



WORK SAFELY TODAY
EACH RULE VIOLATION IS A
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J. J. McNALLY.....Sacramento

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P. F. PRENTISS.....San Jose
R. A. HENDERSON.....San Jose
L. A. HENRY.....Stockton
L. W. BREINER.....Oroville
R. B. REDUS.....Keddie

ASSISTANT TRAINMASTER

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TERMINAL TRAINMASTERS

L. D. MICHELSON.....Oakland
V. H. EDWARDS.....Stockton

ROAD FOREMEN OF ENGINES

T. D. HUNTER.....Stockton
N. F. ROBERTS.....Oroville
R. McILVEEN.....Keddie

CHIEF TRAIN DISPATCHER

E. J. HILLIER.....Sacramento

NIGHT CHIEF TRAIN DISPATCHERS

R. W. HUFFMON.....Sacramento
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THE WESTERN PACIFIC RAILROAD CO.



WESTERN DIVISION TIMETABLE

43

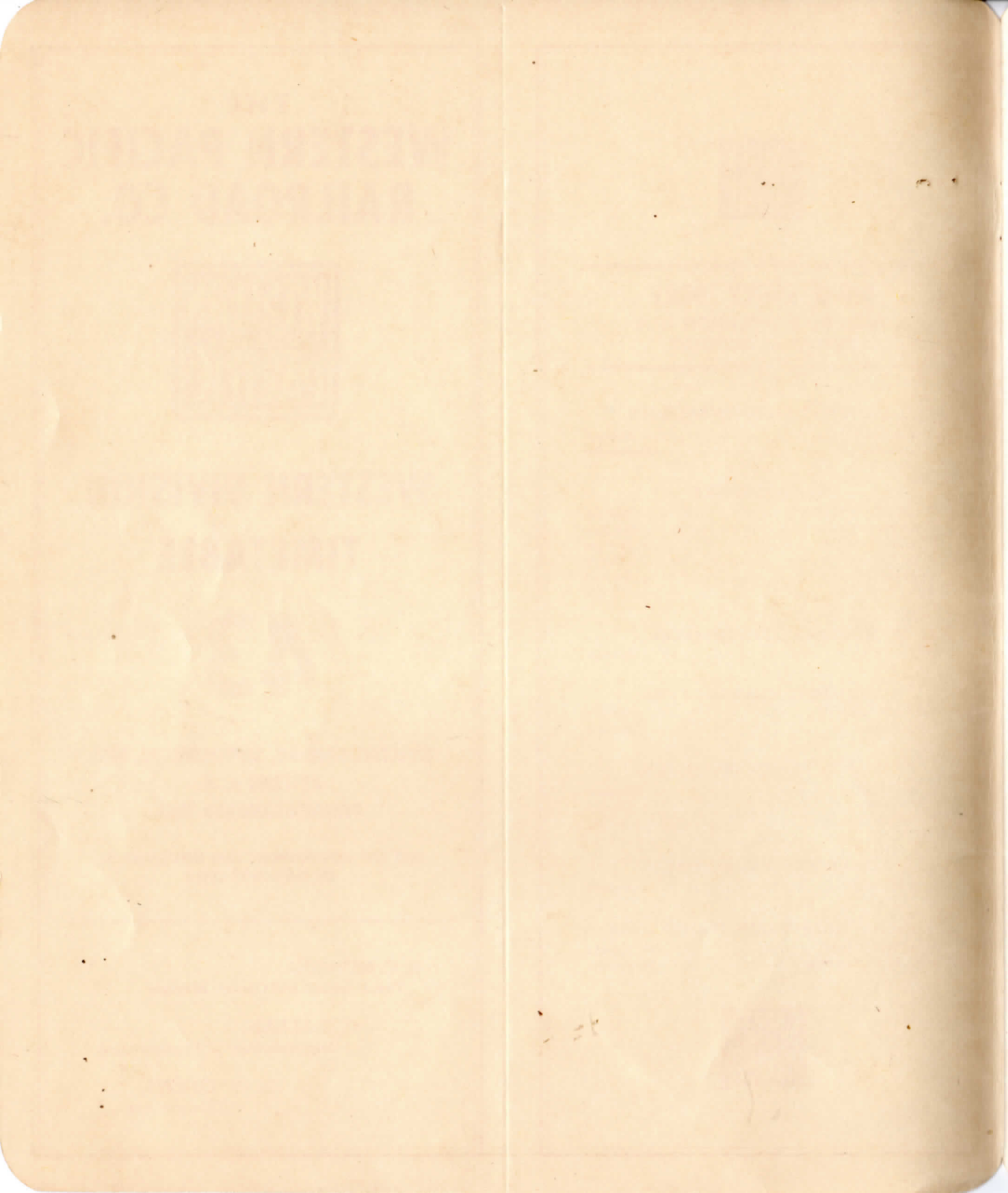
EFFECTIVE SUNDAY, SEPTEMBER 30, 1956
AT 12:01 A. M.
PACIFIC STANDARD TIME

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

H. C. MUNSON,
Vice-President and General Manager.

G. S. ALLEN,
Superintendent of Transportation.

G. W. CURTIS,
Superintendent.



RAILROAD SURGEONS

LOCATION	NAME	TITLE
San Francisco, Calif.....	Dr. G. F. Cushman.....	Chief Surgeon
San Francisco, Calif.....	Dr. C. E. Smith.....	Asst. Chief Surgeon
San Francisco, Calif.....	Dr. Ruth Fleming.....	Local Surgeon
San Francisco, Calif.....	Dr. R. H. Bacon.....	Local Surgeon
San Francisco, Calif.....	Dr. E. S. Kilgore, Jr.....	Local Surgeon
San Francisco, Calif.....	Dr. A. J. Brinckerhoff.....	Oculist
Oakland, Calif.....	Dr. R. R. Thomson.....	Local Surgeon
Oakland, Calif.....	Dr. J. P. Evans.....	Local Surgeon
Oakland, Calif.....	Dr. L. L. Coleman.....	Local Surgeon
Oakland, Calif.....	Dr. Bruce Fisher.....	Local Surgeon
Oakland, Calif.....	Dr. Fred Fisher.....	Local Surgeon
Oakland, Calif.....	Dr. R. F. Westerfield.....	Local Surgeon
Oakland, Calif.....	Dr. Dudley Bell.....	Oculist
Alameda, Calif.....	Dr. D. D. Stafford.....	Local Surgeon
Alameda, Calif.....	Dr. John Ohanneson.....	Local Surgeon
Hayward, Calif.....	Dr. H. C. Crockett.....	Local Surgeon
San Leandro, Calif.....	Dr. F. C. Mackenbrock.....	Local Surgeon
Fremont, Calif.....	Dr. E. C. Grau.....	Local Surgeon
Livermore, Calif.....	Dr. F. L. Herrick.....	Local Surgeon
San Jose, Calif.....	Dr. R. A. Larocca.....	Local Surgeon
San Jose, Calif.....	Dr. H. G. Zanger.....	Local Surgeon
Tracy, Calif.....	Dr. H. R. Ellis.....	Local Surgeon
Stockton, Calif.....	Dr. P. H. McHugh.....	Local Surgeon
Stockton, Calif.....	Dr. J. B. Pope.....	Local Surgeon
Stockton, Calif.....	Dr. H. F. Quinn.....	Local Surgeon
Stockton, Calif.....	Dr. V. S. Solis.....	Local Surgeon
Stockton, Calif.....	Dr. O. R. Vannucci.....	Local Surgeon
Stockton, Calif.....	Dr. D. R. Powell.....	Oculist
Lodi, Calif.....	Dr. W. G. Fessler.....	Local Surgeon
Lodi, Calif.....	Dr. S. W. Leiske.....	Local Surgeon
Sacramento, Calif.....	Dr. J. V. Chambers.....	Local Surgeon
Sacramento, Calif.....	Dr. D. J. Engelberg.....	Local Surgeon
Sacramento, Calif.....	Dr. D. O. Kilroy.....	Local Surgeon
Sacramento, Calif.....	Dr. P. W. Frame, Jr.....	Local Surgeon
Sacramento, Calif.....	Dr. John A. Berg.....	Oculist
Marysville, Calif.....	Dr. P. B. Hoffman.....	Local Surgeon
Oroville, Calif.....	Dr. Chas. Benninger, Jr.....	Local Surgeon
Oroville, Calif.....	Dr. C. Craviotto.....	Local Surgeon
Oroville, Calif.....	Dr. G. Boom.....	Local Surgeon
Oroville, Calif.....	Dr. E. S. Fortner, Jr.....	Local Surgeon
Oroville, Calif.....	Dr. J. E. Patrick.....	Local Surgeon
Oroville, Calif.....	Dr. R. D. Bethel.....	Oculist
Quincy, Calif.....	Dr. D. J. Bleiberg.....	Local Surgeon
Quincy, Calif.....	Dr. D. H. Mansell, Jr.....	Local Surgeon
Quincy, Calif.....	Dr. J. F. Narkevitz.....	Local Surgeon
Greenville, Calif.....	Dr. W. C. Batson.....	Local Surgeon
Westwood, Calif.....	Dr. H. G. Levin.....	Local Surgeon
Portola, Calif.....	Dr. C. W. Brown.....	Division Surgeon
Portola, Calif.....	Dr. W. S. Bross, Jr.....	Asst. Division Surgeon

WATCH INSPECTORS

LOCATION	NAME	TITLE
San Francisco, Calif.....	C. D. Fabrin.....	Manager of Time Service
San Francisco, Calif.....	A. Solarl.....	Watch Inspector
Oakland, Calif.....	E. W. Becker.....	Watch Inspector
Oakland, Calif.....	Leroy D. Wertz.....	Watch Inspector
Oakland, Calif.....	Don J. Allphin.....	Watch Inspector
San Lorenzo, Calif.....	Kurt J. Prosch.....	Watch Inspector
Fremont, Calif.....	Hoyle Easley.....	Watch Inspector
San Jose, Calif.....	Kochers.....	Watch Inspector
Livermore, Calif.....	C. Harlie Power.....	Watch Inspector
Stockton, Calif.....	Conrad Mantele.....	Watch Inspector
Sacramento, Calif.....	H. T. Harger.....	Watch Inspector
Marysville, Calif.....	John J. Fargo.....	Watch Inspector
Oroville, Calif.....	Philip K. Schmidt.....	Watch Inspector
Quincy, Calif.....	E. L. Stewart.....	Watch Inspector

SPEED TABLE

TIME PER MILE	MILES PER HOUR
36".....	100
37".....	97.3
38".....	94.7
39".....	92.3
40".....	90
41".....	87.8
42".....	85.7
43".....	83.7
44".....	81.8
45".....	80
46".....	78.3
47".....	76.6
48".....	75
49".....	73.5
50".....	72
51".....	70.6
52".....	69.2
53".....	67.9
54".....	66.7
55".....	65.5
56".....	64.3
57".....	63.2
58".....	62.1
59".....	61
1'00".....	60
1'01".....	59
1'02".....	58.1
1'03".....	57.1
1'04".....	56.2
1'05".....	55.4
1'06".....	54.5
1'07".....	53.7
1'08".....	52.9
1'09".....	52.2
1'10".....	51.4
1'11".....	50.7
1'12".....	50
1'13".....	49.3
1'14".....	48.6
1'15".....	48
1'16".....	47.4
1'17".....	46.8
1'18".....	46.2
1'19".....	45.6
1'20".....	45
1'25".....	42.4
1'30".....	40
1'35".....	37.9
1'40".....	36
1'45".....	34.3
1'50".....	32.7
1'55".....	31.3
2'00".....	30
2'15".....	26.7
2'30".....	24
2'45".....	21.8
3'00".....	20
3'30".....	17.1
4'00".....	15
5'00".....	12
6'00".....	10
7'00".....	8.6
7'30".....	8
8'00".....	7.5
10'00".....	6

FIRST SUBDIVISION—Eastward

Symbols, Rule 6-A.	Car Capacity of Sidings	Telegraph Office Calls	SECOND CLASS			FIRST CLASS		Distance from San Francisco	Timetable No. 43 September 30, 1956		Distance from Oakland yard
			54	60	62	2	18		STATIONS		
			S. W. G. Leave Daily	S. J. P. Leave Daily	G. G. M. Leave Daily	Zephyrette Leave Sun., Wed., Fri.	California Zephyr Leave Daily			Oakland Ferry	
FO		Go					PM 4.00	AM 9.25	0.0	SAN FRANCISCO	
							4.20 PM	9.45 AM	3.5	3.5	OAKLAND PIER
BKP		Ow					PM 4.30	AM 9.55	3.5	TO-R OAKLAND PIER (SP)	
BKW FTPO	Yard	Md	PM 10.00		AM 5.30		Via SP	Via SP	4.7	2.4	TO-R OAKLAND YARD (WP)
I									5.8	1.1	SP Crossing
I							PM 4.35	AM 10.01	5.9	0.1	CHESTNUT JCT. (SP Conn.)
							s 4.40	s 10.07	6.6	0.7	OAKLAND
									7.2	0.6	SP Crossing
I							4.45	10.12	7.7	0.5	CLINTON (SP X'ing.)
							4.51		9.6	1.9	FRUITVALE
I									10.6	1.0	MELROSE (SP X'ing.)
P	69		First-class trains must respect schedule shown.					10.23	11.3	0.7	KOHLER
AIP									13.7	2.4	ELMHURST (SP X'ing.)
P		Dr					5.04		14.8	1.1	SAN LEANDRO
P	147	Hy					5.11	10.35	20.1	5.3	HAYWARD
P	78	Cn					5.24	s 10.47	29.7	9.6	FREMONT
IP									30.3	0.6	NILES TOWER (SP X'ing.)
YP					PM 2.00				30.5	0.2	NILES JUNCTION
P	86								38.1	7.6	HEARST
P		Tn					5.41	11.04	41.5	3.4	PLEASANTON
IP									42.7	1.2	RADUM TOWER (SP X'ing.)
I									42.97	0.27	RADUM TOWER (SP X'ing.)
P	80		Schedules shown for second-class trains are for information only.				5.51	11.11	47.0	4.03	LIVERMORE
YP	110						6.03	11.23	56.2	9.2	ALTAMONT
P	110						6.13	11.33	63.3	7.1	MIDWAY
WYP	220	Cb					6.24	AM 11.44	72.8	9.5	CARBONA
AI									74.05	1.25	SP Crossing
P	110						6.35		82.1	8.05	WYCHE
I									84.45	2.35	SP Crossing
BKW FTPO	Yard	Sn	1.30 AM	4.00 PM	9.00 AM		6.48	PM 12.03	92.0	7.55	TO-R STOCKTON YARD
I							s 6.53 PM	s 12.07 PM	93.2	1.2	AT&SF Crossing
			Arrive Daily	Arrive Daily	Arrive Daily		Arrive Sun., Wed., Fri.	Arrive Daily	93.8	0.6	STOCKTON
			54	60	62		2	18			

Nos. 1 and 2 will stop on flag at any station to receive or discharge passengers.

No. 18 will stop on advance notice or on flag at Pleasanton for revenue passengers destined Salt Lake City and beyond.

No. 17 will stop at Pleasanton to discharge revenue passengers from Salt Lake City and beyond.

Between Chestnut Jct. and Oakland Pier, trains will be governed by SP timetable, Rules and Regulations of the Transportation Department.

Eastward WP trains originating at Oakland Pier must obtain WP clearance at Oakland Pier and will not require clearance at Chestnut Jct.

Chestnut Jct. is initial station for eastward first-class trains.

RULE D-71. Trains have no timetable superiority between Clinton and Chestnut Jct.

Yard engines must obtain information as to when first-class trains are due and avoid delaying them and give way promptly to other trains.

Special instructions on pages 2 and 3 will apply to both pages where applicable.

FIRST SUBDIVISION—Westward

Timetable No. 43 September 30, 1956		FIRST CLASS		SECOND CLASS					
Distance from San Francisco	STATIONS	Distance from Stockton	1 Zephyrette Arrive Mon., Thurs., Sat.	17 California Zephyr Arrive Daily	61 P. C. Arrive Daily	77 KC.-CB. Arrive Daily	81 C. F. S. Arrive Daily	57 F. M. S. Arrive Daily	59 A. P. F. Arrive Daily
0.0	SAN FRANCISCO 3.5	93.8	AM 5.55	PM 3.45					
3.5	OAKLAND PIER	90.3	5.35 AM	3.25 PM					
3.5	TO-R OAKLAND PIER (SP) 2.4	90.3	AM 5.20	PM 3.10					
4.7	TO-R OAKLAND YARD (WP) 1.1	89.1			PM 3.00	PM 3.30	PM 4.00	PM 10.00	
5.8	SP Crossing 0.1	88.0	Via S P	Via S P					
5.9	CHESTNUT JCT. (SP Conn.) 0.7	87.9	AM 5.08	PM 2.53					
6.6	OAKLAND 0.6	87.2	s 5.05	s 2.50					
7.2	SP Crossing 0.5	86.6							
7.7	CLINTON (SP X'ing.) 1.9	86.1	4.55	2.41					
9.6	FRUITVALE 1.0	84.2							
10.6	MELROSE (SP X'ing.) 0.7	83.2							
11.3	KOHLER 2.4	82.5	4.42	2.30					
13.7	ELMHURST (SP X'ing.) 1.1	80.1							
14.8	SAN LEANDRO 5.3	79.0	4.35						
20.1	HAYWARD 9.6	73.7	4.27	2.17					
29.7	FREMONT 0.6	64.1	4.15	s 2.05					
30.3	NILES TOWER (SP X'ing.) 0.2	63.5							
30.5	NILES JUNCTION 7.6	63.3						PM 10.00	
38.1	HEARST 3.4	55.7							
41.5	PLEASANTON 1.2	52.3	3.55	1.45					
42.7	RADUM TOWER (SP X'ing.) 0.27	51.1							
42.97	RADUM TOWER (SP X'ing.) 4.03	50.83							
47.0	LIVERMORE 9.2	46.8	3.47	1.36					
56.2	ALTAMONT 7.1	37.6	3.36	1.24					
63.3	MIDWAY 9.5	30.5	3.25	1.14					
72.8	CARBONA 1.25	21.0	3.15	1.03					
74.05	SP Crossing 8.05	19.75							
82.1	WYCHE 2.35	11.7	3.06						
84.45	SP Crossing 7.55	9.35							
92.0	TO-R STOCKTON YARD 1.2	1.8	2.55	12.44	10.30 AM	12.15 PM	12.45 PM	6.30 PM	8.00 PM
93.2	AT&SF Crossing 0.6	0.6							
93.8	STOCKTON	0.0	2.50 AM	12.40 PM					
			Leave Mon., Thurs., Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
			1	17	61	77	81	57	59

..... First-class trains must
..... respect schedules shown.

..... Schedules shown for second-
..... class trains are for informa-
..... tion only.

RULES 83-A and 83-B. First-class trains need not register at Stockton Yard.

RULE 93. Does not apply between Clinton and MP 13.78.

RULE D-151. Trains will be authorized to move against current of traffic between Clinton and Chestnut Jct. by following form of train order:

Westward: Form D-R, Example 1.

Eastward: Form reading "No. — use westward main track Chestnut Jct. to Clinton."

Yard engines must move with current of traffic when practicable, using crossovers to move to other track to perform work. Yardmaster may authorize long moves against the current of traffic after obtaining information that opposing trains or yard engines will not be encountered. If impracticable to contact Yardmaster and it is necessary to make a long move against the current of traffic, engine foreman may arrange such move after obtaining similar information. Short moves against the current of traffic may be made at any time except when first-class trains are due.

Special instructions on pages 2 and 3 will apply to both pages where applicable.

SECOND SUBDIVISION—Westward

Distance from San Francisco	Timetable No. 43 September 30, 1956	Distance from Oroville	FIRST CLASS		SECOND CLASS						
			1	17	53	61	55	77	81		
			Zephyrette	California Zephyr	G. W. S.	P. C.	CAL.	KC.-CB.	C. F. S.		
	STATIONS		Arrive Mon., Thurs., Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			
92.0	TO-R STOCKTON YARD 1.2	113.1			AM 7.00	AM 9.00	AM 10.30	AM 11.00	AM 11.30		
93.2	AT&SF Crossing 0.6	111.9									
93.8	STOCKTON (SP X'ing.) 0.5	111.3	s AM 2.48	s PM 12.37							
94.3	FLORA STREET 0.8	110.8		12.34							
95.1	EL PINAL (SP X'ing.) 2.8	110.0									
97.9	HAMMER LANE 6.7	107.2									
104.6	KINGDON 0.9	100.5	2.34	12.24 18							
105.5	TERMINOUS JUNCTION 8.4	99.6									
113.9	THORNTON 5.1	91.2	s 2.24	12.13 PM							
119.0	GLANVALE 5.4	86.1									
124.4	FRANKLIN 8.0	80.7	2.09								
132.4	POLLOCK 4.1	72.7									
136.5	TO-R SOUTH SACRAMENTO 1.0	68.6	1.53	11.48 AM	5.00 AM	7.00 AM	9.00 AM	9.45 AM	10.15 AM		
137.5	"X" ST. (CCT and SN X'ing.) 0.5	67.6									
138.0	"R" ST. (SP Crossing) 0.6	67.1									
138.6	SACRAMENTO 0.9	66.5	s 1.45	s 11.40							
139.5	HAGGIN (SN Conns.) 1.2	65.6									
140.7	GLOBE (SN Conn.) 2.9	64.4									
143.6	DEL PASO 8.9	61.5	1.33	11.29							
152.5	SANKEY (SN Crossing) 3.9	52.6									
156.4	PLEASANT GROVE 5.1	48.7	1.19	11.18							
161.5	TROWBRIDGE 11.0	43.6	1.13								
172.5	EAST ARBOGA 3.13	32.6	1.02								
175.63	SN CONNECTION 3.17	29.47									
178.8	MARYSVILLE 1.4	26.3	s 12.55	s 10.57							
180.2	BINNEY JCT. (SP X'ing.) 5.8	24.9									
186.0	TAMBO 7.0	19.1	12.45								
193.0	CRAIG 9.9	12.1	12.36								
202.9	TO-R OROVILLE YARD 2.2	2.2	12.25	10.33	2.30 AM	5.00 AM	7.00 AM	8.00 AM	8.30 AM		
205.1	TO-R OROVILLE	0.0	12.20 AM	10.30 AM							
			Leave Mon., Thurs., Sat.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		
			1	17	53	61	55	77	81		

First-class trains must respect schedule shown.

Schedules shown for second-class trains are for information only.

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

RULES 83-A and 83-B. First-class trains need not register at Oroville Yard.

South Sacramento is register station for Sacramento Northern trains originating and terminating only.

Sacramento Northern trains need not register at Stockton Yard.

Special Instructions on pages 4 and 5 will apply to both pages where applicable.

THIRD SUBDIVISION—Eastward

Symbols, Rule 6-A.	Car Capacity of Sidings	Telegraph Office Calls	SECOND CLASS				FIRST CLASS		Distance from San Francisco	Timetable No. 43 September 30, 1956		Distance from Oroville Yard	
			58	56	54	62	2	18					
			EXP. Leave Tues., Wed., Sat.	N. C. X. Leave Daily	S. W. G. Leave Daily	G. G. M. F. B. Leave Daily	Zephyrette Leave Sun. Wed., Fri.	California Zephyr Leave Daily					
BKWF TYPO	Yard	Yd	PM 8.45	PM 8.00	AM 8.30	AM 3.00			202.9		TO-R	OROVILLE YARD	0.0
BKP	47	Vi						PM 9.35	PM 2.25	205.1	TO-R	OROVILLE	2.2
P	84							9.42		209.3		QUARTZ	6.4
P	88							9.48		212.9		BIDWELL	10.0
P	83							9.56	2.43	217.6		BLOOMER	14.7
P	90							10.09		224.1		BERRY CREEK	21.2
P	93							10.23		231.2		DAVID	28.3
P	76							10.32	3.13	235.2		POE	32.3
P	81							10.42		239.3		PULGA	36.4
P	79							10.52		243.5		CRESTA	40.6
P	73							11.01		247.6		MERLIN	44.7
P	55							11.15	3.44	253.1		TOBIN	50.2
P	83							11.20		255.3		CAMP RODGERS	52.4
P	94							s 11.31		260.1		BELDEN	57.2
P	73							11.40		264.6		RICH BAR	61.7
P	75							11.51	4.14	270.2		VIRGILIA	67.3
P	85							PM 11.59		273.7		TWAIN	70.8
P	84							AM 12.06		277.3		PAXTON	74.4
KFTP	Yard	Kd	PM 11.45	AM 1.00	PM 12.30			s 12.17	s 4.35	281.5	TO-R	KEDDIE	78.6
P	84							12.23		284.5		SIERRA	81.6
P	76	Rt						s 12.33		287.9		QUINCY JUNCTION	85.0
P	83							12.41		292.6		MASSACK	89.7
P	92							12.48	4.59	296.4		SPRING GARDEN	93.5
P	85	So						12.57		301.6		SLOAT	98.7
P	85							1.03		305.4		TWO RIVERS	102.5
P	98	Ba						s 1.13	5.20	310.4		BLAIRSDEN	107.5
P	82							1.28		318.7		MABIE	115.8
BK FYPO	Yard	Ki		3.00 AM	2.30 PM	8.30 AM		s 1.35 AM	s 5.40 PM	321.4	TO-R	PORTOLA	118.5
			Arrive Tues., Wed., Sat.	Arrive Daily	Arrive Daily	Arrive Daily		Arrive Mon., Thurs., Sat.	Arrive Daily				
			58	56	54	62		2	18				

Traffic Control System

MP 278

First-class trains must respect schedule shown.

Schedules shown for second-class trains are for information only.

RULE 82-A. Trains going through Keddie which change engines at that point need not obtain a new clearance.

RULES 83-A and 83-B. Keddie is register station for trains originating and terminating only.

Nos. 17 and 18 register by ticket at Portola.

Nos. 1 and 2 will stop on flag at any station to receive or discharge passengers or express.

Nos. 1 and 2 will handle closed pouch U.S. Mail between Oroville and Las Plumas. Exchange of mail at Las Plumas will be handled through station locker.

The regularly assigned local freight trains may handle passengers to and from points between Oroville Yard and Keddie on days on which they operate.

Special Instructions on pages 6 and 7 will apply to both pages where applicable.

THIRD SUBDIVISION—Westward

Distance from San Francisco	Timetable No. 43 September 30, 1956		Distance from Portola		FIRST CLASS					SECOND CLASS				
	STATIONS			17	1	77	81	53	61	55				
				California Zephyr	Zephyrette	KC.-CB.	C. F. S.	G. W. S.	P. C.	CAL.				
			Arrive Daily	Arrive Mon., Thurs., Sat.	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily					
202.9	TO-R	OROVILLE YARD 2.2	118.5			AM 6.00	AM 6.30	AM 12.01	AM 3.00	AM 4.30				
205.1	TO-R	OROVILLE 4.2	116.3	AM 10.24	AM 12.15									
209.3		QUARTZ 3.6	112.1		12.10									
212.9		BIDWELL 4.7	108.5		12.05 AM									
217.6		BLOOMER 6.5	103.8	10.07	11.59 PM									
224.1		BERRY CREEK 7.1	97.3		11.46									
231.2		DAVID 4.0	90.2		11.33									
235.2		POE 4.1	86.2	9.37	11.25									
239.3		PULGA 4.2	82.1		11.17									
243.5		CRESTA 4.1	77.9		11.09									
247.6		MERLIN 5.5	73.8		11.01 ₂									
253.1		TOBIN 2.2	68.3	9.07	10.49									
255.3		CAMP RODGERS 4.8	66.1		10.44									
260.1		BELDEN 4.5	61.3		10.35									
264.6		RICH BAR 5.6	56.8		10.25									
270.2		VIRGILIA 3.5	51.2	8.38	10.15									
273.7		TWAIN 3.6	47.7		10.09									
277.3		PAXTON 4.2	44.1		10.03									
281.5	TO-R	KEDDIE 3.0	39.9	s 8.20	s 9.55			8.30 PM	1.00 AM					
284.5		SIERRA 3.4	36.9		9.48									
287.9		QUINCY JUNCTION 4.7	33.5		s 9.42									
292.6		MASSACK 3.8	28.8		9.33									
296.4		SPRING GARDEN 5.2	25.0	7.55	9.27									
301.6		SLOAT 3.8	19.8		9.19									
305.4		TWO RIVERS 5.0	16.0		9.13									
310.4		BLAIRSDEN 8.3	11.0	7.33	s 9.05									
318.7		MABIE 2.7	2.7		8.50									
321.4	TO-R	PORTOLA	0.0	7.15 AM	8.45 PM	1.00 AM	1.30 AM	5.30 PM	10.00 PM	10.00 PM				
				Leave Daily	Leave Sun., Wed., Fri.	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				
				17	1	77	81	53	61	55				

The following will govern use of retainers on westward freight trains Portola to Bloomer:

Retainers will not be used on westward freight trains handled by four unit locomotive with dynamic brakes operative unless, in the judgment of engineer, their use is necessary.

On westward freight trains being handled by locomotive with dynamic brake inoperative, if in the judgment of engineer retainers are necessary, sufficient retainers will be used to control speed of train while brake pipe pressure is being restored.

If, in the judgment of engineer, the number of retainers is unsatisfactory, stop must be made and retainers turned up in accordance with his instructions.

When retainers are used, they will be applied to cars on head end in a block of not less than 15 cars. Retainers are to be used in low pressure position, which is horizontal. Should wheels show a tendency to heat retainers must be alternated.

Special Instructions on pages 6 and 7 will apply to both pages where applicable.

First-class trains must respect schedule shown.

Schedules shown for second-class trains are for information only

FOURTH SUBDIVISION—Eastward

				SECOND CLASS				Distance from San Francisco (Via 4th Sub. Conn.)	Timetable No. 43 September 30, 1956		Distance from Keddie
		Symbols, Rule 6-A.	Car Capacity of Sidings	Telegraph Office Calls		156 N. C. X. or EXP.	154 S. W. G.		STATIONS		
					Leave Daily	Leave Daily					
Yard Limits	BKFTP	Yard	Kd		PM 11.00	AM 11.00	280.8	TO-R	KEDDIE	0.0	
	P	86			11.18	11.20	287.0		6.2 MOCCASIN	6.2	
	P	13			11.23	11.26	289.4		2.4 CRESCENT MILLS	8.6	
	P	86	Gi		PM 11.33	AM 11.37	295.5	TO	6.1 GREENVILLE	14.7	
	WYP	86			AM 12.04	PM 12.12	306.2		10.7 ALMANOR	25.4	
	P	86			12.22	12.32	313.2		7.0 LASSEN VIEW	32.4	
	P				12.30	12.42	316.0		2.8 CLEAR CREEK JCT.	35.2	
Yard Limits	BKYP	Yard	Wd		12.40	12.52	320.2	TO-R	4.2 WESTWOOD	39.4	
	P		Mn		12.50	1.02	324.3	TO	4.1 MASON (SP Conn.)	43.5	
		86			12.52	1.05	324.9		0.6 ROBBERS CREEK	44.1	
	P	86			1.08	1.21	333.3		8.4 NORVELL	52.5	
	P	86			1.24	1.37	343.7		10.4 LODGEPOLE	62.9	
Yard Limits	YP	86			1.46	2.00	357.2		13.5 HALLS FLAT	76.4	
	P	86			2.05	2.19	365.0		7.8 JELICO	84.2	
	P	86			2.20	2.34	371.0		6.0 WILLOW SPRINGS	90.2	
	P	86			2.32	2.46	375.6		4.6 LITTLE VALLEY	94.8	
	P	86			2.49	3.04	381.7		6.1 DIXIE	100.9	
	P	86			3.10	3.25	390.3		8.6 PIT RIVER	109.5	
Yard Limits	BKYP	Yard	B		3.15 AM	3.30 PM	392.6	TO-R	2.3 BIEBER	111.8	
					Arrive Daily	Arrive Daily					
					156	154					

RULE S-72. WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS.

The following will govern use of retainers on freight trains being handled by locomotives with dynamic brake operative on four units:

Almanor to Greenville

- D-225. One retainer for each 50 tons in excess of 3600 tons.
D-239. One retainer for each 50 tons in excess of 4250 tons.

Halls Flat to Little Valley

- D-225. One retainer for each 50 tons in excess of 3900 tons.
D-239. One retainer for each 50 tons in excess of 4700 tons.

In the event one or more units become inoperative, or in the judgment of the engineer, more retainers are needed, stop must be made and trainmen must turn up retainers in accordance with his instructions.

When handled by locomotive with dynamic brake inoperative, trainmen will turn up one retainer for each 90 tons in train.

On westward trains between Dixie and Little Valley, Norvell and Almanor, Moccasin and Keddie, and on eastward trains between Dixie and Pit River, retainers will not be used unless in the judgment of engineer their use is necessary to assist in controlling speed of train while brake pipe pressure is being restored.

When retainers are used, they will be applied to cars on head end in a block of not less than 15 cars. Retainers are to be used in low pressure position which is horizontal. Should wheels show a tendency to heat, retainers must be alternated.

The Keddie-Westwood Local will handle all passengers to and from points between Keddie and Westwood on days on which they operate.

Trains carrying NCX and GWS symbols will handle passengers.

Trains carrying consolidated SWG-NCX or GWS-CAL symbols, will not handle passengers to or from any intermediate points between Keddie and Bieber.

When No. 156 due to leave Keddie on Tuesday, Wednesday and Saturday carries EXP symbol, it will not handle passengers to or from any intermediate point between Keddie and Bieber.

Special Instructions on pages 8 and 9 will apply to both pages where applicable.

FOURTH SUBDIVISION—Westward

Distance from San Francisco (Via 4th Sub. Conn.)	Timetable No. 43 September 30, 1956		SECOND CLASS			
	STATIONS	Distance from Bieber	153	155		
			G. W. S.	CAL.		
			Arrive Daily	Arrive Daily		
280.8	TO-R KEDDIE 6.2	111.8	PM 3.00	PM 9.05		
287.0	MOCCASIN 2.4	105.6	2.42	8.47		
289.4	CRESCENT MILLS 6.1	103.2	2.37	8.42		
295.5	TO GREENVILLE 10.7	97.1	2.27	8.32		
306.2	ALMANOR 7.0	86.4	1.54	7.59		
313.2	LASSEN VIEW 2.8	79.4	1.36	7.42		
316.0	CLEAR CREEK JCT. 4.2	76.6	1.29	7.35		
320.2	TO-R WESTWOOD 4.1	72.4	1.19	7.25		
324.3	TO MASON (SP Conn.) 0.6	68.3	1.08	7.15		
324.9	ROBBERS CREEK 8.4	67.7	1.05 154	7.12		
333.3	NORVELL 10.4	59.3	12.51	6.58		
343.7	LODGEPOLE 13.5	48.9	12.33	6.40		
357.2	HALLS FLAT 7.8	35.4	12.08 PM	6.15		
365.0	JELICO 6.0	27.6	11.42 AM	5.50		
371.0	WILLOW SPRINGS 4.6	21.6	11.22	5.31		
375.6	LITTLE VALLEY 6.1	17.0	11.05	5.14		
381.7	DIXIE 8.6	10.9	10.50	4.59		
390.3	PIT RIVER 2.3	2.3	10.25	4.35		
392.6	TO-R BIEBER	0.0	10.20 AM	4.30 PM		
			Leave Daily	Leave Daily		
			153	155		

In Bieber Yard trains will be governed by Great Northern timetable and transportation rules. Rule 93, Great Northern Transportation Rules, reads as follows:

"Within yard limits the main track may be used, clearing first-class trains when due to leave the last station where time is shown. In case of failure to clear the main track, protection must be given as prescribed by Rule 99.

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

"Within yard limits second and inferior class, extra trains and engines must move at restricted speed.

"Within yard limits when running against the current of traffic or on a portion of double or three or more tracks used as single track, all trains and engines must move at restricted speed."

Definition of "Restricted Speed" in Great Northern Transportation Rules is:

"Proceed prepared to stop short of train, obstruction or anything that may require the speed of a train to be reduced."

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

Keddie. Normal position of switch leading from east leg of wye to Fourth Subdivision, lined for east leg of wye. Single switch indicator located at this switch.

Serviceable portion of west leg of wye ends 584 feet west of east wye switch (109 feet east of Bridge 280.61) and bumper in place at that location.

Clear Creek Junction. Normal position junction switch lined for Western Pacific main track.

Westwood. Nos. 153, 154, 155 and 156 register by ticket. A train must not leave without a clearance. Track 4 will be used as siding.

Mason. Dispatchers may, when necessary, issue train orders to westward trains at Mason restricting them at Robbers Creek. Westward trains finding train order signal at Mason in STOP position will not pass fouling point west switch Robbers Creek until ascertain reason for signal being in stop position. See Rule 221.

Train order signal governs all trains except westward Southern Pacific trains. Westward Southern Pacific trains must obtain clearance.

Western Pacific trains will approach junction switch under control, being sure switch is right and that Southern Pacific trains are clear of junction switch before using. Normal position junction switch is lined for Western Pacific main track.

Jellico. Log loading track capacity 40 cars connected both ends leads off south side of siding. Due to impaired clearance on both sides of this track at the log loading dock between MP 84 and MP 84.03, trainmen and enginemen are not permitted to operate over the track in front of the log loading dock. Signs reading "W. P. TRAIN AND ENGINE CREWS MUST NOT OPERATE BEYOND THIS POINT" are placed at either approach to loading dock.

Switch point derail on east end of this track and there must be no failure to leave it in derailing position except when track is actually being switched.

Special Instructions on pages 8 and 9 will apply to both pages where applicable.

ALL SUBDIVISIONS

All times as shown for trains at Stations on schedule pages are Pacific Standard Time. Trains will continue to operate on Pacific Standard Time during period that Daylight Saving Time is in effect.

RULE 10-J. Yellow round speed-control boards indicate the maximum permissible speed of California Zephyr trains.

Between Oroville and Portola, the speed of California Zephyr trains will be five miles per hour above the maximum permissible speed indicated on white oval speed-control boards for passenger trains.

RULE S-17. Figures indicating "Car Capacity of Sidings" are number of cars, based on average allowance of 48 feet per car, that tracks will hold between clearance points, plus 250 feet for engine and caboose.

Outside of T.C.S. territory care must be taken to see that flag protection is furnished ahead when taking siding to meet trains unless it is definitely known that train is clear of the main track. After train comes to rest in the siding, the head end must receive a stop signal from the rear end indicating that train is clear of the main track. Until such signal has been received by head end, headlight will be displayed and flag protection provided. This does not in any way relieve the approaching train from complying with provisions of Rule S-90.

RULES 20, S-20, 21 and 23. Classification signals need not be displayed on Terminous Branch. At meeting points on this branch trains must stop for purpose of identification.

RULE 34. The fireman on a freight train must not leave the forward cab while train is in motion unless authorized by the engineer, who must give four short sounds of alarm gong to indicate that head brakeman must immediately come forward and comply with Rule 34 before fireman leaves and until return of fireman. When third seat is available, head brakeman will ride in forward cab.

RULE 101-B. When tracks are covered by water and it is known they are safe for movement, engines may be operated over them only if the water is below the traction motor frames, not exceeding 5 MPH.

RULE 105. On First Subdivision, except Carbona, on Second Subdivision and at Oroville and Keddie, sidings between clearance points are not included in signal circuits.

RULE 110. Freight trains need not stop for train inspection if train is operating normally, except westward trains on Third Subdivision requiring use of retainers must stop for inspection at Belden unless train has been inspected at Keddie, in which case, they may run from Keddie to Bloomer for inspection.

If stops for train inspection are contemplated and if practicable to do so, train dispatcher should be notified in advance of any such stops.

When weather conditions restrict visibility, the conductor will designate any stops or additional stops for inspection that in his judgment, are necessary.

RULE 342. When operating RDC 375 and 376 in T.C.S. or block signal territory every precaution must be taken when using sand to prevent coming to a stop with wheels resting on layers of sand. Conditions permitting, sand should be shut off at least two car lengths in advance of the point where car finally stops. When conditions require sand to be used until car is stopped, immediately after stopping the engineer or hostler will sound signal 14 (b), and upon receiving proceed signal from trainman or hostler helper will move car forward at least fifteen (15) feet. Trainmen must not permit passengers to detrain or entrain until after second stop is made.

RULE 509. When a train or engine becomes disabled in a block between stations and is unable to proceed, train dispatcher may authorize another engine or train to enter the block in accordance with provisions of Rule 509 (B), or first paragraph of Rule 509 (C), according to conditions. Form B must be issued and location of disabled train shown thereon.

RULE 519. Spring switches are designated by the letters "SS" painted in black on white target attached to the staff of switch stand connected to such installations.

RULE 540. Traffic Control System extends from Clinton to Portola and from absolute signals located just west of tail of wye switch at Niles Junction to west yard limit San Jose, MP BR-15.25.

On First, Second and Third Subdivisions, including First Subdivision "A"—San Jose Branch, trains will be authorized by clearance at terminals. Trains originating at intermediate stations will be authorized verbally by train dispatcher, except at a station where an operator is on duty.

Conductor, or engineer if there is no conductor, of a train authorized verbally, must ascertain from the train dispatcher what instructions are outstanding as to track conditions on that portion of the system over which movement is to be made.

Trains on First and Second Subdivisions which are operated through Stockton and Stockton Yard with the same conductor may be issued Form Y train orders affecting their movement on either or both Subdivisions and may assume corresponding schedules or run extra from Stockton or Stockton Yard without obtaining clearance. When engine crews are changed at Stockton or Stockton Yard, incoming engineer must deliver clearance, train orders and instructions to outgoing engineer.

RULE 547. When a train is standing or switching in a block at a station, train dispatcher may authorize another train to flag into the block to perform work. Crew of train so authorized must have an understanding with crew of train occupying the block before entering and must fully protect their movements against any movements by the train originally occupying the block.

RULE 550. The areas in which authority will be granted to use switches within work limits when work time is obtained are between:

East switch Kohler and west switch Stockton Yard (MP 90).

East switch Flora St. and west switch Oroville Yard, except electrically locked switches between switches of sidings and North Channel line switch.

San Jose Branch, Niles Jet. and MP BR-15.25.

RULE 825. Modified to extent that diesel engines not exceeding two units, may be used as helper behind 400 and 600 series cabooses.

RULE 826. When necessary to handle a car ahead of the engine between stations, it must be chained to engine unless air brakes are cut in and operative.

RULE 830. When setting out cars with hot boxes at intermediate points trainmen must make sure that fire from burning or blazing packing has not been communicated to body of the car or lading. Where conditions warrant a member of the crew must go underneath and make very close inspection of car flooring to make sure that there is no smouldering fire therein.

RULE 831. When steam shovels, cranes, pile drivers, ditchers, spreaders or similar equipment are handled in trains, other than work trains in service, they must be placed on rear, unless otherwise directed. If picked up at a point where they cannot be placed on rear, they may be placed on head end and switched to rear at first station where possible to do so.

RULE 1011. When engine is not detached from train on No. 17 or No. 18 at Oroville, or on No. 17 at Portola, it will not be necessary for outgoing enginemen to check supplies and equipment.

AIR BRAKE RULES

RULE 15. Standard Brake Pipe Pressure. Freight and mixed trains eighty pounds and passenger trains one hundred ten pounds, except RDC 375 and 376 which is to be ninety pounds. Minimum differential brake pipe and main reservoir with brake valve in running position, fifteen pounds.

RULES 24-B and 24-C. On California Zephyr trains, if motive power is changed at any intermediate station or terminal, or continuity of brake pipe is disturbed, air brake tests must be made.

On No. 18 at Oroville and on No. 17 at Portola and Oroville, except when engine is to be detached, the incoming engineer, after making station stop, will make a full service electro-pneumatic brake application (approximately 75 pounds), or if electro-pneumatic brake is inoperative, a 20 pound brake pipe reduction with the automatic brake. Release will be made by outgoing engineer upon receiving the proper signal (hand or air whistle). Inspection card, Form 809-G, is not required at these points. When engine is to be detached at Oroville, automatic air will be used in making station stop.

At Oroville when engines are changed on Nos. 17 and 18, hand signals will be given when making automatic air brake test, and communicating signal when making electro-pneumatic brake test.

On other passenger trains at points where terminal tests are made, when the continuity of the brake pipe is not disturbed, or motive power not changed, the incoming engineer, after making station stop, must apply the train brakes with a 15 pound brake pipe reduction immediately after stopping and without waiting for a signal.

The brake pipe leakage must be noted, then the reduction increased to a total of 20 pounds. The incoming engineer will notify the outgoing engineer the amount of brake pipe leakage.

Release of the train brakes will be made upon receiving the proper release signal.

RULE 32. Modified to the extent that at Oakland, passenger equipment being switched in the making up or breaking up of trains or in the coach yard may be handled without air brakes cut in.

Such passenger equipment must not be kicked or dropped and any cars left standing must have hand brakes set or be coupled to car or cars with sufficient hand brakes set to prevent them from moving. Switch crews are cautioned that CZ type cars in particular, which have roller bearings, have a tendency to roll and every precaution must be taken to prevent accident.

RULES 43-A and 43-B. Freight trains originating at South Sacramento and Keddie will make air brake tests as prescribed under these rules.

RULE 43-B. When locomotives in charge of a messenger are picked up at intermediate points, rear end test must be made.

RULE 44 is revised as follows:

When a passenger train, including Zephyrette, is departing from an originating point, or engineer and/or engine, has been changed, helper engine added or detached, cars added to train, or angle cock closed, except for detaching cars at the rear, as soon as speed permits the train brakes must be applied sufficiently to determine whether they operate properly. Automatic brake will be used for this purpose unless otherwise provided. Power must not be shut off unless conditions require.

Trainmen stationed at the rear of train must see that the brake on the rear car applies and releases properly before giving a proceed signal.

When practicable, communicating signal will be used, in which case one long sound must be given. If the brake on the rear car fails to apply and release or engineer does not receive the required signal the train must be stopped and cause ascertained and condition corrected before proceeding, unless proceed signal is given by flagman using communicating or hand signal after train has stopped when brakes are operative.

RULE 57. When changing ends on diesel engines equipped with 24-RL brake equipment proceed as follows:

Make a 20 pound brake pipe reduction with the automatic brake valve, after which move the brake valve handle to lap position, move the independent brake valve handle to release position and observe that the brakes are still applied. Close the doubleheading cock, and place the Rotair valve in FRT lap or PASS lap position depending on service in which it is used. Move the automatic brake valve handle to running position and remove both handles.

To assume control at the other end, first insert the brake valve handles, place the Rotair in PASS or FRT position depending on the service in which it is used. Move the independent brake valve handles to application position. Open the doubleheading cock and depress foot pedal, check gages to insure brake pipe and main reservoirs are fully charged, and if ready to move, release independent brake.

When opening doubleheading cock, move handle toward open position until latch engages the lug, then pull handle up to clear lug and complete handle movement. This procedure will prevent undesired brake application and operation of the P.C.S.

When changing ends on RDC 375 and 376 proceed as follows:

Make a 20 pound brake pipe reduction with the automatic brake valve and then move brake valve handle to lap position. Release independent brake. Close brake valve cut-out cock and return automatic brake valve handle to running position. Remove both brake valve handles in running position and proceed to opposite end. In cutting in on opposite end, place brake valve handles on respective brake valves, apply independent brake fully.

Place foot on Safety Control Pedal and open the brake valve cut-out cock. Check the feed valve setting to insure required pressure in order to release brakes set up at opposite end. Release independent brake when ready to move.

TRAINS EQUIPPED WITH ELECTRO-PNEUMATIC BRAKE

Electro-pneumatic brake wire connectors and straight air hose must be connected between all cars and engine. Cut-out cocks must be open except on the rear of last car and electro-pneumatic brake wire connectors securely fastened in their receptacles. Electro-pneumatic brake wire connectors must not be disconnected while train is in motion.

When a train leaves its originating terminal with automatic air brakes, or when operation of brakes is changed enroute from electro-pneumatic to automatic, the incoming engineer must inform the outgoing engineer that electro-pneumatic brake is inoperative. No

attempt must be made to use the electro-pneumatic brake unless defects are corrected and a standing test is made as prescribed by Rules 24-B and 24-C.

RULE 37. When a stop is made with electro-pneumatic brake, a full service application of the automatic brake must be made before engine or cars are detached.

FIRST SUBDIVISION

RULE 292-A. Switches of certain tracks are not electrically-locked or signalled. Except in emergency a train must not clear main track on such tracks. If necessary to clear, permission must be obtained from the train dispatcher before again entering main track and provisions of Rule 520 will apply.

Switching may be done at these switches without work authority provided part of train is left at all times on main track within the block being used. Train dispatcher should be advised when such switching is to be done between stations.

Oakland.

(a) Street Crossing at Third and Broadway must not be blocked. A westward train finding an eastward passenger train at passenger station will not pass Franklin St. until eastward train leaves station.

(b) Joint WP and SP drill track between Melrose and Elmhurst must not be used for meeting or passing trains. Crossover between drill track and west end of Elmhurst siding must not be used by road crews. Normal position at west end of crossover, lined for drill track and at east end, lined for crossover.

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

Hayward.

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

(b) Trainmen must not ride cars beyond a point 548 feet from point of switch on Hayward Building Material Company spur. Sign has been placed at this point, reading: "STOP: Trainmen must not operate beyond this point."

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

Dispatcher's telephones are located in concrete phone booth adjacent to marker light mast and in Station baggage room.

Fremont. Look out for heavy movement of gravel trucks using Shinn Road crossing over main track, siding and back track 800 feet west of Station. Engineers must prolong horn or whistle signal 14 (1) approaching and passing over this crossing on any of the above named tracks.

Dispatcher's telephone installed in baggage room.

Niles Tower. RULE 670. Derails have been removed from interlocking plant. Reverse movements may be made within limits of this interlocking plant without obtaining permission from the towerman provided a portion of the train or engine is between interlocking home signals.

Altamont. Under no circumstances may cars be left on either leg of wye.

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

Carbona.

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

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

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

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

San Joaquin River Bridge. Dispatcher's telephone in telephone booth on north side of track east end of bridge.

Army Supply Depot (Lathrop).

(a) Tail track, capacity 54 cars, is connected with switching track at west end. Normal position of all switches in switching track or tail track is lined for switching track. Do not exceed 10 miles per hour on interchange trackage with Army Supply Depot.

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

Stockton Yard.

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

Eastward trains which head in at MP 90.85 call Yardmaster on telephone located near switch for track instructions.

Eastward trains which head in at MP 90, stop at phone booth south side of track just west of Bridge 90.4 and call Yardmaster for track instructions. Eastward caboose hops and light engines which head in at MP 90 will proceed via No. 2 lead through crossover west of Bridge 90.97-C to No. 3 lead and No. 15 track to yard office and roundhouse track.

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

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

FIRST SUBDIVISION "A" — SAN JOSE BRANCH

Electric locks applied to main track switches and associated derails at the following locations:

Irvington.....MP BR-3.35
Warm Springs.....MP BR-6.75
Curtner.....MP BR-7.95

These locks cannot be released by train dispatcher to enter main track. Therefore trains and engines must not clear main track at these locations unless specifically instructed to do so by train dispatcher. Rules 520 and 547 will apply at all switches between Niles Junction and MP BR-15.25 not protected by absolute signals or electrically-locked.

Niles Junction

(a) Absolute signals governing eastward movements on branch, located at clearance point of switch at tail of wye.

(b) Switch at tail of wye is a spring switch, normal position lined for movements toward east leg of wye. This switch is equipped with electric switch indicator displaying yellow light when switch is in normal position. If yellow indicator lamp is found not illuminated by a westward train or engine, it must stop and examine spring switch at tail of wye before passing over it to make sure that point is fully closed.

Crews switching over this spring switch must stop and examine switch points if yellow indicator lamp is not illuminated after trailing movement is completed. This inspection must be made regardless of direction of movement to be made after using switch. Rule 519 applies.

(c) A lunar white marker light on 11 foot mast is located at MP BR-0.8 just east of Morrison Canyon Road governing movement of westward trains to the east leg of the wye.

Such trains finding lunar white marker light illuminated may proceed; those finding marker light extinguished must stop before passing and contact train dispatcher for instructions, unless train consists of less than forty cars including caboose, it may pass marker light without stopping and pull ahead to next absolute signal, making sure Morrison Canyon Road crossing is open and clear for vehicular traffic.

Westward trains and engines must not exceed yard speed over the wye to absolute signal on east leg or to electric lock on west leg of wye.

Milpitas

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

(b) Absolute signals installed at crossovers, MP BR 11.65, just east of office building.

RULES 341 and 509 (B). When instructed by the train dispatcher to line crossover switches to enter west or east siding, both switches to crossover to be used must be lined before any portion of train or engine passes absolute signal and thereafter, to enter siding only, trains may pass absolute signal displaying aspect per Rule 292.

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

Dwarf signals located adjacent to crossover govern crossover movements to main track only and do not apply to siding movements.

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

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

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

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

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

San Jose Yard

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

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

SECOND SUBDIVISION

Stockton Yard.

(a) Diner Siding. West switch governed by absolute signals with "S" unit on entering and leaving signals. When "S" unit is illuminated electric lock is released and must be unlocked before switch is changed by hand operation.

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

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

Stockton.

(a) Flora Street. Switches hand operated. Eastward signal at west end is a two-unit signal with "S" unit on mast which governs movements to Track 7. Westward signal at east end is a two-unit signal with two "S" units on bracket, one on north side governs movements to Track 7 and one on south side governs movements to tracks on that side.

(b) North Channel Line. Governed by absolute signals and electric lock. Eastward signal is a two-unit signal with "S" unit. When the "S" unit is illuminated electric lock is released and must be unlocked before switch is changed by hand operation.

Engines and cars must be brought to a stop at Country Club Highway crossing and must be preceded by flagman over crossing. Bridge over Smith Canal will not clear man on top of car.

Terminus Junction. Two derails at each end, on siding and leg of wye, pipe-connected in tandem with east and west siding switches. Switches from siding to each leg of wye, Terminus Branch, operate independently from derails.

South Sacramento.

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

(b) Sutterville Road crossing at west end of train yard, must not be blocked excessively by freight trains or switch movements.

(c) Two dual control switches at east end. Easterly switch connects with No. 1 track on north side and westerly switch connects with yard tracks on south side of main track. Power-operated switch point derail in No. 1 track connected with dual control switch but operates separately when either switch or derail is in hand-throw position. When either dual control switch or power derail is placed in hand-throw position the other switch and derail are disconnected from power operation and it is not necessary to place other switch in hand-throw position when switching over it unless it is used.

Westward absolute signal at east end is a two-unit signal with two marker lights on bracket which, when signal indication is per Rule 287, will show whether switch to north or south side is open.

(d) Both switches of crossover from main track to No. 1 track at west end of train yard electrically-locked. After lock is released, main track switch must be opened before inside switch can be opened and inside switch must be closed before main track switch can be closed.

Sacramento.

(a) **RULE 509.** Train dispatcher may issue Form B covering blocks Globe to east end South Sacramento, inclusive, in either direction.

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

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

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

Marysville.

(a) Main track and inside switches of crossover west of passenger station, east switch to No. 1 track and hand-throw tandem derails at east end of Tracks 1 and 2 are bolt-locked with one electric lock. They must be operated separately after electric lock is released and restored to normal position before electric lock is returned to the train dispatcher.

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

(c) Cars and/or engines must not be left blocking Third Street crossing 4-178.7 west of station regardless of whether gate on south side of tracks is open or closed.

THIRD SUBDIVISION

Sidings are included in signal circuits except Oroville and Keddie. No siding may be occupied or fouled unless authorized by an absolute signal indication or by permission of the train dispatcher.

Oroville.

(a) West switch is governed by absolute signals with "S" unit. When "S" unit is illuminated, electric lock is released and must be unlocked before switch is changed by hand, after which signal will show indication for movement.

When switching is to be done at this location, after electric lock is released, moves may be made at restricted speed within the limits specified by the train dispatcher without regard to signal indications except that main track block east of west siding switch may not be entered without signal indication unless working on train, or cars occupying the block.

(b) A sign reading "Diesel Stop" painted on a yellow marker post located between main track and siding 804 feet east of east end passenger station building.

Engineers of eastward diesel powered passenger trains should endeavor to stop with cab of engine opposite this post so that water tanks of engine can be filled without respotting.

Engineers of westward diesel powered passenger trains should endeavor to stop just to clear of westward leaving signal at west end of siding.

Land. Engines heavier than two-unit diesels must not use tracks 2, 3 and 4 except portions at west end on tangent track.

Two-unit diesels and smaller engines may use all tracks and may use east lead as far as derail and sign reading "WPRR engines must not go beyond this point" located 125 feet east of extreme east switch of interchange tracks with the Feather River Railway Co.

No. 1 track, which is a crossover from siding, and No. 2 track used as a runaround track, must be left clear. All classes of engines may use siding entire length.

Camp Rodgers. West connected switch to tracks serving PG&E Co. located in siding 1472 feet east of west siding switch. Hayes derail on lead track 200 feet east of connecting switch. Unless some portion of train is left on siding, derail must be set in derailing position while engine is on PG&E tracks and thereafter siding must not be entered without permission of train dispatcher. Cars must not be left on grade on lead track between connecting switch and switchback 550 feet from east end of lead track.

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

Keddie.

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

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

(c) Both switches of west crossover between No. 1 track and Fourth Subdivision lead are included in circuits of eastward absolute entering signal west end Keddie siding. These switches must be left lined for No. 1 track and Fourth Subdivision lead respectively when not in use.

(d) Movements of trains or engines between yard tracks and tail track east of upper crossover may be made by, first obtaining release of electric lock on switch from roundhouse lead to tail track from the train dispatcher. After obtaining release of electric lock and reversing switch, then line inside switch of upper crossover to tail track. Movements must not be made west of roundhouse lead switch or on tail track east of eastward dwarf absolute signal at inside switch of upper crossover until this is done. Signal will display aspect per Rule 287 for eastward movement to tail track.

Hayes derail on tail track, pipe-connected to inside switch to upper crossover.

After this lineup is made, roundhouse lead switch must not be lined back until engine or cars are clear of section of tail track between dwarf signal and derail.

(e) Emergency water facilities for supplying water for steam heat units on passenger diesels located adjacent to telephone booth just east of telegraph office.

Quincy Junction. East house track switch operates pipe-connected derails on east end house track and east end interchange track simultaneously.

Blairsden. Trains setting out or picking up on house track must have air cut through and operative.

Movement over Mill track between Blairsden and Graeagle must be made with air cut through and operative.

A sign reading "TRAINMEN PROHIBITED FROM RIDING CARS BEYOND THIS POINT" and illuminated at night is located over tracks at a point approximately 60 feet in advance of log rollway at plant of California Fruit Exchange, Graeagle.

On Graeagle Spur do not exceed 8 MPH between main track switch and derail at switch leading to box factory and 4 MPH beyond this derail.

Crews spotting moulding mill at Graeagle must hold onto nine cars including cars to be spotted.

In switching operations at Graeagle whenever necessary to drop cars by the engine toward the river bridge, they must be stopped as soon as they have cleared the switch a sufficient distance to permit engine to come out and must not be allowed to roll to a point where they will stop on the trestle over the Feather River.

FOURTH SUBDIVISION

Markers must be burning through Tunnels 1, 2, 3 and 6.

Keddie. When calling in flagmen from east on Fourth Subdivision enginemen will sound six long blasts of horn.

Box. Engines or cars must not be moved over road crossing on Box Spur just east of Greenville without being brought to a stop and road traffic flagged in both directions by a member of crew.

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

Westwood.

Derail on west end F.G.S. Co. electric siding must be kept in derail position when cars are on siding. East switch of F.G.S. Co. electric siding must be left lined for siding. Switch leading from west end of house track to gravel bin spur must be left lined for gravel bin spur to serve as derail.

RULE 827. When cars are set out on sidings at Moccasin, Greenville, Almanor, Lassen View, Robbers Creek, Jellico, Willow Springs or Little Valley, in addition to provisions of Rule 827, lower car must be chained to rail and train dispatcher notified.

AUTOMATIC BLOCK SIGNALS**Keddie. Fourth Subdivision:**

Eastward two position signal at west portal Tunnel 1 and westward two position signal 60 feet east of east wye switch are not equipped with number plates. When aspect per Rule 292 is displayed by either of these signals Rules 509(A) and 509(B) will not apply and it will not be necessary to contact the train dispatcher. Rule 509(C) will govern. Train or engine will proceed under flag protection to block system limit sign.

Three position signal 45 feet east of Tunnel 2.

Overlap for westward signal east end of Tunnel 1 extends 528 feet west of signal at west portal Tunnel 1. Signal east end of Tunnel 1 is actuated by both switches of first crossover west of Tunnel 1.

INTERLOCKING PLANTS AND SIGNALS AND RAILROAD CROSSINGS NOT INTERLOCKED

At certain Interlocking Crossings aspects per Rules 281 through 292 will be supplemented by semaphore arms as follows:

RULE 281. A single semaphore arm 60 degrees below horizontal position.

NAME. CLEAR.

INDICATION. PROCEED.

RULE 292. A single square-ended red semaphore arm in horizontal position.

NAME. STOP.

INDICATION. STOP.

MP 5.8—SP Crossing and MP 5.9—Chestnut Junction, Magnolia Tower. Interlocking.

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

Westward: Three-unit home signal on westward main track 700 feet east of crossing; upper unit governs movement to SP; middle unit to WP yard; lower unit to Oliver Park Spur. Color-light dwarf signal 490 feet east of crossing governs movement from eastward main track to WP yard or SP.

Eastward whistle signals: Old yard to eastward main track—one long; to westward main track—one long, one short and one long. No. 1 track, old yard, to eastward main track—one short and one long; to westward main track—one short, one long and one short.

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

MP 7.7 Clinton, SP Crossing. Modified interlocking.

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

Home signal east of crossing is a two-unit signal with "S" unit on mast. Upper unit governs movement over crossing to westward main track; lower unit to eastward main track after spring switch has been lined. The "S" unit must be illuminated before spring switch is changed. Trains or engines moving from eastward main track to westward main track or vice versa must move beyond home signal and receive proper signal indication for reverse movement. If authorized to pass this signal in STOP position, in addition to observing Rule 663, spring switch must be examined and points found to fit properly for movement desired.

MP 10.6 and MP 10.7 Melrose, SP Crossings. Interlocking.

MP 13.7 Elmhurst, SP Crossing. Automatic interlocking.

RULES 509 and 664 apply. That part of second paragraph of Rule 664 referring to waiting time is modified to five minutes instead of ten minutes at this crossing.

MP 30.3 Niles Tower, SP Crossing. Interlocking.

MP 42.7 and MP 42.97 Radum Tower, SP Crossings. Interlocking.

Towerman on duty daily except Sundays and seven National holidays. During hours towerman is off duty normal operation of signals on WP will be semi-automatic.

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

MP 74.05, SP Crossing. Automatic Interlocking.

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

MP 84.45 SP Crossing. Interlocking.

When switching is done on main track at west Lathrop or crossover west end of Army Supply Depot track, signal operator in SP depot Lathrop must be notified by telephone length of time to be used so signal lineup may be changed if necessary and must also be notified when switching is completed. Telephones located at crossing and in T.C.S. booths west Lathrop and crossover west end Army Supply Depot track.

MP 90.5 Ortega, Hunter Street Line, SP Crossing. Modified Interlocking.

Movements over Southern Pacific crossing will be made in accordance with signal indication.

Westward interlocking signal is also absolute signal. Rules 663 and 509 apply.

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

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

MP 93.2 AT&SF Tower, AT&SF Crossing. Interlocking.

Whistle signals: Main track either direction—one long; to or from Hazelton Avenue line—three short and one long.

MP 93.8 Weber Avenue, SP Crossing. Interlocking.

RULES 509 and 664 apply. That part of second paragraph of Rule 664 referring to waiting time is modified to five minutes instead of ten minutes at this crossing.

MP 95.1 El Pinal, SP Crossing. Interlocking.

Under control of SP Company train dispatcher. SP Company telephone and instructions for operation of emergency release located in boxes adjacent to the crossing.

MP 137.5 "X" Street, CCT and SN Crossing. Automatic interlocking.

Dwarf signals with "S" indicators on Sacramento Valley Tractor Co. spur and west end interchange track. For movement out of spur or interchange track, first contact train dispatcher, then when "S" is illuminated line switch and signal should clear for movement.

RULES 509 and 664 apply. That part of second paragraph of Rule 664 referring to waiting time is modified to five minutes instead of ten minutes at this crossing.

MP 138.0 "R" Street Tower, SP Crossing. Interlocking.

Two-unit signal on west leg of wye 800 feet from main track switch. Upper unit governs movement from "R" Street line over crossing to WP main track; lower unit governs movement over crossing to California Builders' Supply spur.

Spur serving Valley Wholesale Grocery Co. connected with west leg of wye with switch facing west. Indication on eastward home signal on main track is same for movements from main track to either "R" Street line or to spur. Crews desiring to enter spur must advise towerman. Switch cannot be changed while engine or cars are between home signals of plant.

Whistle signals: Main track to wye, either leg—one long and one short. Wye to main track, either leg—one short and one long.

MP 152.5 Sankey, SN Crossing. Interlocking.

MP 180.2 Binney Junction Tower, SP Crossing. Interlocking.

San Jose Branch.

MP 19.6 Valbrick, SP Crossing. No interlocking.

MP 20.2 Willow Glenn, SP Crossing. Modified interlocking. Home signals 225 feet east and west of crossing. No approach signals.

MP 22.3 West San Jose, SP Crossing. Modified interlocking. Home signals 250 feet east and west of crossing. No approach signals.

All trains must come to STOP at home signals, Willow Glenn and West San Jose crossings and a member of crew go to crossing and carefully follow instructions pasted inside of derail lock box at each crossing before proceeding over either crossing.

YARD OPERATIONS

OAKLAND — BETWEEN CLINTON AND EAST YARD LIMIT**STOCKTON — BETWEEN WEST AND EAST SWITCHING LIMITS****SACRAMENTO — BETWEEN WEST AND EAST SWITCHING LIMITS****OROVILLE — BETWEEN WEST AND EAST SWITCHING LIMITS**

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

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

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

The granting of work authority does not relieve trains or engines from complying with the indications of any interlocking signals within the working limits. Any movements within the interlocking limits or to enter the interlocking limits must be made in accordance with interlocking rules, except when a train or yard engine, after entering the limits as prescribed by such rules, finds it necessary to temporarily leave a portion of their train or switch cut within the interlocking limits and permit their engine to leave the interlocking limits in the process of completing a switch movement, they may, after stopping, pass the interlocking signal governing entrance to the interlocking limits in stop position to again couple to their train or switch cut. In such cases if the crossing involved has been left clear, no movement must be made to foul or cross same without first protecting against movement on conflicting route.

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

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

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

OAKLAND

(a) Block limits are as follows:

Clinton, MP 7.7 to absolute signal MP 8.8
 Absolute signals MP 8.8 to MP 9.9
 Absolute signal MP 9.9 to west switch Kohler
 West switch Kohler to east switch Kohler
 East switch Kohler to absolute signal MP 13.7.

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

STOCKTON

(a) Block limits are as follows:

East switch Wyche to MP 90
 MP 90 to MP 90.85
 MP 90.85 to west switch Diner Siding
 West switch Diner Siding to east switch Diner Siding
 East switch Diner Siding to AT&SF Crossing
 AT&SF Crossing to Weber Avenue Crossing
 Weber Avenue Crossing to west switch Flora Street
 West switch Flora Street to east switch Flora Street
 East switch Flora Street to North Channel Line
 North Channel Line to west switch Hammer Lane.

(b) Work authority is not required for straight moves to or from SP Transfer or through other switches protected by electric locks.

(c) **Hazelton Ave. Line.** When yard engines desire to move to or from Hazelton Ave. Line train dispatcher must be advised when signal lineup for the move is requested and he will arrange for towerman at AT&SF Crossing to line the route.

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

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

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

SACRAMENTO

(a) Block limits are as follows:

East switch Pollock to west switch South Sacramento
 West switch South Sacramento to east switch South Sacramento
 East switch South Sacramento to absolute signal SN-CCT crossing X Street
 Absolute signal SN-CCT crossing X Street to absolute signal SP crossing R Street
 Absolute signal SP crossing R Street to absolute signal west switch Haggin
 Absolute signal west switch Haggin to absolute signal east switch Haggin
 Absolute signal east switch Haggin to absolute signal Globe.

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

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

(c) Flashing red aspect displayed by indicator on instrument house in vicinity of east train yard is authority to place power switches at east end of train yard in hand-throw position and to make switching movements in block between eastward absolute signals east switch South Sacramento and eastward absolute signal "X" Street. All movements so authorized must be made at yard speed.

When flashing red aspect is extinguished it will terminate switching authority and main track must be cleared promptly and power switches returned to motor position. If unable to clear main track within five minutes, the train dispatcher must be contacted.

Power switch to be used must be placed in hand-throw position before passing absolute signals and must be restored to motor position immediately when switching movements are completed.

SACRAMENTO NORTHERN CREWS—MARYSVILLE

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

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

Absolute signal at SN Connection MP 175.63 to west siding switch

West siding switch to east siding switch

East siding switch to Binney Junction.

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

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

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

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

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

(d) Switch point derail on California Packing Corp. Spur 172 feet west of main track switch at MP 179.2.

(d) In connection with the power-operated derail at east end of No. 1 track, South Sacramento, it is permissible for yard engine to make an eastward move over it by signal indication, then, without reaching main track, move westward without placing the derail in hand-throw position. However, if there are a series of such moves the derail must be placed in hand-throw position to avoid hazard of train dispatcher changing lineup during the switching operations.

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

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

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

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

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

OROVILLE

(a) **RULE 547.** Train dispatcher may grant permission to different engines in different parts of the same block to operate a dual-control switch by hand or use the main track for switching and will not be required to protect work limits by absolute signals in each direction or apply red tags to the signal levers. However, he must not grant such permission if a train or engine is moving by signal indication in the block toward point where work is to be done or is closely approaching such block.

(b) Switch to house track, Oroville, operates derails on east end of house track and east end of team track simultaneously.

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

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

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

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

(e) East drill track switch is located just west of Third Street crossing. Switch is electrically locked.

Ehman Spur switch leading from east drill track is located 379 feet west of east drill track switch and when in normal position it is lined for Ehman Spur, also electrically locked and serves as derail.

Electric locks on both these switches work simultaneously but switches are not pipe-connected to one another and must be hand operated separately.

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

(A) When signal aspect per Rule 288 is displayed by automatic signals between east train yard switch, MP 322.13, and west train yard switch, MP 320.25, authorizes yard switching or engine movements on the main track within these limits and is an indication the electrically-locked switches within these limits have been unlocked by the train dispatcher. Complete instructions for operation of electrically-locked switches are posted in telephone box located vicinity of switches.

(B) The absence of signal aspect per Rule 288, or its removal, is an indication that the train dispatcher desires the main track cleared for through train movements. Howlers controlled by the train dispatcher are located throughout the yard, and when operated the main track must be cleared immediately.

(C) In addition, train dispatchers will furnish information to operator as to times passenger trains are expected to reach Portola. Employees in charge of yard engines, light engines, and similar moves must ascertain from operator whether these trains are due before occupying main track and not delay them.

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

(E) When a westward train or engine is stopped at absolute signal at east train yard switch, MP 322.13, or an eastward train or engine is stopped at absolute signal at west train yard switch, MP 320.25, by a STOP indication and train or engine is instructed by the train dispatcher to proceed under flag protection per Rule 509(C), it must be preceded by a flagman. When next signal in advance can be seen displaying aspect per Rule 288, and intervening track to such signal can be seen to be clear, train or engine may pick up flagman and proceed at yard speed.

(F) Eastward absolute signals at west train yard switch are under electrically-coordinated joint control of train dispatchers for the Third Subdivision, Western Division and First Subdivision, Eastern Division.

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

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

(G) Train washer located on main track between west pocket track switch and east switch west siding.

Automatic signals 3210 and 3211 located adjacent to washer are equipped with marker lights indicating the position of washing arches.

All indications displayed by these signals are subject to the restrictions imposed by the marker lights and the following will govern:

LUNAR: Washer clear — Movement may be made through washer not exceeding 10 MPH.

PURPLE: Washing position — Restricted clearance. All trains and engines to be washed STOP and then proceed not exceeding 2 MPH.

Lunar light must be displayed for all non-washing movements. If lunar light not displayed for non-washing movements, trains and engines must STOP, check all washing arches, see they are locked in clear, then movement may be made through washer not exceeding 10 MPH.

Employees are prohibited from riding on sides or tops of trains, cars or engines while passing through train washer in operating position.

No. 17, California Zephyr, will make station stop so that baggage car will be spotted at west end of hard-surface platform. In event it is too cold to wash train, engineer will be notified accordingly.

(H) After being authorized by clearance, trains must not leave until given permission by train dispatcher after member of crew advises him that they are ready to leave, except Nos. 17 and 18 will leave when ready being governed by signal indications.

(I) Derail on west end of west siding pipe-connected to main track switch. Switch must not be lined for main track until engines or cars have passed over derail.

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

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

TRACKS ON WHICH ENGINE MOVEMENTS RESTRICTED

Location and Description of Track	Class of Engine	Prohibited
Goad Spur.....	All	Beyond 400 feet from switch.
Radum	All	Beyond frog on all tracks except 1 and 2.
Carbona Branch Spur MP 0.5	All	Beyond frog.
MP 73.8 Standard Oil Spur.....	All	Beyond sign 225 feet from switch.
Stockton N. Channel Line*	All Road	Beyond frog.
Terminus Branch	½ D-225 or heavier	On entire branch.
East Arboga, Outfit Spur ...	All	Beyond 300 feet from frog.
Marysville Old SN freight Connections	All	Beyond frog.
Cliff House Spur	All	Beyond frog.
Adelaide Spur Pond Track.....	All	Beyond frog.
Oroville Ehman Spur.....	½ D-225 or heavier	Beyond restricting sign.
Land See special instructions page 14, under third subdivision.		
Bloomer, River Spur	All	Beyond 6 cars from clearance point.
Belden, House Spur	All	Beyond MP 260.
Rich Bar, Outfit Spur	All	Beyond clearance point.
Keddie West Leg of Wye.....	All	Beyond frog from Fourth Subdivision.
Graeagle Log Unloading Track....	All	Beyond west end log unloading dock.
Factory Tracks	All	Beyond sign at beginning of 20 degree curve between W. end of box factory and moulding mill.
Westwood Fredonia Track and Standard Oil Spur**	Heavier than ½ D-225 (also SP engines of similar weight and type including steam) ..	Beyond frog.
All Mill Spurs leading off track No. 4	All	Beyond frog.

* All yard engines, except S-50 class (501-511), must be separated from any loaded cars by at least 1 empty while handling cars over Smith Canal drawbridge, North Channel Line, Stockton.

** Necessary to have hold of at least 4 cars to switch Standard Oil spur.

SPURS AND COMMERCIAL TRACKS

MAIN LINE

STATIONS	Distance from San Francisco	How Connected	Car Capacity
ESTUDILLO.....	16.5	1 E	13
CARPENTER (P).....	24.9	Both Ends	39
DECOTO.....	26.6	Both Ends	18
PABRICO.....	27.8	Both Ends	51
EBERLY.....	28.9	Both Ends	20
GOAD (P).....	32.1	1 E	25
RADUM (P).....	43.4	Both Ends	33
TREVARNO (P).....	49.0	1 W	24
REDMOND CUT (P).....	59.3	1 W	20
VALPICO (P).....	68.3	1 E	30
AYALA (P).....	70.9	1 E	6
LYOTH (P).....			
U.S.Q.M. & SP Conn.....	73.8	1 W	..
(Spur leads from east end Carbona siding)			
Standard Oil Co.....	73.8	1 W	..
RHODES (P).....	75.6	Both Ends	26
ARMY SUPPLY DEPOT (LATHROP) (P).....	85.76	Both Ends	130
FRENCH CAMP (P).....	88.35	Both Ends	29
VILLINGER (P).....	107.8	1 W	13
LAS VINAS (P).....	109.5	Both Ends	50
ALBERT (P).....	127.2	1 W	9
BOMBAY (P).....	146.6	1 E	13
VISTA ROBLES (P).....	198.8	1 E	33
ADELAIDE.....	202.7	1 E	..
LAND (P).....	212.2	Both Ends	28
JARBO (P).....	236.1	1 E	17
GRIZZLY (P).....	246.1	1 E	11
ROCK CREEK (P).....	249.1	Both Ends	18
DALITE (P).....	256.8	1 W	12
GRAY'S FLAT (P).....	272.6	1 W	74
" (PSGR STOP).....	273.0	.....	..
GRAEAGLE.....	310.4	1 W	..
CLIO (P).....	313.72	1 E	18

FOURTH SUBDIVISION

STATIONS	Distance from Keddle	How Connected	Car Capacity
INDIAN CREEK (P).....	3.1	1 W	14
CHENEY.....	13.9	1 E	16
BOX (P).....	15.5	1 W	34
COHALA (P).....	17.1	1 W	20
JESKEY (P).....	70.08	1 W	5
LITTLE VALLY LUMBER CO. (P).....	95.4	1 W	12

YARD LIMITS

West MP	East MP	
WP Mole	Oakland	13.78
BR-15.25	San Jose	BR-23.0
MJ-6.0	Terminus	End of Branch
	Keddle (4th Subdivision)	K-0.48
K-38.25	Westwood	SP-409.45
	(2¼ miles west of Mason)	
K-75.17	Halls Flat	K-78.7
K-111.2	Bieber	GN-86.5
	(3.1 miles east of passenger station)	

* SWITCHING LIMITS

West MP	East MP	
28.5	Fremont	31.38
	Niles Junction (San Jose Branch)	BR-0.82
70.14	Carbona	73.05
89.34	Stockton	96.59
133.4	Sacramento	140.69
177.62	Marysville	180.24
201.44	Oroville	206.0
280.51	Keddle	282.47
319.94	Portola	323.09

* Indicated by "SL" signs.

ADDITIONAL STATION STOPS

MAIN LINE

STATIONS	Distance from San Francisco
SUNOL.....	35.2
COUNSMAN.....	150.6
PALERMO.....	199.3
LAS PLUMAS.....	221.4
CHINO CREEK.....	229.5
ISAIAH.....	230.5
MAYARO.....	240.9
STORRIE..... (P).....	250.6
SPANISH CREEK.....	285.4

FOURTH SUBDIVISION

STATIONS	Distance from Keddle
WOLF CREEK.....	21.5

TONNAGE RATING

Engine Class	1st Sub-division	2nd Sub-division	3rd Sub-division	4th Subdivision		San Jose Branch
				Keddle to Greenville and Almanor to Bieber	Greenville to Almanor	
Eastward						
D-176*	2620	5950	1810	1250	858	2620
D-225**	7300	10000	4375	3340	2350	7300
D-239**	9100	12250	5500	4330	3250	9100
S-50...	1050	2645	880	600	435	2800
S-57***	1450	3340	1150	790	535	3160
S-60...	1450	3340	1150	790	535	3250
S-62***	2350	3925	1500	1175	875	3340
RS-62***	2350	3925	1500	1175	875	3340
Westward						
D-176*	2350	5950	Descending grade No tonnage limit	Bieber to Halls Flat	Halls Flat to Keddle	
D-225**	5500	10900		1051	2305	2650
D-239**	6850	13600		3025	5950	7300
S-50...	880	2645		4150	7300	9100
S-57***	1150	3340		530	1350	2800
S-60...	1150	3340		660	1855	3160
S-62***	1400	4150		660	1855	3250
RS-62***	1400	4150		1125	2350	3340
				1125	2350	3340

Ratings shown above are actual tonnage.

*Three unit engine. Reduce 33⅓% of tonnage rating for each inoperative, or detached unit.

**Four unit engine. Reduce 25% of tonnage rating for each inoperative, or detached unit.

***One unit engine. When operated in multiple control, add together the rating for each operative unit.

Tonnage rating based on maximum grade each subdivision. Between points where grades are less than maximum, greater tonnage can be handled.

SPEED RESTRICTIONS—in miles per hour will apply as follows:

Between	Passenger				Freight		Between	Passenger				Freight	
	California Zephyr		Other Passenger Trains		All Freight Trains			California Zephyr		Other Passenger Trains		All Freight Trains	
	Maximum	Restrictions	Maximum	Restrictions	Maximum	Restrictions		Maximum	Restrictions	Maximum	Restrictions	Maximum	Restrictions
First Subdivision—Pages 2-3						Third Subdivision—Pages 6-7							
Chestnut Jct. and Oak St., Oakland	15	..	15	..	15	..	Oroville and Bloomer	55	..	50	..	40	..
Over Washington and Franklin Streets, Oakland	..	8	..	8	..	8	MP 205.1 and MP 205.5	..	50	..	45	..	25
Oak St., Oakland and SP Crossing, MP 10.6	20	..	20	..	20	..	Through Tunnel 4	..	35	..	30	..	15
MP 7.2 over SP Crossing	..	10	..	10	..	10	MP 207.2 and MP 207.6 on curves	..	35	..	30	..	25
*MP 7.7 over SP Crossing, Clinton	..	15	..	15	..	15	MP 208.5 and MP 209.3 on curves	..	45	..	40	..	30
MP 9.5 just west 29th Ave. and MP 9.8 just east of Fruitvale Ave.	..	10	..	10	..	10	MP 211.4 and MP 212.1 on curves	..	50	..	45	..	35
*SP Crossing MP 10.6 and East Oakland Yard Limit	35	..	35	..	25	..	MP 212.7 and MP 213.1 on curves	..	45	..	40	..	35
*MP 13.7 over SP Crossing	..	30	..	30	..	..	MP 214 and MP 214.1 on curves	..	45	..	40	..	35
East Oakland Yd. Limit and MP 29.7 Bridge 14.55 just west of San Leandro depot and Williams St., 5 blocks east of depot	70	..	60	..	50	..	MP 214.8 and MP 215.8 on curves	..	45	..	40	..	35
Over "A" and "B" Streets, Hayward	..	20	..	20	..	15	MP 216.15 and MP 216.75 on curves	40	..	35	..	30	..
MP 23.93 and MP 24.31	..	45	..	45	..	30	Bloomer and MP 272.6	40	..	35	..	30	..
MP 29.25 and MP 29.6 on curve	..	50	..	45	..	35	MP 218.15 and MP 218.3 on curve	..	35	..	30	..	25
MP 29.7 and MP 39	55	..	50	..	40	..	MP 220.9 and MP 223.2 on curves	..	35	..	30	..	25
*MP 30.3 over SP Crossing	..	30	..	25	..	20	MP 230.2 and MP 230.45 on curves	..	35	..	30	..	25
MP 30.3 and MP 35 on curves and through Tunnel 1	..	45	..	40	..	30	MP 231.9 and MP 234.15 on curves	..	35	..	30	..	25
MP 36.4 and MP 38.7 on curves and at SP underpass	..	50	..	45	..	35	MP 235.25 and MP 239 on curves	..	35	..	30	..	25
MP 39 and MP 52	70	..	60	..	50	..	MP 241.4 and MP 241.5 on curve	..	35	..	30	..	25
MP 39.9 and MP 40.3 on curve	..	60	..	55	..	45	MP 244.2 and MP 245 on curves	..	35	..	30	..	25
City Limits, Pleasanton	..	50	..	45	..	40	MP 248.4 and MP 252.6 on curves	..	35	..	30	..	25
*MP 42.7 and MP 42.97 SP Crossings City Limits, Livermore	..	50	..	40	..	35	Over Bridge 252.6	..	30	..	25	..	20
MP 49.6 and MP 50.1 on curve and at SP underpass	..	60	..	55	..	..	MP 252.7 and MP 253.2 on curves	..	35	..	30	..	25
MP 51.5 and MP 51.9 on curve	..	60	..	55	..	..	MP 253.25 and MP 254.05	..	..	..	..	..	25
MP 52 and MP 60.5	50	..	45	..	35	..	MP 254 and MP 256.2 on curves	..	35	..	30	..	25
MP 52.3 and MP 58.2 on curves	..	45	..	40	..	..	MP 257.8 and MP 259.2 on curves	..	35	..	30	..	25
MP 60.5 and MP 70	79	..	70	..	50	..	MP 260.9 and MP 271.5 on curves	..	35	..	30	..	25
MP 61.8 and MP 62.1 on curve	..	60	..	55	..	45	MP 272.6 and MP 283.8	45	..	40	..	30	..
MP 63.3 and MP 67 on curves	..	50	..	45	..	40	MP 273.3 and MP 273.5 on curves	..	40	..	35	..	25
MP 67.3 and MP 68 on curve	..	..	..	..	..	45	MP 275.2 and MP 283 on curves	..	35	..	30	..	25
MP 70 and Stockton Depot	79	..	70	..	60	..	MP 283 and MP 283.5 on curves	..	40	..	35	..	..
MP 71.8 and MP 72.2 on curve	..	70	..	60	..	50	MP 283.8 and Portola	50	..	45	..	35	..
*MP 74.05 SP Crossing	..	50	..	40	..	30	MP 284.9 and MP 285.32 on curves	..	45	..	40	..	..
MP 77.9 and MP 78.1 on curve	..	..	..	..	..	45	MP 286 and MP 287.1 on curves	..	35	..	30	..	25
MP 79.8 and East End Bridge 80 28	..	50	..	40	..	30	MP 288.9 and MP 291.1 on curves	..	45	..	40	..	..
MP 81.8 and MP 83.4 on curve	..	70	..	60	..	50	MP 291.9 and MP 295.1 on curves	..	35	..	30	..	25
*MP 84.45 SP Crossing	..	40	..	30	..	25	MP 295.9 and MP 296.15 on curves	..	45	..	40	..	..
MP 88.3 and MP 89.9 on curves	..	..	..	..	..	50	Through Tunnel 35	..	..	..	..	..	25
MP 90.4 and MP 90.55 on curve	..	50	..	45	..	35	MP 298.55 and MP 299.75 on curves	..	35	..	30	..	25
MP 92.4 and Charter Way on curves	..	50	..	45	..	30	MP 300.85 and MP 301.05 on curves	..	40	..	35	..	30
Charter Way and Stockton Depot Main Track	..	20	..	20	..	20	MP 304.05 and MP 305.25 on curves	..	40	..	35	..	30
Other Tracks	..	12	..	12	..	12	MP 306.15 and MP 307.45 on curves	..	45	..	40	..	..
Second Subdivision—Pages 4-5						Fourth Subdivision—Pages 8-9							
Stockton Depot and MP 122	70	..	60	..	50	..	Keddie and Moccasin	..	..	35	..	25	..
Stockton Depot and MP 95, Main Track	..	20	..	20	..	20	Moccasin and Crescent Mills	..	..	40	..	35	..
Other Tracks	..	12	..	12	..	12	Crescent Mills and Greenville	..	..	40	..	40	..
*MP 95.1 over SP Crossing	..	40	..	40	..	30	Greenville and Clear Creek Jct.	..	..	35	..	25	..
MP 95.2 and MP 98.5	..	..	..	..	..	40	Almanor and Greenville Westward	..	..	..	..	..	20
MP 116.07 Mokelumne River Bridge	..	45	..	40	..	35	Clear Creek Jct. and Mason	..	..	35	..	30	..
Over Bridges 116.28 and 116.37	..	45	..	40	..	35	Clear Creek Jct. and Westwood, on curves	..	..	..	25	..	25
MP 122 and MP 133.5	55	..	50	..	35	..	Mason, trains using turnout	..	..	..	20	..	20
MP 133.5 and MP 140.1	60	..	60	..	40	..	Mason and Halls Flat	..	..	40	..	40	..
Over and between Sutterville Road and "C" St., Sacramento	..	15	..	15	..	15	Halls Flat and Pit River	..	..	35	..	25	..
"C" St. and MP 140.1	..	20	..	20	..	20	Halls Flat and Pit River, on curves	..	..	..	25	..	..
MP 140.1 and MP 197	70	..	60	..	50	..	Pit River and Bieber	..	..	40	..	30	..
MP 140.1 and MP 142	..	..	..	..	..	45	San Jose Branch—Page 10						
MP 161 and MP 162	..	..	..	..	..	40	Niles Jct. and MP 7.5	..	..	35	..	35	..
MP 178 and MP 179.1	..	45	..	40	..	30	MP 0.00 and MP 0.30	..	..	..	15	..	15
*MP 180.2 SP Crossing	..	50	..	45	..	35	MP 7.5 and MP 10.5	..	..	30	..	25	..
MP 197 and Oroville	79	..	70	..	50	..	MP 10.5 and city limits, San Jose MP 15.7	..	..	20	..	20	..
MP 201.7 and MP 201.9 on curve	..	45	..	40	..	35	MP 15.7 and MP 23 within city limits, San Jose	..	..	12	..	12	..
MP 202 and MP 202.5 on curve	..	70	..	60	..	..	Over all street and highway crossings, within city limits, San Jose	..	..	..	5	..	5
MP 204.7 and MP 205.1 on curve	..	50	..	45	..	35	Carbona Branch—Page 10						
						Terminus Branch—Page 10							
						Terminus Jct. and Garden							
						Garden and Terminus							

*All trains approaching interlocked crossings must reduce to speeds shown above before engine passes home signal.
On curves speed will be reduced below the maximums or restrictions provided where necessary to insure safety.
Light engines must not exceed freight train speed.

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

Class	Engine Maximum Speed
D-176 (801-805)*	79
D-225 (901-912)	65
D-239 (913-924)	65
S-50 (501-503)	45
S-50 (504-511)	65
S-57 (551-564)	35
S-57 (559-564 in multiple)	30
S-60 (581-585)	65
S-62 (601-606)	30
RS-62 (701-713 and 725-732)	65

*Units 801A and 802A are equipped with freight gears, Maximum speed 65 MPH.

OTHER MAXIMUM SPEEDS

	Maximum MPH
Steam engines backing	20
When engineer is operating D-176, D-225 and D-239 class engines from other than leading control cab in direction of movement	20
On curves and where track conditions are unfavorable, and when approaching highway or street crossings at grade, speed of engines running backward must be further reduced to a rate consistent with safety.	
Through turnouts, crossovers, on sidings and other inside tracks (except on Other Tracks between Charter Way and MP 95)	10
Except through turnouts, power operated switches in reverse position and through sidings Hayward to Wyche inclusive, at Hammer Lane and Del Paso to Craig inclusive also westward trains leaving Stockton Yard at MP 90.0 through turnout over power operated switch in reverse position	20
Passenger trains with 400 series cabooses in train may make authorized passenger train speeds.	
Passenger trains with other series cabooses on rear and freight trains with all series cabooses	60
Passenger trains handling troop sleepers, troop kitchen cars or high speed box cars	65
Trains handling steam derrick No. 37—straight track	35
On curves 5 MPH less than speed prescribed for freight trains but not exceeding	30
Trains handling steam derricks (other than derrick No. 37), steam shovels, cranes, rotary plows or pile drivers on own wheels—	
First and Second Subdivisions	25
Third and Fourth Subdivisions	20
Trains handling logs on flat cars	25
When two trains meet, either of which is handling logs, the standing train will remain standing until other train has cleared or come to a stop unless necessary to saw by.	
Maximum speed of train passing	15
Trains handling air dump cars loaded	25
Scale test cars must be handled next to caboose and trains handling such cars will not exceed—	
Between Oakland and Portola	30
Between Keddie and Bieber	25
Branches	20
North Channel Line, Stockton	12
Trains handling steam engines with all side rods in place but with main rods partly or completely removed	25
Steam yard engines without lead trucks	12
GS-64-77 engines over bridges 18.80, 20.87, 22.11, 37.12, 37.36, 39.40, 49.88, 53.40, 56.96, 64.43 and 116.28	45
Over bridge 35.09	35
MK-60 engines handling passenger trains	50

MISCELLANEOUS

Movement of steam engines, in service or dead in train, must not be made until train order designating maximum speed, and other necessary instructions for handling are issued.

Coupling snow plow ends of diesel engines to passenger equipment or to other engines is prohibited.

Diesel freight engines dead in train must have automatic brake valves cut out in cabs and brake valve handles locked in running position; independent brake valve handles locked in running position (locking pins are provided for this); dead engine features cut in; all isolation switches placed in "start" position; all switches at engineer's control stand locked in "off" position and main battery switches pulled and reversers locked in neutral position in all units. Distributing valve pops must be set to 25 pounds pressure. Same procedure should be followed on passenger engines after electric brakes have been cut out and changeover lever placed in automatic position.

Diesel yard engines dead in train must have automatic brake valve cut out and handle placed in running position; distributing valve pop set to 15 pounds pressure; dead engine feature cut in; main battery switch pulled and reversers locked in neutral position.

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

