | 10 | 10 | 10 | with GS, AC, or F class engines | | | | 25 | 25 | 25 | 25 |
| ⊙140.38 to 142.44 | | | 25 | 25 | 25 | 25 | 203.67 to 198.96 | | | | 60 | 40 | 40 | 30 |
| 142.44 to 143.88 | | | 50 | 35 | 35 | 30 | 198.96 to 192.00 | | | | 60 | 50 | 50 | 30 |
| 143.88 to 152.30 | | | 60 | 50 | 50 | 30 | 192.00 to 189.50 | | | | 50 | 35 | 35 | 30 |
| 152.30 to 152.31 (SNRy. crossing) | | | 30 | 30 | 30 | 30 | 189.50 to 185.08 | | | | 60 | 50 | 50 | 30 |
| 152.31 to 162.00 | | | 60 | 50 | 50 | 30 | | | | | | | | |
| 162.00 to 183.30 | | | 50 | 35 | 35 | 30 | | | | | | | | |
| 183.30 to 185.08 (Chico) | | | 25 | 25 | 25 | 20 | 185.08 to 183.30 (Chico) | | | | 25 | 25 | 25 | 20 |
| 185.08 to 189.50 | | | 60 | 50 | 50 | 30 | 183.30 to 162.00 | | | | 50 | 35 | 35 | 30 |
| 189.50 to 192.00 | | | 50 | 35 | 35 | 30 | 162.00 to 152.31 | | | | 60 | 50 | 50 | 30 |
| 192.00 to 198.96 | | | 60 | 50 | 50 | 30 | 152.31 to 152.30 (SNRy. crossing) | | | | 30 | 30 | 30 | 30 |
| 198.96 to 203.67 | | | 60 | 40 | 40 | 30 | 152.30 to 143.88 | | | | 60 | 50 | 50 | 30 |
| 203.67 to 203.69 (Deer Creek bridge) except: | | | 60 | 40 | 40 | 30 | 143.88 to 142.44 | | | | 50 | 35 | 35 | 30 |
| with GS, AC, or F class engines | | | 25 | 25 | 25 | 25 | ⊙142.44 to 140.38 | | | | 25 | 25 | 25 | 25 |
| 203.69 to 209.93 | | | 60 | 40 | 40 | 30 | ⊙140.38 to 140.12 (Yuba River bridge) | | | | 10 | 10 | 10 | 10 |
| 209.93 to 210.82 | | | 35 | 35 | 35 | 30 | ⊙140.12 to 139.80 | | | | 25 | 25 | 25 | 25 |
| 210.82 to 210.97 (Sacramento River bridge) | | | 35 | 35 | 35 | 30 | 139.80 to 126.96 | | | | 60 | 50 | 50 | 30 |
| except: | | | 35 | 35 | 35 | 30 | 126.96 to 126.88 (Bear River bridge) except: | | | | 60 | 50 | 50 | 30 |
| with GS, AC, or F class engines | | | 25 | 25 | 25 | 25 | with GS, AC, or F class engines | | | | 25 | 25 | 25 | 25 |
| 210.97 to 211.85 | | | 35 | 35 | 35 | 30 | 126.88 to 117.43 | | | | 60 | 50 | 50 | 30 |
| 211.85 to 211.87 (junction switch) | | | 25 | 25 | 25 | 20 | 117.43 to 117.17 | | | | 50 | 50 | 50 | 30 |
| | | | | | | | 117.17 to 106.85 | | | | 60 | 50 | 50 | 30 |
| | | | | | | | 106.85 to 106.57 (106.61) | | | | 15 | 15 | 15 | 15 |
| EASTWARD, CHICO TO STIRLING CITY: | | | | | | | WESTWARD, STIRLING CITY TO CHICO: | | | | | | | |
| 184.38 to 188.75 | | | 20 | 20 | 20 | 20 | 215.46 to 188.75 | | | | 12 | 12 | 12 | 12 |
| 188.75 to 215.46 | | | 12 | 12 | 12 | 12 | 188.75 to 184.38 | | | | 20 | 20 | 20 | 20 |
| EASTWARD, DANTONI JCT. TO DANTONI: | | | | | | | WESTWARD, DANTONI TO DANTONI JCT: | | | | | | | |
| | | | 20 | 20 | 20 | 15 | | | | | 20 | 20 | 20 | 15 |
| EASTWARD, BINNEY JCT. TO OROVILLE: | | | | | | | WESTWARD, OROVILLE TO BINNEY JCT: | | | | | | | |
| | | | 20 | 20 | 20 | 15 | | | | | 20 | 20 | 20 | 15 |
| EASTWARD, BERG TO WILSON: | | | | | | | WESTWARD, WILSON TO BERG: | | | | | | | |
| *144.43 to 148.80 | | | 15 | 15 | 15 | 15 | 159.24 to 148.80 | | | | 25 | 25 | 25 | 20 |
| 148.80 to 159.24 | | | 25 | 25 | 25 | 20 | *148.80 to 144.43 | | | | 15 | 15 | 15 | 15 |

*Regulated by City ordinance.

⊙No. 377 (PCE) and No. 378 (PCE), when consist contains no restricted cars, may operate at passenger speeds shown in Column 1, except maximum speed must not exceed 60 MPH.

| SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS | With Caution Not Exceeding MPH |
|--|--------------------------------------|
| Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except: | 15 |
| Through slip switches | 10 |
| Through turnouts on other than sidings | 10 |
| On branches | 10 |
| Through all sidings, yard tracks and other tracks with engine running backward | 10 |

SPECIAL INSTRUCTIONS—EAST VALLEY SUBDIVISION

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

| NOMINAL CLASS | ENGINE NUMBERS | Roseville and Gerber | Chico to Stirling City | Stirling City to Chico | Wilson and Berg | Dantoni Jct. and Dantoni | Binney Jct. and Oroville |
|--|---|----------------------|------------------------|------------------------|-----------------|--------------------------|--------------------------|
| DP-4, 7 | 6000 to 6004, 6017, 6018, 5900 to 5909..... | 1250 | ..... | ..... | ..... | ..... | ..... |
| DP-5, 6 | 6005 to 6016, 6055, 6056, 5910 to 5915,..... | 2275 | ..... | ..... | ..... | ..... | ..... |
| DP-8, 9, 10 | 6019 to 6033, 5918 to 5924..... | 3075 | ..... | ..... | ..... | ..... | ..... |
| DP-11 | 6034 to 6045..... | 3275 | ..... | ..... | ..... | ..... | ..... |
| DP-12 | 6046 to 6054..... | ..... | ..... | ..... | ..... | ..... | ..... |
| DF-1 to 12 | 6138 to 6461, 8022 to 8303..... | 3600 | ..... | ..... | ..... | ..... | ..... |
| DF-100 | 5200 to 5202..... | ..... | ..... | ..... | 3000 | 3000 | 3000 |
| DF-101 to 108, 110, 112 | 4900 to 4902, 5203 to 5249, 5253 to 5278..... | 5000 | 725 | 1250 | 4725 | 4725 | 4725 |
| DF-109, 111 | 4903 to 4905, 5250 to 5252..... | ..... | ..... | ..... | ..... | ..... | ..... |
| DF-114, 116 to 118, 120 to 122, 124, 125 | 5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493..... | 6175 | 750 | 6100 | 4850 | 4850 | 4850 |
| DF-115, 119, 123, 126 | 5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507..... | ..... | ..... | ..... | ..... | ..... | ..... |
| DF-200 to 206 | 5100 to 5120..... | ..... | ..... | ..... | ..... | ..... | ..... |
| DF-300 to 304 | 4600 to 4623, 4700 to 4703..... | ..... | ..... | ..... | ..... | ..... | ..... |
| DF-305, 306 | 4624 to 4633..... | ..... | ..... | ..... | ..... | ..... | ..... |
| DF-307 | 4634 to 4645..... | ..... | ..... | ..... | ..... | ..... | ..... |
| DF-500, 501 | 4800 to 4815..... | ..... | ..... | ..... | ..... | ..... | ..... |
| DF-603, 605, 606, 607 | 5600 to 5719..... | ..... | ..... | ..... | ..... | ..... | ..... |
| DS-1 to 8 | 1000 to 1032..... | 1600 | 145 | 280 | 1200 | 1200 | 1200 |
| DS-9, 10 | 1033 to 1052..... | ..... | ..... | ..... | ..... | ..... | ..... |
| DS-100 to 109, 111, 115, 119 | 1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567..... | 2400 | 275 | 490 | 2000 | 2000 | 2000 |
| DS-110, 114, 118 | 1442 to 1463, 1492 to 1513, 1539 to 1550..... | 3100 | 345 | 625 | 2375 | 2375 | 2375 |
| DS-113, 117, 120 | 1486 to 1491, 1529 to 1538, 1568 to 1574..... | ..... | ..... | ..... | ..... | ..... | ..... |
| DS-200, 201 | 1900 to 1903..... | 775 | 100 | 150 | 620 | 620 | 620 |
| M-4 | 1673, 1713..... | 2150 | 215 | 415 | 1700 | 1700 | 1700 |
| M-6, 8 | 1726 to 1796, 1824, 1825..... | 2625 | 265 | 490 | 2075 | 2075 | 2075 |
| M-9 | 1805 to 1817..... | 2775 | 270 | 510 | 2200 | 2200 | 2200 |
| M-11 | 1833..... | 2775 | 285 | 535 | 2200 | 2200 | 2200 |
| T-1 | 2248, 2252..... | 1925 | 170 | 335 | 1550 | 1550 | 1550 |
| T-28, 31 | 2312 to 2361..... | 3025 | 300 | 550 | 2400 | 2400 | 2400 |
| T-32 | 2366 to 2384..... | 3075 | 320 | 575 | 2525 | 2525 | ..... |
| P-6 | 2454..... | 3050 | ..... | ..... | 2375 | 2375 | ..... |
| P-7 | 2476, 2477..... | 3250 | ..... | ..... | 2525 | 2525 | ..... |
| P-8, 10 | 2463 to 2472, 2479 to 2483..... | 3375 | ..... | ..... | ..... | 2625 | ..... |
| P-8, 10 | 2475, 2484 to 2491..... | 3375 | ..... | ..... | ..... | 2625 | ..... |
| C-8, 9, 10 | 2513 to 2598, 2700 to 2854..... | 3325 | 350 | 625 | 2600 | 2600 | ..... |
| C-18 | 3400, 3406..... | 3025 | 320 | 585 | 2450 | ..... | 2450 |
| C-19 | 3423..... | 3150 | ..... | ..... | ..... | ..... | ..... |
| Mk-4 | 3203 to 3236..... | 3825 | ..... | ..... | ..... | ..... | ..... |
| Mk-5, 6 | 3247, 3251, 3264, 3275..... | 4200 | ..... | ..... | ..... | ..... | ..... |
| F-1 | 3616 to 3643..... | 4825 | ..... | ..... | ..... | ..... | ..... |
| F-3, 4, 5 | 3653 to 3765..... | 5725 | ..... | ..... | ..... | ..... | ..... |
| AC-6 to 12 | 3804, 3805, 4151 to 4294..... | 9250 | ..... | ..... | ..... | ..... | ..... |
| Mt-1, 3, 4, 5 | 4300 to 4376..... | 4475 | ..... | ..... | ..... | ..... | ..... |
| GS-1, 2 | 4402 to 4415, 4470 to 4472..... | 4775 | ..... | ..... | ..... | ..... | ..... |
| GS-3, 4, 5, 6 | 4417 to 4469..... | 4950 | ..... | ..... | ..... | ..... | ..... |
| GS-7, 8 | 4475 to 4487..... | ..... | ..... | ..... | ..... | ..... | ..... |

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

○**RULE 10-J.** Yellow speed signs indicate the speed restrictions applying to CASCADE and SHASTA DAY-LIGHT, with DP class engine.

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

Eastward at MP 212.75 reading 35.

RULE 14(d). As specified below, — — — — o, will be indication that flagman may return from west:

Tehama on West Valley subdivision.

RULE 14(e). As specified below, — — — — — will be indication that flagman may return from east:

Davis on West Valley subdivision,
Woodland on Knights Landing Branch,
Harrington on Colusa Branch.

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

| West MP | | East MP |
|---------|---------------------------------|---------|
| 74.20 | Davis (Dixon line)..... | 77.37 |
| | “ (Tehama line)..... | 77.39 |
| 83.66 | Woodland..... | 85.82 |
| | “ (Knights Landing Branch)..... | 88.08 |
| 106.80 | Harrington..... | 110.10 |
| | “ (Colusa Branch)..... | 110.00 |
| 147.96 | Willows..... | 150.84 |
| 164.48 | Orland..... | 167.72 |
| 177.62 | “ (Colusa Branch)..... | |
| 211.92 | Gerber..... | 216.08 |
| 120.00 | Grimes..... | 122.00 |
| 169.00 | Hamilton..... | 171.00 |

Yard limit signs located to left of track:

Eastward approaching Gerber.

○**Gerber:** Westward trains except first class must not pass east switch of crossover from main track to track No. 1 just west of Signal 2149, unless proceed signal received from yardman. Yardman must not line switch for westward trains to enter yard track until train has been identified.

Eastward trains, except first-class, must not pass crossover just west of Signal 2136 unless proceed signal received from yardman.

RULE 98. Drawbridges not interlocked:

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

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

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

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 main track,
Marchant...Ensley Branch, for Knights Landing Branch.

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

| Eastward | Protection | Westward |
|----------|---|----------|
| P-1182 | High water detector, bridge 118.88..... | P-1197 |
| P-1368 | High water detector, bridge 137.44..... | P-1381 |
| P-1748 | High water detector, bridge 176.21..... | P-1769 |

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Gerber: Yellow aspect in diverging route unit on Signal 2134 governs movement through crossover 1300 feet beyond signal.

RULE 516. Overlap posts:

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

RULE 535. SPRING SWITCHES

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

| Location | Normal Position |
|-------------|--------------------------------|
| Gerber..... | East end siding.....Main track |

Spring switch east end siding Gerber equipped with electric switch lamp. If green light is not displayed, trains must stop and examine switch and it must be known that it is safe for passage of train before passing over it; and when trailing movement is to be made from siding, switch must be hand-thrown before and after the movement is made.

RULE 605. INTERLOCKING

○**Tehama-Gerber:** Interlocking limits on main track extend from signal 398 feet west of Tehama junction switch on West Valley subdivision and signal 293 feet west of Tehama junction switch on East Valley subdivision to signal 48 feet west of west switch track No. 1 Gerber yard. Interlocking limits on siding extend from west switch to dwarf semi-automatic signal 295 feet east of west switch Gerber siding.

Top unit of signal on East Valley subdivision 293 feet west of Tehama junction switch governs movement on main track. Lower unit governs movement to Gerber siding.

Top unit of semi-automatic signal at west end siding Gerber governs movement to West Valley subdivision; lower unit governs movement to East Valley subdivision.

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

SPECIAL INSTRUCTIONS—WEST VALLEY SUBDIVISION

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

| Illum. Letter | On Signal | Approaching | Authorizes and Requires Movement as Follows: |
|---------------|-------------|-------------|--|
| M. | 7-ft. mast. | Gerber | Enter main track and proceed to crossover just west of Signal 2136 to enter yard. |
| M. |2134 | Gerber | If passenger train, proceed to train-order office. If freight train, proceed to crossover to enter yard. |

These indicators do not apply to trains entering yard at west switch track No. 1.

If "M" is not illuminated train must stop and call signal operator for instructions.

GENERAL REGULATIONS

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

AIR BRAKE RULES

FREIGHT TRAINS

⊙**RULE 22.** Trainmen must not couple air hoses on outgoing freight trains at Gerber until train is made up and caboose and road engine on train. Coupling the caboose and road engine to the train will be considered as an indication that the train is made up and yardmen have completed their work. Yardmen must not perform switching on, or couple other cars to a train on which the caboose and road engine have been attached, without instructions from the yardmaster, who will see that members of the crew are notified in advance.

RULE 24. When terminal test outlined in Air Brake Rule 22 has been made at originating terminal on through freight trains, road test as outlined in Air Brake Rule 24 will not be made at intermediate terminal Gerber, except when cars are added to the consist. Instead, test will be made as outlined in Air Brake Rule 25—Rear end test. Changing crews, caboose and/or engine will not necessitate road test outlined in Air Brake Rule 24.

RULE 25. When terminal test outlined in Air Brake Rule 22 has been made at originating terminal, rear end test outlined in Air Brake Rule 25 will be made at intermediate terminal Gerber on freight trains moving through without cars being added to the consist or on which only crews, caboose and/or engines may be changed. Under these conditions rolling inspection by trainmen will be made on freight trains arriving and leaving the intermediate terminal.

PASSENGER TRAINS

RULE 37. Gerber: Trainmen must not couple steam and air hose on outgoing trains until train is made up.

RULE 38. Rear end air test need not be made at Gerber if continuity of brake pipe is not disturbed. Incoming engineer will apply brakes when train is stopped. Outgoing engineer will release them. Running test in accordance with Rule 39 must be made as soon as speed permits after leaving terminal.

MISCELLANEOUS

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

| Class of Engine | Restricted Tracks |
|--|--|
| F, AC, Mk, Mt, GS, DP, DF-1 to 12, DF-100 to 125, DF-300 to 306, DF-500, 501, DF-603, DS-1 to 8, DS-100 to 118 | Merritt—Ellison spur. Riz—Warehouse spur. Willows—Union Oil spur; Union Ice spur. Orland—Standard Oil spur; Union Oil spur. Corning—Heinz spur. |
| DF-101 to 125, DF-500, 501, Mt. | Woodland—Swanston spur. |
| All engines | Sugarfield—Must not operate on track No. 5 beyond 50 feet west of west end of beet dump pit. Wyo—Stoney Creek gravel pit—Engines must not go beyond gravel bin more than three car lengths. Any class engine may use either leg of wye at Wyo and on Colusa Branch between Wyo and east switch Cory. |

11. Load limit (car and contents):

| | |
|---------------------------|----------------|
| Davis-Gerber | 251,000 pounds |
| Woodland-Josephine | 210,000 pounds |
| Harrington-Wyo via Colusa | 210,000 pounds |
| Marchant-Ensley | 210,000 pounds |

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

⊙**13. LOCATION OF STOCK YARDS**

| Station | Capacity in cars |
|-------------------------------|------------------|
| Davis | 9 (Water) |
| Arbuckle | 10 (Water) |
| Williams | 25 (Water) |
| Maxwell | 8 (Water) |
| Willows | 25 (Water) |
| Artois | 5 (Water) |
| Orland | 8 (Water) |
| Corning | 9 (Water) |
| Colusa Branch | |
| Colusa | 8 (Water) |
| Hamilton | 8 (Water) |
| Knights Landing Branch | |
| Woodland | 10 (Water) |
| Knights Landing | 5 (Water) |
| Subaco | 15 (Water) |
| Hinsdale | 2½ (Water) |

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 4, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT** and **OTHER MAXIMUM SPEEDS** appearing on page 5 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

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

| TERRITORY | | *Streamlined PASSENGER TRAINS | PASSENGER TRAINS | FREIGHT AND MIXED | LIGHT ENGINES | | TERRITORY | | *Streamlined PASSENGER TRAINS | PASSENGER TRAINS | FREIGHT AND MIXED | LIGHT ENGINES | | | |
|--|-----------------------------|-------------------------------|------------------|-------------------|-----------------|------------------|--|----|-------------------------------|------------------|-------------------|-----------------|------------------|----|----|
| | | | | | RUNNING FORWARD | RUNNING BACKWARD | | | | | | RUNNING FORWARD | RUNNING BACKWARD | | |
| MP | MP | Column: | A | 1 | 2 | 3 | 4 | MP | MP | Column: | A | 1 | 2 | 3 | 4 |
| EASTWARD, DAVIS TO GERBER: | | | | | | | WESTWARD, GERBER TO DAVIS: | | | | | | | | |
| | 75.60 to 76.00 | | 40 | 40 | 30 | 30 | 20 | | 213.80 to 213.50 | | 35 | 35 | 35 | 35 | 30 |
| ⊙ | 76.00 to 81.80 | | 79 | 79 | 55 | 55 | 30 | | 213.50 to 211.87 (186.51) | | 60 | 60 | 50 | 50 | 30 |
| | 81.80 to 82.20 | | 70 | 65 | 55 | 55 | 20 | | 186.51 to 185.90 | | 45 | 45 | 35 | 35 | 30 |
| ⊙ | 82.20 to 85.03 | | 79 | 79 | 55 | 55 | 30 | | 185.90 to 178.90 | | 79 | 70 | 55 | 55 | 30 |
| | 85.03 to 85.13 (Woodland) | | 12 | 12 | 12 | 12 | 12 | | 178.90 to 178.00 (Corning) | | 40 | 40 | 40 | 40 | 20 |
| | 85.13 to 86.02 | | 65 | 60 | 50 | 50 | 30 | | 178.00 to 165.70 | | 79 | 70 | 55 | 55 | 30 |
| ⊙ | 86.02 to 149.50 | | 79 | 79 | 55 | 55 | 30 | | 165.70 to 165.50 (Orland) | | 40 | 40 | 40 | 40 | 20 |
| | 149.50 to 150.00 (Willows) | | 40 | 40 | 40 | 40 | 20 | ⊙ | 165.50 to 150.00 | | 79 | 79 | 55 | 55 | 30 |
| ⊙ | 150.00 to 165.50 | | 79 | 79 | 55 | 55 | 30 | | 150.00 to 149.50 (Willows) | | 40 | 40 | 40 | 40 | 20 |
| | 165.50 to 165.70 (Orland) | | 40 | 40 | 40 | 40 | 20 | ⊙ | 149.50 to 86.02 | | 79 | 79 | 55 | 55 | 30 |
| | 165.70 to 178.00 | | 79 | 70 | 55 | 55 | 30 | | 86.02 to 85.13 | | 65 | 60 | 50 | 50 | 30 |
| | 178.00 to 178.90 (Corning) | | 40 | 40 | 40 | 40 | 20 | | 85.13 to 85.03 (Woodland) | | 12 | 12 | 12 | 12 | 12 |
| | 178.90 to 185.90 | | 79 | 70 | 55 | 55 | 30 | ⊙ | 85.03 to 82.20 | | 79 | 79 | 55 | 55 | 30 |
| | 185.90 to 186.51 (211.87) | | 45 | 45 | 35 | 35 | 30 | | 82.20 to 81.80 | | 70 | 65 | 55 | 55 | 20 |
| | 211.87 to 213.50 | | 60 | 60 | 50 | 50 | 30 | ⊙ | 81.80 to 76.00 | | 79 | 79 | 55 | 55 | 30 |
| | 213.50 to 213.80 | | 35 | 35 | 35 | 35 | 30 | | 76.00 to 75.60 | | 40 | 40 | 30 | 30 | 20 |
| EASTWARD, HARRINGTON TO WYO, VIA COLUSA: | | | | | | | WESTWARD, WYO TO HARRINGTON, VIA COLUSA: | | | | | | | | |
| | 108.80 to 120.70 | | .. | 25 | 25 | 25 | 20 | | 180.46 to 170.00 | | .. | 30 | 30 | 30 | 20 |
| | 120.70 to 121.30 (Grimes) | | .. | 15 | 15 | 15 | 15 | | 170.00 (Hamilton) to 121.30 | | .. | 25 | 25 | 25 | 20 |
| | 121.30 to 170.00 | | .. | 25 | 25 | 25 | 20 | | 121.30 to 120.70 (Grimes) | | .. | 15 | 15 | 15 | 15 |
| | 170.00 (Hamilton) to 180.46 | | .. | 30 | 30 | 30 | 30 | | 120.70 to 108.80 | | .. | 25 | 25 | 25 | 20 |
| EASTWARD, WOODLAND TO JOSEPHINE: | | | | | | | WESTWARD, JOSEPHINE TO WOODLAND: | | | | | | | | |
| | 85.56 to 96.50 | | .. | 25 | 25 | 25 | 20 | | 117.42 to 96.50 | | .. | 20 | 20 | 20 | 15 |
| | 96.50 to 117.42 | | .. | 20 | 20 | 20 | 15 | | 96.50 to 85.56 | | .. | 25 | 25 | 25 | 20 |
| EASTWARD, MARCHANT TO ENSLEY | | | | | | | WESTWARD, ENSLEY TO MARCHANT | | | | | | | | |
| | | | .. | 15 | 15 | 15 | 15 | | | | .. | 15 | 15 | 15 | 15 |

*Streamlined passenger trains are CASCADE and SHASTA DAYLIGHT with DP class engine.

CASCADE and SHASTA DAYLIGHT, with P-7, 8, 10; GS, or Mt class engine, may run not to exceed 75 MPH on tangent track where 70 MPH is authorized in Column 1.

⊙ No. 377 (PCE) and No. 378 (PCE), when consist contains no restricted cars, may operate at passenger speeds shown in Column 1, except maximum speed must not exceed 60 MPH.

| 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: | |
| Through slip switches | 15 |
| Through turnouts on other than sidings | 10 |
| On branches | 10 |
| Through all sidings, yard tracks and other tracks with engine running backward | 10 |
| On gravel pit tracks—Cory | 10 |

SPECIAL INSTRUCTIONS—WEST VALLEY SUBDIVISION

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

| NOMINAL CLASS | ENGINE NUMBERS | Davis and Gerber | Woodland and Josephine Marchant and Enaley | Harrington and Wyo via Colusa |
|--|---|------------------|--|-------------------------------|
| DP-4, 7 | 6000 to 6004, 6017, 6018, 5900 to 5909..... | 1250 | ..... | ..... |
| DP-5, 6 | 6005 to 6016, 6055, 6056, 5910 to 5915..... | 1950 | ..... | ..... |
| DP-8, 9, 10 | 6019 to 6033, 5918 to 5924..... | 2475 | ..... | ..... |
| DP-11 | 6034 to 6045..... | 2550 | ..... | ..... |
| DP-12 | 6046 to 6054..... | ..... | ..... | ..... |
| DF-1 to 12 | 6138 to 6461, 8022 to 8303..... | 2850 | ..... | ..... |
| DF-100 | 5200 to 5202..... | ..... | ..... | ..... |
| DF-101 to 108, 110, 112 | 4900 to 4902, 5203 to 5249, 5253 to 5278..... | 3925 | 4775 | 5000 |
| DF-109, 111 | 4903 to 4905, 5250 to 5252..... | 5000 | ..... | ..... |
| DF-114, 116 to 118, 120 to 122, 124, 125 | 5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493..... | 4900 | 4900 | 5450 |
| DF-115, 119, 123, 126 | 5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507..... | ..... | ..... | ..... |
| DF-200 to 206 | 5100 to 5120..... | ..... | ..... | ..... |
| DF-300 to 304 | 4600 to 4623, 4700 to 4703..... | ..... | ..... | ..... |
| DF-305, 306 | 4624 to 4633..... | ..... | ..... | ..... |
| DF-307 | 4634 to 4645..... | ..... | ..... | ..... |
| DF-500, 501 | 4800 to 4815..... | ..... | ..... | ..... |
| DF-603, 605, 606, 607 | 5600 to 5719..... | ..... | ..... | ..... |
| DS-1 to 8 | 1000 to 1032..... | 1175 | 1200 | 1375 |
| DS-9, 10 | 1033 to 1052..... | ..... | ..... | ..... |
| DS-100 to 109, 111, 115, 119 | 1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567..... | 1775 | 2000 | 2275 |
| DS-110, 114, 118 | 1442 to 1463, 1492 to 1513, 1539 to 1550..... | ..... | ..... | ..... |
| DS-113, 117, 120 | 1486 to 1491, 1529 to 1538, 1568 to 1574..... | 2475 | 2375 | 2675 |
| DS-200, 201 | 1900 to 1903..... | 620 | 620 | 705 |
| M-4 | 1673, 1713..... | 1700 | 1700 | 1700 |
| M-6, 8 | 1726 to 1796, 1824, 1825..... | 2075 | 2075 | 2075 |
| M-9 | 1805 to 1817..... | 2200 | 2200 | 2200 |
| M-11 | 1833..... | 2200 | 2200 | 2200 |
| T-1 | 2248, 2252..... | 1550 | 1550 | 1550 |
| T-28, 31 | 2312 to 2361..... | 2400 | 2400 | 2400 |
| T-32 | 2366 to 2384..... | 2525 | 2525 | ..... |
| P-6 | 2454..... | 2375 | ..... | ..... |
| P-7 | 2476, 2477..... | 2525 | ..... | ..... |
| P-8, 10 | 2463 to 2472, 2479 to 2483..... | 2625 | ..... | ..... |
| P-8, 10 | 2475, 2484 to 2491..... | 2625 | ..... | ..... |
| C-8, 9, 10 | 2513 to 2598, 2700 to 2854..... | 2600 | 2600 | 3025 |
| C-18 | 3400, 3406..... | 2375 | 2450 | ..... |
| C-19 | 3423..... | 2475 | 2550 | 2900 |
| Mk-4 | 3203 to 3236..... | 2975 | ..... | ..... |
| Mk-5, 6 | 3247, 3251, 3264, 3275..... | 3300 | ..... | ..... |
| F-1 | 3616 to 3643..... | 3775 | ..... | ..... |
| F-3, 4, 5 | 3653 to 3765..... | 4475 | ..... | ..... |
| AC-6 to 12 | 3804, 3805, 4151 to 4294..... | 7250 | ..... | ..... |
| Mt-1, 3, 4, 5 | 4300 to 4376..... | 3475 | ..... | ..... |
| GS-1, 2 | 4402 to 4415, 4470 to 4472..... | 3725 | ..... | ..... |
| GS-3, 4, 5, 6 | 4417 to 4469..... | 3850 | ..... | ..... |
| GS-7, 8 | 4475 to 4487..... | ..... | ..... | ..... |

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.