

SOUTHERN PACIFIC COMPANY



SACRAMENTO DIVISION SPECIAL INSTRUCTIONS

No. 8

EFFECTIVE SUNDAY, SEPTEMBER 27, 1959
AT 12:01 A. M.,
PACIFIC STANDARD TIME

SUPERSEDING SPECIAL INSTRUCTIONS No. 7

THESE INSTRUCTIONS CONSTITUTE A PART
OF THE TIMETABLE CURRENTLY IN
EFFECT

W. D. LAMPRECHT,
General Manager.

E. D. MOODY,
J. A. MCKINNON,
Assistant General Managers.

J. M. HATCHER,
General Superintendent of
Transportation.

J. P. GRIFFIN,
Superintendent of Transportation.

V. E. ANDERSON,
Superintendent.

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

Spec Instr #7 eff 24 Nov 1957
#9 30 Apr 1961

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

⊙**RULE A.** Employees must know that they have in their copy of Rules and Regulations of the Transportation Department effective December 1, 1951, page revisions as listed on pages 1 and 2 revised April 1, 1959.

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.

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

⊙**RULE 10-H** is revised to read:

"When a yellow signal is required it will be displayed to the right of track in direction of approach, one and one-half miles from structure or track over which speed of trains must be restricted. Where two or more main tracks are affected the signal will be displayed for each track the same as if it were a single track.

"Trains must not exceed the speed specified by train order, or timetable bulletin, or restricted speed if no different speed is specified, while passing over the structure or track affected, until the rear of train clears the restricted limit.

"Where yellow signals are displayed within limits of a length of track over which a maximum speed is designated in train order or timetable bulletin and no maximum speed is otherwise specified for the particular section of track protected by these yellow signals, trains must not exceed restricted speed thereover. When yellow signals are displayed and the speed is not specified by train order or timetable bulletin, trains must proceed expecting to find unattended red signal that may be displayed one and one-half miles beyond the yellow signal.

"A green signal will be displayed to the right of each track at the limit of restriction, and trainman will give signal 12(c) after rear of train has passed it.

"A yellow flag by day and a yellow light by night may be displayed on speed sign post to direct attention to figures on speed sign, and will not be considered a yellow signal as prescribed by this rule."

⊙**RULE 10-I** is revised to read:

"When Form Y train order is in effect an unattended red sign reading **'CONDITIONAL STOP'** will be displayed 1,000 feet in advance of where main track is obstructed or impassable. Trains must approach prepared to stop short of this sign unless the engineer is orally authorized to proceed beyond the stop sign by foreman in charge of work or a proceed signal with a green flag or light is received. A yellow sign reading **'PROCEED PREPARED TO STOP'** will be displayed one and one-half miles in advance of the red sign.

"Before orally authorizing a train to proceed, foreman must inform engineer the maximum speed permitted over restricted track.

"A green signal will be displayed to the right of each track at the limit of restriction unless foreman orally authorizes train to proceed at maximum speed. Trainman will give signal 12(c) after rear of train has passed green signal."

FORM Y TRAIN ORDER is revised to read:

"(1) **DO NOT EXCEED RESTRICTED SPEED BETWEEN MP 18 AND MP 20 BETWEEN BESSMER AND CORONA FROM 801 AM UNTIL 501 PM JULY 4TH AND BE PREPARED TO STOP SHORT OF UNATTENDED RED CONDITIONAL STOP SIGN DISPLAYED IN VICINITY OF MP 17.8 FOR EASTWARD TRAINS AND MP 20.2 FOR WESTWARD TRAINS UNLESS ORALLY AUTHORIZED TO PROCEED BEYOND THE STOP SIGN BY FOREMAN IN CHARGE OF WORK OR A PROCEED SIGNAL WITH GREEN FLAG IS RECEIVED**
RESTRICTED SPEED MUST NOT BE EXCEEDED UNLESS FOREMAN ORALLY AUTHORIZES A DIFFERENT SPEED
YELLOW PROCEED PREPARED TO STOP SIGNS ARE DISPLAYED ONE AND ONE-HALF MILES IN ADVANCE OF RED CONDITIONAL STOP SIGNS

"When Form Y train order is required, foreman in charge of work must notify chief train dispatcher in writing furnishing location, time and date such protection is desired. After train order has been issued to all trains, chief train dispatcher will advise foreman the time that train order is in effect.

"This order will remain in effect for the time and date specified therein unless cancellation is received by chief train dispatcher from foreman. However, when yellow **'PROCEED PREPARED TO STOP'** or red **'CONDITIONAL STOP'** signs are displayed and Form Y train order is not in effect or has not been received, such signs must be respected in accordance with Rule 10-I the same as if the train order was in effect or had been received.

"At locations specified in this form of train order, MofW- & S employes are not required to provide flag protection for roadway equipment or track and Rules 10-G and 10-H will not apply."

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

⊙**RULE 15** is revised to read:

"The explosion of two torpedoes is a signal to proceed with caution for one and one-half miles. The explosion of one torpedo will indicate the same as two, but the use of two is required.

"When torpedoes are exploded in the vicinity of a yellow signal displayed in accordance with Rule 10-H, train must proceed expecting to find an unattended red signal that may be displayed one and one-half miles beyond the torpedoes and the yellow signal.

"Torpedoes must not be placed near station buildings or public crossings, nor on other than main track.

"Torpedoes are explosive and must not be affixed to end gates or railings, nor left lying on platforms of cars or elsewhere, where children or unauthorized persons may pick them up."

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

⊙**RULE 103-A.** Before kicking or dropping cars over a public crossing not protected by a watchman, a member of the crew must take position at the crossing to afford protection to traffic while movement is being made.

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.

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.

INTERLOCKING

- RULE 663(b).** Interlocking—Elvas
Roseville
Norden
Tehama-Gerber

When movements are made under the provisions of this rule which involve moving over dual control switches, such switches must be placed in hand position in accordance with Rule 772 and locked until movement over the switch has been completed. When movement has been completed, switches must be returned to normal position and selector lever restored to motor position and locked.

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.

○**RULE 873.** Sanders must not be operated between absolute or interlocking signals governing movement over dual control or power operated switches.

AIR BRAKE RULES

○**RULE 3.** Standard brake pipe pressure for Nos. 377 (PCE), 378 (PCE), 376 (Starpacer), Adv. FMS, FMS and WCM, is 90 pounds.

○**RULE 14.** When dynamic brakes are used on both road and helper engines while moving on descending grades, additional tonnage on the same ratio per unit as specified for road engine may be handled without retaining valves.

Trains handled by DF-120 to 126 class engines must not use more than three units of dynamic brakes. Dynamic brake cable must be removed between third and fourth units in direction of movement, and unit selector switch on lead unit placed on No. 3 position.

Trains handled by DF-605, 607, 608, 609, 611 class engines must not use more than four units of dynamic brakes. Dynamic brake cable must be removed between fourth and fifth units in direction of movement, and unit selector switch on lead unit placed in No. 4 position.

Trains handled by DF-1 to 12 or DF-603, 606 class engines must not use more than five units of dynamic brakes. Dynamic brake cable must be removed between fifth and sixth units in direction of movement, and unit selector switch on lead unit placed in No. 4 position.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

⊙**RULE 23.** Gondola cars SP 345000 to 345599 are equipped with air brake system which has automatic change-over feature to provide proper brake function when car is loaded and when empty. Before leaving station or point where such cars have been added to the consist or where crews are changed the outgoing engineer must actuate the automatic changeover feature by reducing brake pipe pressure to below 30 pounds whether cars are loaded or empty.

⊙**RULE 33.** When tonnage of freight train handling cars with single capacity brakes exceeds 80 tons per operative brake, maximum speed of train must not exceed 45 MPH.

MISCELLANEOUS

5. Helper service:

- (a) Helper engines must not be placed behind wooden underframe equipment.
- (b) Helper engines consisting of not more than two units may be placed behind cabooses.
- (c) Helper engines consisting of not more than four units may be placed immediately ahead of cabooses.

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

⊙**6.** Trailer flat cars 80 and 85 feet long, when loaded must not be operated on westward track Andover to Norden, and without authority of Chief Train Dispatcher, these cars must not be operated on Stirling City, Yuba City, or Knights Landing Branches, on west leg of wye at Chico, or on industry or yard tracks within Sacramento yard limits except on 12th St. yard tracks 1 to 6, Sixth St. yard tracks 1 to 3, back leads, depot No. 1, and levee tracks east of refuse dump tracks.

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

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

⊙**SPEED RESTRICTIONS FOR ENGINES:** Maximum speed shown below is subject to further 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	
DF-1 to 12, except:.....	65	65	*30
6187 to 6189, 6191 to 6195, 6197 to 6200, 6205 to 6212, 6214 to 6227, 6229 to 6239, 6378 to 6382, 6384, 6385, 6387 to 6392, 6394 to 6403, 6440, 6442 to 6445, 6447, 6455, 6458 to 6461, 8086, 8087, 8090, 8096, 8099, 8101, 8104, 8110, 8112, 8115 to 8117, 8119 to 8121, 8123 to 8125, 8130 to 8133, 8138, 8290 to 8297, 8299, 8300, 8302, 8303.....	70	70	*30
6190, 6202, 6203, 6383, 6386, 6393, 6441, 6446, 6448 to 6457, 8091 to 8093, 8095, 8102, 8103, 8106 to 8109, 8111, 8114, 8118, 8122, 8126 to 8129, 8134 to 8137, 8139, 8298, 8301.....	79	79	*30
DF-100, 114 (5288, 5289), 115, 119, 123, 126.....	65	65	**65
DF-114 (5279 to 5287, 5290 to 5293), 117.....	55	55	**55
DF-116, 118, 120, 121, 122, 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-307.....	60	60	**60
DF-500, 501.....	70	70	*70
DF-603, 606.....	70	70	*70
DF-605, 607, 610 to 613.....	65	65	**65
DF-608, 609.....	75	75	**75
DP.....	79	79	*30
DS-1, 4, 5.....	45	45	45
DS-2, 3, 6 to 12.....	60	60	60
DS-100 to 108, 110, 111, 113 to 115, 117 to 122.....	60	60	**60
DS-109.....	65	65	65
DS-200, 201.....	35	35	35
Any engines 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

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

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 forward light, except DS-200, 201 class must have traction motor brushes removed and speed restricted to 30 MPH.

⊙Dead engines weighing 150,000 pounds or more will be placed either first behind engine handling train or behind first car if loaded; dead engines weighing less than 150,000 pounds must be placed near rear.

Dead steam engines hauled in train and weighing 150,000 pounds or more on drivers must, as far as practicable, be cut in between 25 and 30 cars from the head end of the train but in no event less than 8 cars from engine handling the train. If weight is less than 150,000 pounds on drivers dead steam engines must be placed near rear of train.

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

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

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.

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.

◎ MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH MAIN TRACKS OTHER THAN BRANCHES	MPH MAIN TRACKS ON BRANCHES
Double or triple loads.....	..	25
Scale test cars.....	40	30
Cars with arch bar trucks.....	40	30
Steel pile-drivers, except:.....	40*	30*
SPMW 4088 (locomotive crane pile-driver)		
With boom detached and trailing.....	35*	25*
With boom attached and trailing.....	25*	15
Relief outfits with steam derrick, except:.....	40*	25*
Nos. 7007, 7009, 7012, 7019, 7033 and 7034.....	35*	25*
(Relief outfits 7014 and 7025 must not be operated on any branch.)		
Power shovel on own wheels.....	35*	25*
Ditchers on own wheels.....	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:		
Electrified.....	35	15
Steam.....	25	15

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

◎ OTHER MAXIMUM SPEEDS

	MPH PASSENGER TRAINS	MPH FREIGHT AND MIXED TRAINS
Trains containing cars CG 50 to 63, MKT 45051 45070; NCStL 18097 to 18120 and 18263; 18349, 18481, 18498; RFP 280 to 288.....	60	60
Trains of deadhead equipment, with cabooses..	60	..
Passenger trains, with cabooses.....	60	..
Engine and caboose only, except.....	..	60
must not exceed speed for same engine running forward light.		
Engine and flanger only, except.....	..	45
On curves.....	..	35
Logs loaded on flat or logging cars, except... ..	..	35
On curves.....	..	25
Through truss bridges, tunnels and passing stations.....	..	15

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.

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

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

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

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

SPECIAL INSTRUCTIONS—SACRAMENTO SUBDIVISION

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

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

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

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

⊙**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).....	End of Branch
	Folsom.....	End of Branch
	" (Placerville Branch).....	111.38
110.57	Placerville.....	End of Branch
148.19	Placerville.....	End of Branch
110.64	Walnut Grove.....	113.90

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

Movement against current of traffic on eastward track Sixth Street to Front Street may be made when proceed signal received from yardman in vicinity of Seventh Street, 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 east end of Sacramento River drawbridge unless proceed signal received from yardman and must not pass first switch of crossover between main tracks west of Sixth Street shanty (1500 feet east of Sacramento River drawbridge) unless proceed signal received from yardman in vicinity of Seventh Street.

The two center tracks, for entering and leaving station tracks, are equipped with automatic block signals between Sixth Street and Seventh Street. Signal 889 will display green aspect when route lined for direct movement to Sixth Street, and yellow aspect when route lined for crossover movement to Sixth Street. Signal 886 governs movements from station Tracks Nos. 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 and engines from Mountain Subdivision, after receiving proceed signal from yardman, may pass Signal 1065 displaying stop indication without stopping; when movement to be made into yard tracks and westward 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 trains and engines (except yard engines) using running track must not pass fouling point at west end in vicinity of Dry Creek unless proceed signal received from 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.

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

Eastward 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, 1065 or 1067 must not proceed until signal displays proceed indication, except 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.

SNRy at Front Street and Capitol Avenue—Stop and not proceed unless hand signal received from flagman on ground (green flag by day, green light by night).

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

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

Front Street and Capitol Avenue.....SNRy,

Front and R Streets.....SNRy,

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

This will not be considered a red signal as prescribed by Rule 10-G.

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

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

- Isleton, on wharf spur.
- Automatic crossing gates:

Following crossing protected by gates, with control circuits located within short distance of crossing.

Crews of trains or engines making stop, reverse movements, or movements to or from yard tracks over crossing must know that gates are down and crossing clear of vehicular traffic before entering crossing.

Station	Mile Post
Swanston	93.50

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
Spring switch, end double track, MP 103.14, Antelope		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 derrails operated by switchtender at Front St. (except derail on Westward 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 Track—350 feet east of crossing,
- Eastward Track—For movement against current of traffic, 350 feet from crossing,
- Station tracks—350 feet from crossing. Green aspect for movement to Westward Track; yellow aspect for movement through crossover to Eastward Track,
- Front St. track—100 feet from crossing of main tracks,
- Jibboom Street—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 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 Track
Switch position indicator located at:	
Roseville.... Spring switch No. 2 Track, east end drill track.	

⊙**RULE 605. INTERLOCKING**

Sacramento River Drawbridge: Eastward trains failing to receive green aspect in approaching Signal 878 must stop west of Yolo Port connection, 800 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.

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

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

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

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

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

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 whose instructions will govern movements not controlled by signal indicator:

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

Roseville: Limits as follows:
On main tracks between MP 102.50 and MP 106.64.

Eastward signal at MP 102.50 governs movements as follows:

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

Eastward signal at MP 106.16 governs movement as follows:

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

Telephones to 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.

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

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

GENERAL REGULATIONS

⊙**RULE 825. 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 skids 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.

SPECIAL INSTRUCTIONS—SACRAMENTO SUBDIVISION

○**RULE 826. Roseville:** Indicator lights located on Tracks Nos. 71 and 72 at each end of PFE icing platform No. 1 and pole between Tracks Nos. 71 and 72, 1324 feet east of PFE icing platform No. 1 and on Tracks Nos. 73 and 74 at west end PFE icing platform No. 2 and pole between Tracks Nos. 73 and 74, 412 feet east of PFE icing platform No. 2 govern movements on these tracks as follows:

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

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 When tonnage of train exceeds 935 tons per 4-axle or 1750 tons per 6-axle unit of dynamic brake in operation, one retaining valve for each 75 tons in train. Trains of 35 cars or less may be handled without retainers under provisions of Air Brake Rule 19.

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-E.** Will apply to trains arriving Roseville.

○**RULE 25.** Will apply to westward trains at Placerville.

○**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.—75 tons.

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.

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.

Isleton: Wharf Track No. 1, Isleton is blocked by portable ramp and track must not be used unless ramp is removed from track.

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

Class of Engine	Restricted Tracks
All engines.....	Folsom—Beyond engine restriction sign east of station.

○**11.** Load limit (car and contents):

Sacramento-Roseville.....	251,000 pounds
Brighton-Elvas.....	251,000 pounds
Sacramento-Isleton.....	230,000 pounds
Sacramento-Brighton via R St.....	240,000 pounds
Brighton-Placerville.....	230,000 pounds
Folsom Jct.-Folsom.....	230,000 pounds
Citrus-Fair Oaks.....	230,000 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)

29. SNRy track in Sacramento yard between Sacramento Yolo Port Railroad connection, just east of Washington underpass, and connection to Sacramento Yolo Port Railroad just east of county road crossing is used jointly by SNRy and SP crews. Movements on joint track governed by block signals whose indications supersede the superiority of trains.

Block indicators located at switches indicate track occupancy and switches are equipped with joint SNRy and SP switch locks.

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

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

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

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

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

Sacramento Yolo Port Railroad connection just east of Washington underpass lined for SNRy Woodland Branch.

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

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

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

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

○**30.**

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

MP	Location	Description
88.54	Sacramento.....	Sacramento River bridge.....Overhead
92.15	Elvas.....	American River bridge.....Side
97.88	Planehaven.....	Pedestrian overhead...Overhead
		(Polk-Elvas)
131.78	Polk.....	Traction company overhead crossing...Overhead
133.13	Brighton.....	Signal bridge.....Overhead
		(Placerville Branch)
122.30	East of White Rock.....	Rock cut.....Side
126.40	Latrobe.....	Rock cut.....Side
126.50	East of Latrobe.....	Rock cut.....Side
128.60	East of Latrobe.....	Rock cut.....Side
		(Walnut Grove Branch)
92.41	East of Baths.....	Bridge.....Side
111.42	Snodgrass Slough.....	Bridge.....Side

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			PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	TERRITORY			PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP	MP	Column:	1	2	3	MP	MP	Column:	1	2	3
EASTWARD, SACRAMENTO TO ROSEVILLE:						WESTWARD, ROSEVILLE TO SACRAMENTO:					
88.54 to 89.50	89.50		10	10	10	106.70 to 106.08	106.08		15	15	15
89.50 to 90.00	90.00		25	25	25	106.08 to 102.50	102.50		35	35	35
90.00 to 91.61	91.61		35	35	35	102.50 to 93.00	93.00		79	60	70
91.61 to 92.56 (Interlocking & bridge)	92.56		25	25	25	93.00 to 92.56	92.56		50	45	50
92.56 to 93.00	93.00		50	45	50	92.56 to 91.61 (Bridge & interlocking)	91.61		25	25	25
93.00 to 102.50	102.50		79	60	70	91.61 to 90.00	90.00		35	35	35
102.50 to 106.08	106.08		35	35	35	90.00 to 89.50	89.50		25	25	25
106.08 to 106.70	106.70		15	15	15	89.50 to 88.54	88.54		10	10	10
EASTWARD, POLK TO ELVAS:						WESTWARD, ELVAS TO POLK:					
132.00 to 133.33	133.33		70	60	70	136.38 to 135.99 (Wye from Roseville)	135.99		25	25	25
133.33 to 133.35 (end double track)	133.35		25	25	25	★136.36 to 135.99 (Wye from Sacramento)	135.99		20	20	20
133.35 to 136.00	136.00		40	35	40	135.99 to 133.33	133.33		40	35	40
136.00 to 136.36 (91.65) (wye to Sacramento)	136.36		25	25	25	133.33 to 132.00	132.00		70	60	70
136.00 to 136.38 (92.03) (wye to Roseville)	136.38		25	25	25						
EASTWARD, BRIGHTON TO PLACERVILLE:						WESTWARD, PLACERVILLE TO BRIGHTON:					
94.67 to 94.74	94.74		..	15	15	149.70 to 149.07	149.07		..	10	10
94.74 to 111.10	111.10		..	30	30	149.07 to 139.30	139.30		..	20	20
111.10 to 139.00	139.00		..	20	20	139.30 to 139.00	139.00		..	10	10
139.00 to 139.30	139.30		..	10	10	139.00 to 111.10	111.10		..	20	20
139.30 to 149.07	149.07		..	20	20	111.10 to 94.74	94.74		..	30	30
149.07 to 149.70	149.70		..	10	10	94.74 to 94.67 (133.27)	94.67		..	15	15
EASTWARD, FOLSOM JCT. TO FOLSOM:						WESTWARD, FOLSOM TO FOLSOM JCT.:					
			..	20	20				..	20	20
EASTWARD, CITRUS TO FAIR OAKS:						WESTWARD, FAIR OAKS TO CITRUS:					
			..	20	20				..	20	20
EASTWARD, SACRAMENTO TO ISLETON:						WESTWARD, ISLETON TO SACRAMENTO:					
89.59 to 114.50	114.50		..	20	20	121.90 to 114.00	114.00		..	15	15
114.50 to 121.90	121.90		..	15	15	114.00 to 89.59	89.59		..	20	20

★★ICC Regulation.

No. 377 (PCE), No. 378 (PCE) and 376 (Starpacer), when consist contains no restricted cars, may operate at speeds shown in Column 1, except maximum speed must not exceed 60 MPH.

Adv. FMS, FMS or WCM, if consist contains no restricted cars and not in excess of 60 cars or 2500 tons and tonnage per operative brake does not exceed 50 tons, may operate at 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
On "R" St. Sacramento, between Front St. and Brighton	10
On Mather Field spur	10
On back tracks or engine leads to Turntable, Sacramento	10
On American Can Company tracks, Elvas	10
On tracks serving McClellan Field (Plane-haven)	10
⊙Through siding and turnout at Polk	25

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 teleton
DP-4, 7, 12	6000 to 6004, 6017, 6018, 6046 to 6054, 5900 to 5909, 5916, 5917.....	3225	....	....	....	....	....
DP-5, 6, 8 to 11	6005 to 6016, 6055 to 6058, 5910 to 5915..... 6019 to 6033, 5918 to 5924..... 6034 to 6045.....	3275	....	....	....	....	....
DF-1 to 12	6138 to 6461, 8022 to 8303, except..... with 61:16 gear ratio..... with 60:17 gear ratio.....	3600	....	....	....	....	....
DF-100	5200 to 5202.....	....	....	....	....	....	....
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278.....	4875	1600	1050	4650	3075	4050
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.....	5200	1600	1050	4750	3075	4050
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 to 607, 611, 612	5600 to 5719, 5730 to 5844.....	3825	....	....	....	....	....
DF-608 to 610, 613	5720 to 5729, 5845 to 5859.....	3925	....	....	....	....	....
DS-1 to 8	1000 to 1032.....	1600	425	275	1400	900	1200
DS-9 to 12	1033 to 1090.....	....	....	....	....	....	....
DS-100 to 109, 111, 115 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567.....	2975	875	600	2700	1750	2300
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550.....	2875	875	600	2625	1750	2275
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596.....	....	....	....	....	....	....
DS-200, 201	1900 to 1903.....	1125	325	225	1025	675	875

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

- 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 246.20

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

⊙**RULE 10-J.** Speed signs placed to the right of track in current of traffic direction but with one track intervening: Eastward at MP 106.88 reading 35.

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

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

⊙**RULE 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
122.66	Auburn.....	125.60
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 and engines from Mountain Subdivision must stop clear of Berry Street crossing, MP 107.20 unless flashing yellow light is displayed in special signal just west of Berry Street.

Westward freight trains and engines from Mountain Subdivision, after receiving proceed signal from yardman, may pass Signal 1065 displaying stop indication without stopping when movement to be made into yard tracks; and westward 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 trains and engines (except yard engines) using running track must not pass fouling point at west end in vicinity of Dry Creek unless proceed signal received from yardman, yellow flag by day, yellow light by night.

Eastward 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, 1065 or 1067 must not proceed until signal displays proceed indication, except 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 Loomis and Lawton, 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.

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

SPECIAL INSTRUCTIONS—MOUNTAIN SUBDIVISION

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.

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
1431.....	Colfax

○**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-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-1582	Slide detector fence, MP 159.50.....	{ P-1599 P-1601
P-2220	Slide detector fences, MP 222.28, MP 222.94,.....	{ P-2239 P-2259
P-2240	MP 223.85 and MP 224.53.....	

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Sparks: Upper unit of Signal 2452 on signal bridge governs main track movements on Eastward Track. Lower unit of Signal 2452 on signal bridge governs diverging route movement from Eastward Track across Westward Track into freight yard. Dwarf light Signals 2453 and 2459 govern main track movements on Westward 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 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 Track have stopped or crossover switches are lined from Eastward 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 signal bridge, Emigrant Gap, MP 171.59, and west limits of Norden interlocking, MP 191.75.

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, No. 1 Track.

○**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: Limits extend on No. 1 Track and No. 2 Track from interlocking signals located on signal bridge, MP 191.75, west of train-order office to westward interlocking signals on signal bridge 1600 feet east of east switch of crossover MP 201.30, Andover.

Andover: 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.

Telephones are located in house at signal bridge, Andover, MP 201.30.

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.

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.

○RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum.	On	Authorizes and Requires
Letter	Signal	Movement as Follows
EASTWARD		
M.....	7-ft.	
	mast..	Bowman Proceed to Colfax
M.....	Signal	
	Case..	East end siding
		Bowman Enter No. 2 Track and proceed to Colfax.
(Does not relieve conductors or engineers of complying with Rule 513.)		
M.....	1404..	Colfax..... Proceed to Gold Run.
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 and contact operator.
M.....	2091..	Truckee.... Proceed to Andover.
M.....	1725..	Emigrant
		Gap..... Proceed to Midas.
M.....	1611..	Midas..... Proceed to Gold Run.
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 826. Roseville: Indicator lights located on Tracks Nos. 71 and 72 at each end of PFE Icing platform No. 1 and pole between Tracks Nos. 71 and 72, 1324 feet east of PFE icing platform No. 1 and on Tracks Nos. 73 and 74 at west end PFE icing platform No. 2 and pole between Tracks Nos. 73 and 74, 412 feet east of PFE icing platform No. 2 govern movements on those tracks as follows:

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

○RULE 827. 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. When practicable, members 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 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 No. 1 Track will be illuminated on approach of westward train, and inspection is to be made at that point. Adv. FMS, FMS and WCM with dynamic brake operating may make continuous run Sparks to Roseville without train inspection if in judgment of conductor it is safe to do so.

AIR BRAKE RULES

○RULE 3. Standard brake pipe pressure for freight and mixed trains is 90 pounds.

FREIGHT AND MIXED TRAINS

○RULE 17. Retaining valves must be used without dynamic brakes in operation on descending grades as follows:

NORDEN TO TRUCKEE: One retaining valve for each 65 tons in train.

NORDEN TO LOOMIS: One retaining valve for each 60 tons in train. Not necessary to turn down retaining valves at Loomis unless stop is made for other reason.

Retaining valves must be used with dynamic brakes in operation on descending grades as follows:

TRAINS HANDLED BY DF-1-12 CLASS ENGINES: One retaining valve for each 125 tons in train when gross tonnage per dynamic brake exceeds:

Norden to Truckee:

One dynamic brake—1000 tons,
Two dynamic brakes—2000 tons,
Three dynamic brakes—3750 tons,
Four dynamic brakes—5800 tons,
Five dynamic brakes—6000 tons.

Norden to Loomis:

One dynamic brake—825 tons,
Two dynamic brakes—1650 tons,
Three dynamic brakes—3100 tons,
Four dynamic brakes—4125 tons.

SPECIAL INSTRUCTIONS—MOUNTAIN SUBDIVISION

TRAINS HANDLED BY DF-101-126 CLASS ENGINES: One retaining valve for each 125 tons in train when gross tonnage per dynamic brake exceeds:

Norden to Truckee:

- One dynamic brake—1500 tons,
- Two dynamic brakes—3500 tons,
- Three dynamic brakes—5800 tons.

Norden to Loomis:

- One dynamic brake—1250 tons,
- Two dynamic brakes—2700 tons,
- Three dynamic brakes—4125 tons.

Helper engines placed at or near rear of trains handled by 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, except that gross tonnage of trains between Norden and Loomis must not exceed 5800 tons.

PASSENGER TRAINS

Retaining valves must be used without dynamic brakes in operation 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.

Norden to Loomis: All retaining valves.

Retaining valves must be used with dynamic brakes in operation 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.

Loomis to Norden: 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 without dynamic brakes in operation.

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-E.** Will apply to trains arriving Roseville.

○**RULE 25.** Will apply to eastward trains at Norden and westward trains at Truckee, and at Summit or Norden, except when not required to stop for other reasons and means of communication are available, test may be omitted provided road engineer on eastward trains when passing Norden and on westward trains when passing Truckee and Norden are assured by trainmen that air gage in caboose registers normal brake pipe pressure.

From May 1 to November 1 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 train passes MP 202. If engineer does not receive required signal, train must be stopped and air 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.....65 tons
 - Norden to Loomis.....60 tons
- except:

Trains of 55 cars or less may handle 75 tons per operative brake between Truckee and Loomis provided dynamic brake is in operation on not less than four 4-axle units or on not less than three 6-axle units and air brakes are being operated in accordance with the provisions of Air Brake Rule 19. Should a dynamic brake fail or should the air brakes be handled other than as prescribed in Air Brake Rule 19 under this exception, immediate stop must be made, all retainers turned up and speed restricted to 15 MPH.

If gross tonnage between Norden and Loomis exceeds 70 tons per operative brake, speed must not exceed 20 MPH between Emigrant Gap and Gold Run and train must be stopped at Midas for at least 10 minutes for wheel heat radiation and train inspection.

○**RULE 34.** Freight trains without dynamic brakes in operation will stop at the following stations for at least 10 minutes for heat radiation at which time train inspection will be made:

<u>Eastward</u>	<u>Westward</u>
MP 203.00	Troy
	Emigrant Gap
	Midas
	Gold Run
	Bowman

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.

○**RULE 39.** Running test must be made on westward trains just after emerging from Tunnel No. 6 or Tunnel No. 41, west of Eder.

MISCELLANEOUS

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

Class of Engine	Restricted Tracks
All engines.....	Newcastle—Over trestle portion of fruit spurs.
“	Soda Springs—Spur tracks off spur.
“	Summit—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.....	2 (Water)
Truckee.....	10 (Water)
Sparks.....	394 (Water)

○24. Minimum clearances for rotary plows:

Rotary snow plows 7211, 7206, 7221 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 must not meet or pass other rotaries 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 TURNTABLES

26. 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.

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 turntable to aid in spotting engines.

Normal position turntable will be as follows:

Norden.....East approach to No. 2 Track.

Trainmen and enginemen 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.

MOUNTAIN SUBDIVISION

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. 18.....Side and overhead
123.10	East of Newcastle	Tunnel No. 20.....Side and overhead
124.60	East of Nevada St., Auburn	Tunnel No. 21.....Side and overhead
131.20	East of Bowman	Tunnel No. 22.....Side and overhead
132.70	East of 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
164.34	East of Midas	Tunnel No. 1.....Side and overhead
176.60	East of Yuba Pass	Tunnel No. 35.....Side and overhead
176.90	East of Yuba Pass	Tunnel No. 36.....Side and overhead
177.80	Crystal Lake	Tunnel No. 37.....Side and overhead

○30.

MOUNTAIN SUBDIVISION

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

MP	Location	Description
177.87 to 198.91	Crystal Lake to Andover	Snow sheds and signals in Snowsheds.....Side and overhead
180.50	East of Cisco	Tunnel No. 38.....Side and overhead
180.70	East of Cisco	Tunnel No. 39.....Overhead
185.30	East of Cisco	Tunnel No. 40.....Side and overhead
193.30	East of Norden	Tunnel No. 41.....Side and overhead
200.10	East of Eder	Tunnel No. 42.....Side and overhead
179.39	East of Crystal Lake	Signal Bridge No. 1794.....Overhead
180.38	East of Cisco	Signal Bridge No. 1804.....Overhead
181.52	East of Cisco	Signal Bridge No. 1814.....Overhead
182.38	East of Cisco	Signal Bridge No. 1824.....Overhead
184.02	East of Cisco	Signal Bridge No. 1844.....Overhead
188.03	East of Troy	Signal Bridge No. 1880.....Overhead
189.88	East of Troy	Signal Bridge No. 1900.....Overhead
191.75	Norden	Signal Bridge No. 1919.....Overhead
199.38	East of Eder	Signal Bridge No. 1992.....Overhead
201.28	East of Andover	Signal Bridge.....Overhead
207.55	East of Andover	Signal Bridge No. 1076.....Overhead
209.12	East of Truckee	Signal Bridge No. 2096.....Overhead
210.60	East of Truckee	Signal Bridge No. 2106.....Side and overhead
212.63	East of Truckee	Signal Bridge No. 2124.....Side and overhead
214.71	East of Truckee	Signal Bridge No. 2146.....Side and overhead
216.52	Boca	Signal Bridge No. 2164.....Side and overhead
218.05	East of Boca	Signal Bridge No. 2180.....Side
220.03	East of Boca	Signal Bridge No. 2200.....Side and overhead
221.88	East of Boca	Signal Bridge No. 2220.....Side and overhead
230.12	East of Mystic	Signal Bridge No. 2300.....Overhead
231.50	Verdi	Signal Bridge No. 2316.....Side and overhead
237.02	Lawton	Signal Bridge No. 2370.....Overhead
238.90	East of Lawton	Signal Bridge No. 2390.....Side
(SPARKS-ROSEVILLE—WESTWARD)		
238.90	West of Reno	Signal Bridge No. 2389.....Side
231.50	Verdi	Signal Bridge No. 2317.....Side and overhead
230.12	West of Verdi	Signal Bridge No. 2301.....Overhead
229.65	West of Verdi	3rd Truckee River Crossing.....Side
221.88	West of Floriston	Signal Bridge No. 2219.....Overhead
220.65	West of Floriston	1st Truckee River Crossing.....Side
220.03	West of Floriston	Signal Bridge No. 2201.....Side
218.26	West of Floriston	Highway Bridge.....Overhead
218.05	West of Floriston	Signal Bridge No. 2181.....Side
216.52	Boca	Signal Bridge No. 2165.....Side and overhead
214.71	West of Boca	Signal Bridge No. 2147.....Side and overhead
212.63	West of Boca	Signal Bridge No. 2125.....Side and overhead
212.25	West of Boca	Highway Bridge.....Overhead
210.60	West of Boca	Signal Bridge No. 2107.....Overhead
209.12	West of Boca	Signal Bridge No. 2109.....Overhead
207.55	West of Truckee	Signal Bridge No. 2075.....Overhead
200.22	Andover	Tunnel No. 13.....Side and overhead
199.38	West of Andover	Signal Bridge No. 1993.....Overhead
198.91 to 177.87	Andover to Crystal Lake	Snowsheds and signals in showsheds.....Side and overhead
195.70	West of Eder	Tunnel No. 12.....Side and overhead
195.20	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
194.25	West of Eder	Stone Wall.....Side
194.10	West of Eder	Tunnel No. 7.....Side and overhead
193.70	West of Eder	Tunnel No. 6.....Side and overhead
191.75	West of Norden	Signal Bridge.....Overhead
189.88	West of Soda Springs	Signal Bridge No. 1901.....Overhead
184.40	West of Troy	Signal Bridge No. 1841.....Overhead
182.38	West of Troy	Signal Bridge No. 1823.....Overhead
181.32	West of Troy	Signal Bridge No. 1813.....Overhead
181.00	West of Troy	Tunnel No. 4.....Side and overhead
180.70	West of Troy	Tunnel No. 3.....Side and overhead
180.38	Cisco	Signal Bridge No. 1803.....Overhead
179.39	West of Cisco	Signal Bridge No. 1795.....Overhead
164.34	West of Blue Canon	Tunnel No. 1.....Side and overhead
132.90 to 122.00	West Applegate to West of Auburn	Rock Cuts.....Side
127.86	Bowman	Highway Bridge.....Overhead
120.50	Newcastle	Tunnel No. 18.....Side and overhead
111.21	East of Rocklin	Under Structure.....Side and overhead

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			PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	TERRITORY			PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP	MP	Column:	1	2	3	MP	MP	Column:	1	2	3
EASTWARD, ROSEVILLE TO SPARKS, No. 2 Track:						WESTWARD, SPARKS TO ROSEVILLE, No. 1 Track:					
106.70 to 108.12			35	35	35	246.20 to 245.12			20	20	20
108.12 to 113.00			70	60	70	245.12 to 244.16			45	20	45
113.00 to 141.70			50	45	50	★244.16 to 241.68 (Reno)			20	20	20
141.70 to 207.90			30	25	30	241.68 to 224.00			45	40	45
207.90 to 211.70			45	40	45	224.00 to 211.70			40	35	40
211.70 to 224.00			40	35	40	211.70 to 208.00			45	40	45
224.00 to 241.68			45	40	45	208.00 to 115.15			30	25	30
★241.68 to 244.16 (Reno)			20	20	20	115.15 to 113.98			40	35	40
244.16 to 245.12			45	20	45	113.98 to 113.26			55	50	55
245.12 to 246.20			20	20	20	113.26 to 111.27			70	50	70
						111.27 to 111.03			40	35	40
						111.03 to 108.12			70	55	70
						108.12 to 106.70			35	30	35

★Regulated by City ordinance.

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.

Light engines on descending grades without dynamic brakes in operation must not exceed speed shown for freight and mixed trains.

Adv. FMS, FMS or WCM, if consist contains no restricted cars and not in excess of 60 cars or 2500 tons and tonnage per operative brake does not exceed 50 tons, may operate at speeds shown in Column 1, except maximum speed must not exceed 60 MPH. Other freight trains, when consist contains no restricted cars and not in excess of 50 cars or 2500 tons with not more than 50 tons per operative brake, may operate Norden to Loomis at speed of 30 MPH.

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

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

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, 12	{ 6000 to 6004, 6017, 6018, 6046 to 6054, 5900 to 5909, 5916, 5917.....	925	550	1375	700
DP-5, 6, 8 to 11	{ 6005 to 6016, 6055 to 6058, 5910 to 5915..... 6019 to 6033, 5918 to 5924..... 6034 to 6045.....	950	575	1400	725
DF-1 to 12	{ 6138 to 6461, 8022 to 8303, except..... with 61:16 gear ratio..... with 60:17 gear ratio.....	1100	725	1600	1025
DF-100	5200 to 5202.....	.....	.....	.....	.....
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278.....	1550	950	2250	1225
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.....	1550	950	2275	1225
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 to 607, 611, 612	5600 to 5719, 5730 to 5844.....	.....	.....	.....	.....
DF-608 to 610, 613	5720 to 5729, 5845 to 5859.....	.....	.....	.....	.....
DS-1 to 8	1000 to 1032.....	400	375	650	350
DS-9 to 12	1033 to 1090.....	.....	.....	.....	.....
DS-100 to 109, 111, 115 } 119	{ 1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567.....	850	550	1275	675
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550.....	850	525	1275	675
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596.....	.....	.....	.....	.....
DS-200, 201	1900 to 1903.....	300	200	475	275

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 signs placed to left of track:
 Westward at MP 144.63 reading 50-40,
 Speed sign placed to right of track but with one track
 intervening:
 Westward at MP 183.30 reading 55.

○**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
138.75	Marysville.....	146.00
	" (Oroville Branch).....	End of Branch
	" (Dantoni Branch).....	End of Branch
	" (Yuba City Branch).....	End of Branch
181.80	Chico.....	185.36
	" (Stirling City Branch).....	187.06

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 and engines from Mountain Subdivision, after receiving proceed signal from yardman, may pass Signal 1065 displaying stop indication without stopping; when movement to be made into yard tracks; and westward freight trains from East Valley Subdivision must not pass Signal 1063 unless proceed signal received from yardman.

Westward trains and engines (except yard engines) using running track must not pass fouling point at west end in vicinity of Dry Creek unless proceed signal received from 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 1065 or 1067 must not proceed until signal displays proceed indication, except 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.

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

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

This will not be considered a red signal as prescribed by Rule 10-G.

○**RULE 99-C.** Will apply on Yuba City, Oroville and Stirling City Branches.

○**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, MP 158.80.

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

- Dantoni Jct... Dantoni Branch, for Roseville line,
- Berg.....Yuba City Branch, for siding,
- Chico.....Stirling City Branch, for Roseville line.

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

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

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-1916	High water detector, bridge No. 191.83.....	P-1927

○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 derailed 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.

○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.

At 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. Such train must not leave the westward interlocking limits unless it has authority to proceed ahead of and against superior trains and the train order restrictions which applied at Berg have been fulfilled, superseded or annulled.

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. Such train must not leave the westward interlocking limits unless it has authority to proceed ahead of and against superior trains and the train order restrictions which applied at Berg have been fulfilled, superseded or annulled.

Telephone located at west end Berg siding.

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.

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

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

AIR BRAKE RULES

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

Stirling City to Butte Creek: When no dynamic brake in operation, all retaining valves must be turned to high pressure position. When tonnage of train exceeds 400 tons per 4-axle unit or 750 tons per 6-axle unit of dynamic brake in operation, one retaining valve in high pressure position for each 75 tons in train.

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-E. Will apply to trains arriving Roseville.

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

SPECIAL INSTRUCTIONS—EAST VALLEY SUBDIVISION

⊙**RULE 33.** Gross tonnage of any freight train must not exceed 60 tons per operative brake Stirling City to Butte Creek.

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 15 MPH will not be exceeded while engine is moving between points 500 feet before reaching and 1500 feet after passing turnout or crossover.

MISCELLANEOUS

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

Class of Engine	Restricted Tracks
DP-3 to 12, DF-1 to 12, DF-100 to 126, DF-300 to 307, DF-500, 501, DF-603 to 611, DS-100 to 118.....	Oroville—East 200 feet of spur to Stirling Lbr. Co.
All engines.....	Chico — Diamond Gardner Co. track off east leg of wye.

⊙**11.** Load limit (car and contents):

Roseville-Tehama.....	251,000 pounds
Chico-Stirling City.....	230,000 pounds
Berg-Wilson.....	230,000 pounds
Dantoni Jct.-Dantoni.....	230,000 pounds
Binney Jct.-Oroville.....	230,000 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)
Ostrom.....	2½
Nelson.....	10 (Water)
Nord.....	8
Vina.....	12 (Water)
Los Molinos.....	3

Oroville Branch

Marysville.....	9 (Water)
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⊙**30.**

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

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

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	3	MP	MP	Column:	1	2	3
EASTWARD, ROSEVILLE TO TEHAMA:						WESTWARD, TEHAMA TO ROSEVILLE:					
106.61 (106.57) to 106.85			15	15	15	211.87 to 211.85 (junction switch)			25	25	25
106.85 to 117.17			60	50	60	211.85 to 209.93			35	35	35
117.17 to 117.43			50	50	50	209.93 to 192.00			70	55	70
117.43 to 139.80			60	50	60	192.00 to 189.50			50	40	50
139.80 to 142.00			25	25	25	189.50 to 186.20			70	55	70
142.00 to 143.88			50	40	50	186.20 to 185.08			55	55	55
143.88 to 162.00			70	55	70	185.08 to 183.30			25	25	25
162.00 to 175.00			50	40	50	183.30 to 179.00			55	55	55
175.00 to 179.00			70	55	70	179.00 to 175.00			70	55	70
179.00 to 183.30			55	55	55	175.00 to 162.00			50	40	50
183.30 to 185.08			25	25	25	162.00 to 143.88			70	55	70
185.08 to 186.20			55	55	55	143.88 to 142.00			50	40	50
186.20 to 189.50			70	55	70	142.00 to 139.80			25	25	25
189.50 to 192.00			50	40	50	139.80 to 117.43			60	50	60
192.00 to 209.93			70	55	70	117.43 to 117.17			50	50	50
209.93 to 211.85			35	35	35	117.17 to 106.85			60	50	60
211.85 to 211.87 (junction switch)			25	25	25	106.85 to 106.57 (106.61)			15	15	15
EASTWARD, CHICO TO STIRLING CITY:						WESTWARD, STIRLING CITY TO CHICO:					
184.38 to 185.38			..	15	15	215.46 to 177.85			..	15	15
185.38 to 188.75			..	20	20	188.75 to 185.38			..	20	20
188.75 to 215.46			..	15	15	185.38 to 184.38			..	15	15
EASTWARD, DANTONI JCT. TO DANTONI:						WESTWARD, DANTONI TO DANTONI JCT.:					
..			..	20	20	..			..	20	20
EASTWARD, BINNEY JCT. TO OROVILLE:						WESTWARD, OROVILLE TO BINNEY JCT.:					
(141.74) 122.64 to 124.00			..	20	20	147.90 to 144.00			..	20	20
124.00 to 144.00			..	25	25	144.00 to 124.00			..	25	25
144.00 to 147.90			..	20	20	124.00 to 122.64 (141.74)			..	20	20
EASTWARD, BERG TO WILSON:						WESTWARD, WILSON TO BERG:					
★144.43 to 148.80			..	15	15	159.24 to 148.80			..	25	25
148.80 to 159.24			..	25	25	★148.80 to 144.43			..	15	15

★Regulated by City ordinance.

Starpaer and PCE, when consist contains no restricted cars, may operate at 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:	
On tracks Nos. 3 and 4 Barber Yard, Chico . . .	15
Through slip switches	10
Through turnouts on other than sidings	10
On branches	10

SPECIAL INSTRUCTIONS—EAST VALLEY SUBDIVISION

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

NOMINAL CLASS	ENGINE NUMBERS	Roseville and Garber	Chico to Stirling City	Stirling City to Chico	Wilson and Berg	Dantoni Jct. and Dantoni	Binney Jct. and Oroville
DP-4, 7, 12	{ 6000 to 6004, 6017, 6018, 6046 to 6054, 5900 to 5909, 5916, 5917.....	3225	....	....	....	....	....
DP-5, 6, 8 to 11	{ 6005 to 6016, 6055 to 6058, 5910 to 5915..... 6019 to 6033, 5918 to 5924..... 6034 to 6045.....	3275	....	....	....	....	....
DF-1 to 12	{ 6138 to 6461, 8022 to 8303, except..... with 61:16 gear ratio..... with 60:17 gear ratio.....	3600	....	....	....	....	....
DF-100	5200 to 5202.....	....	....	....	2125	2125	2125
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278.....	4875	650	4825	4050	4050	4050
DF-109, 111	4903 to 4905, 5250 to 5252.....	....	....	....	....	....	....
DF-114, 116 to 118, 120 to 122, 124, 125	{ 5279 to 5293, 5380 to 5335, 5340 to 5444, 5449 to 5493.....	5200	650	5125	4050	4050	4050
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 to 607, 611, 612 DF-608 to 610, 613	{ 5600 to 5719, 5730 to 5844..... 5720 to 5729, 5845 to 5859.....	3850	....	....	....	....	....
DS-1 to 8	1000 to 1032.....	1600	150	1500	1200	1200	1200
DS-9 to 12	1033 to 1090.....	....	....	....	....	....	....
DS-100 to 109, 111, 115 119	{ 1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567.....	2975	325	2925	2300	2300	2300
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550.....	2875	350	2825	2275	2275	2275
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596.....	....	....	....	....	....	....
DS-200, 201	1900 to 1903.....	1125	100	1100	875	875	875

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

○**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) End of Branch	
	“ (Ensley Branch)..... End of Branch	
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: Eastward trains, except first-class, must not pass crossover just west of Signal 2136 unless proceed signal received from yardman.

Second- and third-class and extra trains arriving Gerber may proceed on main track when proceed signal received from yardman. A proceed signal will be an indication that protection has been provided against first-class trains.

RULE 98. Drawbridges not interlocked:

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

○**RULE 99-C.** Will apply on Colusa Branch, Knights Landing Branch and between Tehama and Davis.

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

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

○**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 Gerber line,
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.	On	Letter Signal	Approaching	Authorizes and requires movement as follows
M.....	7-ft.	mast...	Gerber, east end siding...	Enter main track and proceed to crossover just west of Signal 2136 to enter yard.
M.....	2134	Gerber.....		First-class trains or trains carrying passengers, proceed to train-order office. Other trains, 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.

Rolling inspection by trainmen will be made of freight trains arriving and leaving Gerber.

AIR BRAKE RULES

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.

MISCELLANEOUS

©11. Load limit (car and contents):

Davis-Gerber.....	251,000 pounds
Woodland-Josephine.....	230,000 pounds
Harrington-Wyo via Colusa.....	230,000 pounds
Marchant-Ensley.....	230,000 pounds

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

©13. LOCATION OF STOCK YARDS

Station	Capacity in cars
Williams.....	25 (Water)
Maxwell.....	8 (Water)
Willows.....	20 (Water)
Orland.....	8 (Water)
Corning.....	9 (Water)
Colusa Branch	
Colusa.....	4 (Water)
Hamilton.....	8 (Water)
Knights Landing Branch	
Woodland.....	10 (Water)

©30.

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

MP	Location	Description
		(Davis to Tehama)
89.26	Yolo.....	Cache Creek bridge.....Overhead (Colusa Branch)
167.72	East of Hamilton	Stony Creek bridge.....Side (Knights Landing Branch)
94.14	Knights Landing	Knights Landing bridge.....Side

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			PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	TERRITORY			PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP	MP	Column:	1	2	3	MP	MP	Column:	1	2	3
EASTWARD, DAVIS TO GERBER:						WESTWARD, GERBER TO DAVIS:					
75.60 to 76.00	76.00 to 81.80		40	30	40	213.80 to 211.87 (186.51)	186.51 to 185.90		79	55	70
76.00 to 81.80	81.80 to 82.20		79	55	70	185.90 to 178.90	★178.90 to 178.00 (Corning)		45	35	45
81.80 to 82.20	82.20 to 85.03		65	55	65	178.80 to 165.70	★165.70 to 165.50 (Orland)		79	55	70
82.20 to 85.03	★85.03 to 85.13 (Woodland)		79	55	70	165.50 to 150.00	★150.00 to 149.50 (Willows)		40	40	40
★85.03 to 85.13 (Woodland)	85.13 to 86.02		12	12	12	★149.50 to 150.00 (Willows)	149.50 to 86.02		79	55	70
85.13 to 86.02	86.02 to 149.50		65	55	65	★165.50 to 165.70 (Orland)	85.02 to 85.13		79	55	70
86.02 to 149.50	★149.50 to 150.00 (Willows)		79	55	70	165.70 to 178.00	★85.13 to 85.03 (Woodland)		40	40	40
★149.50 to 150.00 (Willows)	150.00 to 155.50		40	40	40	★178.00 to 178.90 (Corning)	85.03 to 82.20		79	55	70
150.00 to 155.50	★165.50 to 165.70 (Orland)		79	55	70	178.90 to 185.90	82.20 to 81.80		65	55	65
★165.50 to 165.70 (Orland)	165.70 to 178.00		40	40	40	185.90 to 186.51 (211.87)	81.80 to 76.00		79	55	70
165.70 to 178.00	★178.00 to 178.90 (Corning)		79	55	70	211.87 to 213.80	76.00 to 75.60		40	30	40
★178.00 to 178.90 (Corning)	178.90 to 185.90		40	40	40						
178.90 to 185.90	185.90 to 186.51 (211.87)		79	55	70						
185.90 to 186.51 (211.87)	211.87 to 213.80		45	35	45						
211.87 to 213.80			79	55	70						
EASTWARD, HARRINGTON TO WYO, VIA COLUSA:						WESTWARD, WYO TO HARRINGTON, VIA COLUSA:					
108.81 to 116.00	116.00 to 120.70		..	30	30	180.46 to 180.24	180.24 to 171.15		..	15	15
116.00 to 120.70	120.70 to 121.30 (Grimes)		..	35	35	171.15 to 170.50	170.50 to 170.00		..	49	49
120.70 to 121.30 (Grimes)	121.30 to 169.98		..	15	15	170.00 to 169.98 (Hamilton)	169.98 to 121.30		..	35	35
121.30 to 169.98	169.98 to 170.00 (Hamilton)		..	35	35	121.30 to 120.70 (Grimes)	120.70 to 116.00		..	30	30
169.98 to 170.00 (Hamilton)	170.00 to 170.50		..	15	15	116.00 to 108.81			..	15	15
170.00 to 170.50	170.50 to 171.15		..	30	30				..	35	35
170.50 to 171.15	171.15 to 180.24		..	35	35				..	15	15
171.15 to 180.24	180.24 to 180.46		..	49	49				..	35	35
180.24 to 180.46			..	15	15				..	30	30
EASTWARD, WOODLAND TO JOSEPHINE:						WESTWARD, JOSEPHINE TO WOODLAND:					
85.56 to 96.50	96.50 to 117.42		..	25	25	117.42 to 96.50	96.50 to 85.56		..	20	20
85.56 to 96.50			..	20	20				..	25	25
EASTWARD, MARCHANT TO ENSLEY						WESTWARD, ENSLEY TO MARCHANT					
			..	15	15				..	15	15

★★PUC Regulation.

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

Starpacer and PCE, when consist contains no restricted cars, may operate at 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
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 Ensley	Harrington and Wyo via Colusa
DP-4, 7, 12	6000 to 6004, 6017, 6018, 6046 to 6054, 5900 to 5909, 5916, 5917.....	2525	....	....
DP-5, 6, 8 to 11	6005 to 6016, 6055 to 6058, 5910 to 5915..... 6019 to 6033, 5918 to 5924..... 6034 to 6045.....	2550	....	....
DF-1 to 12	6138 to 6461, 8022 to 8303, except..... with 61:16 gear ratio..... with 60:17 gear ratio.....	2850	....	....
DF-100	5200 to 5202.....	....	....	....
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278.....	4050	4050	4550
DF-109, 111	4903 to 4905, 5250 to 5252.....	4550	....	....
DF-114, 116 to 118, 120 to 122, 124, 125	5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493.....	4050	4050	4575
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 to 607, 611, 612	5600 to 5719, 5730 to 5844.....	....	....	....
DF-608 to 610, 613	5720 to 5729, 5845 to 5859.....	....	....	....
DS-1 to 8	1000 to 1032.....	1200	1200	1375
DS-9 to 12	1033 to 1090.....	....	....	....
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567.....	2300	2300	2600
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550.....	....	....	....
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596.....	2275	2275	2550
DS-200, 201	1900 to 1903.....	875	875	975

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