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

SOUTHERN PACIFIC COMPANY

SACRAMENTO DIVISION SPECIAL INSTRUCTIONS

No. 10

EFFECTIVE SUNDAY, MARCH 3, 1963

AT 12:01 A. M.,

PACIFIC STANDARD TIME

SUPERSEDING SPECIAL INSTRUCTIONS No. 9

THESE INSTRUCTIONS CONSTITUTE A PART OF THE TIMETABLE CURRENTLY IN EFFECT

M. A. McINTYRE,
General Manager.

J. A. McKINNON,
R. D. SPENCE,
Assistant General Managers.

J. M. HATCHER,
General Superintendent of Transportation.

J. P. GRIFFIN,
Superintendent of Transportation.

S. B. BURTON,
Superintendent.

Spec Instr #9 eff 30 Apr 1961
#11 25 Oct 1964

HOSPITAL DEPARTMENT SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. V. M. Strange	Chief Surgeon
Sacramento	Dr. A. F. Wallace	Division Surgeon
Sacramento	Dr. B. A. Daley	District Physician and Surgeon
Sacramento	Dr. W. N. Becker	District Physician and Surgeon
Sacramento	Dr. E. K. Perkins	District Physician and Surgeon
Sacramento	Dr. Daniel L. Tobin	District Physician and Surgeon
Sacramento	Dr. John Kassis	Aurist
Sacramento	Dr. E. V. Minasian	Oculist
North Highlands	Dr. Colin T. Greenlaw	District Physician and Surgeon
Roseville	Dr. L. E. Jones	District Physician and Surgeon
Roseville	Dr. J. F. McAnally	Asst. Dist. Physician and Surgeon
Loomis	Dr. Nicholas E. Bailey	District Physician and Surgeon
Newcastle	Dr. L. B. Barnes	District Physician and Surgeon
Auburn	Dr. H. L. Dixon	District Physician and Surgeon
Colfax	Dr. F. Lynn Smith	District Physician and Surgeon
Grass Valley	Dr. Vernon W. Padgett	Emergency Surgeon
Dutch Flat	Dr. W. B. Hardie	District Physician and Surgeon
Truckee	Dr. B. R. King	District Physician and Surgeon
Truckee	Dr. Gardiner Pier	Asst. Dist. Physician and Surgeon
Reno	Dr. Elwood Reno	Division Surgeon
Reno	Dr. Richard G. Sheretz	District Physician and Surgeon
Reno	Dr. John R. Ervin	District Physician and Surgeon
Reno	Dr. L. D. Nannini	Asst. Dist. Physician and Surgeon
Reno	Dr. George A. Magee	Oculist
Reno	Dr. J. C. Elia	Aurist
Sparks	Dr. A. J. Roche	District Physician and Surgeon
Lincoln	Dr. N. A. Dubin	District Physician and Surgeon
Marysville	Dr. P. B. Hoffman	District Physician and Surgeon
Marysville	Dr. G. S. Delamere	Asst. Dist. Physician and Surgeon
Gridley	Dr. Sherwood Lawrence	District Physician and Surgeon
Biggs	Dr. A. R. Sears	Emergency Surgeon
Chico	Dr. Robert L. Husted	District Physician and Surgeon
Los Molinos	Dr. C. W. Winning	District Physician and Surgeon
Davis	Dr. Leo A. Cronan	Emergency Surgeon
Davis	Dr. C. L. McKinney	Emergency Surgeon
Davis	Dr. T. Y. Cooper	Emergency Surgeon
Woodland	Dr. O. C. Railsback	District Physician and Surgeon
Arbuckle	Dr. H. S. Powis	District Physician and Surgeon
Willows	Dr. Fred M. Lawson	District Physician and Surgeon
Orland	Dr. T. S. Poulsen	District Physician and Surgeon
Corning	Dr. Gerald W. Ingle	District Physician and Surgeon
Colusa	Dr. David F. Palmer	District Physician and Surgeon
Oroville	Dr. J. E. Patrick	Emergency Surgeon
Paradise	Dr. K. W. Rheingans	Emergency Surgeon
Paradise	Dr. Carson A. Mitchell	Emergency Surgeon
Folsom	Dr. Harold Bowns	District Physician and Surgeon
Placerville	Dr. C. V. Soracco	District Physician and Surgeon
Yuba City	Dr. B. F. Miller	District Physician and Surgeon
Walnut Grove	Dr. Paul Barnes	Emergency Surgeon
Isleton	Dr. Godfrey Steinert	District Physician and Surgeon
Knights Landing	Dr. William S. Freeman	District Physician and Surgeon

Note.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to, or await arrival of, Division or District Surgeon.

HOSPITALS

General Hospital.....San Francisco
Emergency Hospital.....Sacramento
Emergency Hospital.....Roseville
Emergency Hospital.....Gerber
Emergency Hospital.....Sparks

WATCH INSPECTORS

San Francisco, K. I. Dunlap, Manager of Time Service
65 Market Street, San Francisco

Sacramento.....Tom B. Monk Co., 1006 J. St.
Roseville.....V. Martin, 245 Vernon St.
Sparks.....W. R. Adams & Son
Placerville.....Wm. J. Randolph
Willows.....Robt. E. Boyd
Orland.....L. Schnell
Oroville.....P. K. Schmidt
Marysville.....John J. Fargo, 317 D St.
Chico.....Dupen's Jewelers, 240 Broadway

RULE A. Employes must know they have in their copy of Rules and Regulations of the Transportation Department, effective July 1, 1960, page revisions listed on Page 1 revised April 1, 1961.

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

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

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

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

RULES 10-H and 15. On all branch lines, except: Between Hamilton and Wyo on Colusa Branch, and between Brighton and Folsom Junction on the Placerville Branch, and, for westward trains on Stirling City Branch, yellow signals will be displayed one-half mile from point of restriction, and when a torpedo is exploded in the vicinity of a yellow signal displayed in accordance with Rule 10-H, train must proceed expecting to find an unattended red signal that may be displayed one-half mile beyond the torpedo and the yellow signal.

On all branch lines, a green signal will NOT be displayed to the right of each track at the limit of restriction. Instead, limit of restriction will be indicated by a yellow signal displayed to the left of track in direction of approach. Speed may be resumed when engine reaches yellow signal so displayed, or when it is known by engineer that rear of train has passed the limit of restriction as specified in train order or timetable bulletin.

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

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

RULE 19. Last sentence of Item (5) is cancelled.

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

RULE 105. Sidings designated "E" in Capacity of Sidings column are assigned for use by eastward trains; those designated "W" are assigned for use by westward trains. Those designated "M" for middle, may be used by trains in either direction.

Capacity of Sidings column indicates the number of cars of average length of 49 feet that siding will hold between fouling points in addition to one engine and caboose.

When length of train and/or capacity of siding permits, trains taking siding after clearing main track will provide not less than 400 feet additional clearance to fouling points.

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

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

PUSH BUTTONS

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

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

ELECTRIC SWITCH LOCKS

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

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

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

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

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

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

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

MECHANICAL SWITCH LOCKS

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

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

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

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

INTERLOCKING

RULE 663(b). Interlocking—Elvas—Polk
Antelope—Roseville
Tehama-Gerber

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

CENTRALIZED TRAFFIC CONTROL

RULE 765. Hand-operated switches within A-PB or CTC limits must not be operated without permission from train dispatcher and where main track hand operated switches are not equipped with electric or mechanical switch locks and maximum authorized speed is in excess of 20 MPH, trains and engines using such switches must occupy main track continuously or leave main track switch open while work is being performed. Such tracks must not be used by trains or engines for the meeting or passing of trains.

RULE 776. Trains authorized by train dispatcher, to pass absolute signal displaying stop indication and to proceed at restricted speed under provisions of this rule, may resume normal speed after rear of train passes next block signal displaying green aspect.

GENERAL REGULATIONS

RULE 808. In case of grade crossing accident it is permissible for crew members on request of law enforcement officers to furnish their names, occupations and addresses; identification of the train; direction and approximate speed of the train; confirmation that the whistle, bell and headlight or headlights were operating; and direction of the vehicle. Signed statements are not to be given. Should police officer desire any additional information they should be courteously referred to Claim Department representative.

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

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

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

AIR BRAKE RULES

RULE 2-B. Dynamic brake on head end of freight trains must not exceed four 6-axle units, six 4-axle units or any combination of both which totals 24 axles of dynamic braking except, dynamic brake on DF-1 to DF-13 classes is limited to five units.

Trailing EMD units are capable of dynamic braking when connected to the lead unit with a field loop jumper.

DF class Alco unit is capable of dynamic braking when its dynamic brake cut-out switch is closed; when the switch is open, the dynamic brake will not operate on the unit.

Field loop jumpers are only required in Alco units to permit the dynamic brake to operate on trailing EMD unit.

RULE 11. Cars equipped with brake cylinder release valve may have one or two operating release rods. Operating rod connected to brake cylinder release valve may be identified by stencil reading "Br. Cyl. Rel.", or by a diamond shaped stencil or by noting that ends of release rod form a small closed circle. Air brakes can be released on cars equipped with brake cylinder release valve by a hard momentary pull on release rod after brake pipe pressure has been depleted.

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

RULE 23. Gondola cars SP 345000 to 345669 are equipped with air brake system which has automatic change-over feature to provide proper brake function when car is loaded and when empty. Before leaving station or point where such cars have been added to the consist or where crews are changed the outgoing engineer must actuate the automatic change-over feature by reducing brake pipe pressure to below 30 pounds whether cars are loaded or empty.

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

Weight of units not using their dynamic brake in road engines must be added to weight of cars and summation thereof divided by the number of cars having operative brakes to determine the tons per operative brake in train.

MISCELLANEOUS

5. Helper service:

(a) When helper engine is placed behind caboose, not more than two units of power will be used.

(b) Helper engines consisting of not more than four units may be placed immediately ahead of caboose.

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

6. Trailer flat cars 80 and 85 feet long, when loaded, must not be operated on westward track Eder to Norden. Tri-level automobile carrying cars, loaded or empty, must not be operated on westward track Eder to Norden.

Trailer flat cars, tri-level automobile carrying cars and 30,000-gallon "Super Tanker," tank cars, all 80 and 85 feet long, "Jumbo" tank cars HYDX 701 to 706, inclusive, loaded or empty, without authority of Chief Train Dispatcher must not be operated on any branch, on west leg of wye at Chico, on Salt spur and in east end of yard from Little Reno to 59-60 lead in Roseville, or on industry, yard tracks, or interchange tracks within Sacramento yard limits. These cars can be operated on 12th St. yard tracks, new yard, 6th St. yard, levee tracks, freight leads, back leads and Depot No. 1, in Sacramento.

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

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

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

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

NOMINAL CLASS	RUNNING FORWARD WITH TRAIN OR LIGHT	RUNNING BACKWARD WITH TRAIN OR LIGHT
DF-1 to 12 with 60/17 gear ratio trucks	79	*30#
DF-1 to 12 with 62/15 gear ratio trucks	70	*30#
DF-100, 127	65	**65
DF-101, 103 to 107, 109 to 112, except:	35	**35
On Placerville Branch, MP 114.00-122.00	25	25
On Walnut Grove Branch,		
MP 89.60-100.60	25	25
MP 113.75-122.06	25	25
On Knights Landing Br., MP 85.56-117.33	25	25
On Colusa Branch, MP 108.81-170.50	25	25
On Oroville Branch	25	25
On Yuba City Branch	25	25
DF-114, 117 with 62/15 gear ratio trucks	65	**65
DF-114, 117 with 62/12 gear ratio trucks	55	**55
DF-116, 118, 120, 121, 122, 124, 125	70	**70
DF-500, 501	70	**70
DF-603, 606	79	**79
DF-605, 607, 608, 610 to 616	70	**70
DF-617, 618, 619, 620	75	#75
DF-800	70	*30
DP-4 to 13	79	*30
DS-1, 4, 5	45	45
DS-2, 3, 6 to 12	60	60
DS-100 to 108, 110, 111, 113 to 115, 117 to 122	60	**60#
DS-109	65	65#
DS-200 to 205	35	35
DS-500 to 506	55	**55
DS-600 to 606	65	**65
DS-607	60	**60
RDC	79	*30
Any engine not listed	35	25

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

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

#Subject to the following restrictions on branches:

Walnut Grove Branch, MP 113.75-114.50
- DF-4, 10 or 11 ..... 30 MPH

Yuba City Branch, MP 148.80-159.01
- DF-4, 10, 11 ..... 30 MPH
- DF-12 ..... 25 MPH

Stirling City Branch, MP 186.72-188.75
- DF-2, 3, 5, 8 ..... 15 MPH
- DF-4, 9, 10, 11 ..... 10 MPH
- DS-118 ..... 15 MPH

MP 188.85-MP 189.80
- DF-4, 9, 10, 11 ..... 10 MPH

Colusa Branch, MP 108.81-170.12
- DF-1, 6, 7 ..... 30 MPH
- DF-2, 3, 5, 8, 9 ..... 25 MPH
- DF-4, 10, 11 ..... 20 MPH
- DS-101, 109, 113, 117, 119, 120-122 ..... 30 MPH

Knights Landing Branch, MP 85.56-95.30
- DF-4, 10, 11 ..... 30 MPH

Knights Landing Branch, MP 111.30-117.32
- DF-4, 10, 11 ..... 20 MPH

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

Maximum speed of trains handling dead diesel engines must not exceed the speed shown for same engine running forward, except DS-200, 201 class must have traction motor brushes removed and speed restricted to 30 MPH.

Dead diesel engines hauled in train and weighing 150,000 pounds or more must be placed first behind engine handling the train. If weight is less than 150,000 pounds dead diesel engines must be placed near rear of train.

Dead or disabled engines, which require movement at reduced speed must first be reported as ready to move to the chief train dispatcher, who will designate the train in which the engine is to be moved and location in train in which it is to be placed. Any such engine must not be handled in train until train order designating maximum speed is issued.

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

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH MAIN TRACKS OTHER THAN BRANCHES	MPH MAIN TRACKS ON BRANCHES
Double or triple loads	..	25
Scale test cars, except:	40	30
SPMW 2024	65	49
Cars with arch bar trucks	40	30
Steel pile-drivers, except:	40*	30*
SPMW 4088 & 5479 (locomotive crane pile-drivers)	45*	35*
Relief outfits with steam derrick, except:	45*	25*
Nos. 7007, 7009, 7012, 7019, 7033 and 7034. (Relief outfits 7014 and 7025 must not be operated on any branch except Placerville, Folsom, Walnut Grove and Yuba City Branches.)	35*	25*
Locomotive cranes:		
With boom disconnected, heavy end forward, except:	45*	25*
743, 4020, 4049	35*	25*
With boom disconnected, light end forward	20*	15
With boom in place, either end forward	25*	15
Rotary snow plows:		
Electrified	35	15
Steam	25	15

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

OTHER MAXIMUM SPEEDS	MPH PASSENGER TRAINS	MPH FREIGHT AND MIXED TRAINS
Trains of deadhead equipment, with caboose	65	..
Passenger trains, with caboose	65	..
Engine and caboose only, except must not exceed speed for same engine running forward light.	..	65
Engine and flanger only, except	..	45
On curves	..	35
Logs loaded on flat or logging cars, except	..	35
On curves	..	25
Through truss bridges, tunnels and passing stations	..	15

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

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

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

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

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

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

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

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

195.3 and 246.2

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

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

Westward at MP 90.75 reading 25.
Eastward at MP 106.88 reading 35.
Speed sign to left of track:
Eastward at MP 131.82 (Polk-Brighton) reading 50.
Eastward at MP 132.58 (Brighton) reading 25.

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

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

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

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

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

To protect against fire hazard on diesel fueling tracks at:
Roseville—Service Tracks Nos. 1 to 5, inclusive, Ramp Track No. 1

a blue light will not be attached to reflectorized blue "Men at Work" signs when displayed at night.

Hand brakes must not be released on north and east trains originating at Roseville until blue flag has been removed from rear end of train by Car Department.

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

RULE 82-A. Trains to Western Division at Polk, originating at Sacramento, Roseville or Antelope, must obtain two clearances, one endorsed Sacramento Division, the other endorsed Western Division. Train orders addressed to such trains at Sacramento, Roseville or Antelope will apply the same as if addressed to them at Polk.

First class trains to or from Western Division at Polk will assume the corresponding number and schedule at Polk without clearance.

Second class trains and sections thereof, authorized on Western Division (Merced Subdivision) from Lathrop, may display indicators and signals, if any, as such schedule or section on Sacramento Division Roseville or Antelope to Polk and on Lathrop Subdivision Polk to Lathrop, operate as authorized by Rules D-97-A and D-251 Roseville or Antelope to Polk and Polk to Lathrop, and register accordingly at Stockton.

Second class trains and sections thereof, authorized on Western Division (Merced Subdivision) to Lathrop and moving between Lathrop and Roseville, may display the same indicators and signals, if any, on Lathrop Subdivision Lathrop to Polk and on Sacramento Division Polk to Roseville, operate as authorized by Rules D-97-A and D-251 Lathrop to Polk and Polk to Roseville and register accordingly at Stockton and Roseville.

Trains to Western Division at Sacramento, originating at Antelope, must obtain two clearances, one endorsed Sacramento Division, the other endorsed Western Division. Train orders addressed to such trains at Antelope will apply the same as if addressed to them at Sacramento and may leave Sacramento without clearance.

No. 378 and extra trains, except trains of passenger equipment, from Western Division passing Sacramento will not obtain clearance at Sacramento.

Sacramento Northern trains originating at Sacramento, 19th and B Streets, or Sacramento-Yolo Port District connection to Western Division will not obtain clearance at Sacramento.

Train order office Roseville is located at yard office.

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

Sacramento—Trains originating or terminating, except No. 378 and extra trains passing Sacramento to or from Western Division.
Sacramento Northern trains will not register at Sacramento.
Antelope—Westward extra trains originating.
Roseville—All trains except first-class trains, extra trains consisting entirely of passenger equipment and not terminating at Roseville, or eastward extra trains operating as light engines to spur, MP 111.73.
Truckee—Trains originating or terminating.
Norden—Work extras originating or terminating.
Colfax—Trains originating or terminating.

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

Antelope—Westward extra trains.

RULE 87(c). On both tracks between MP 88.7 and MP 89.2 Sacramento extra trains and engines moving with the current of traffic from D-251 territory are not required to clear the time of first class trains.

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

West MP		East MP
85.51	Sacramento	95.35
	" (Walnut Grove Branch)	93.09
	" (Placerville Branch)	97.00
131.60	" (Stockton line)	136.33
103.80	Citrus	105.26
	" (Fair Oaks line)	End of Branch
	Folsom	End of Branch
110.57	" (Placerville Branch)	111.38
148.19	Placerville	End of Branch
110.64	Walnut Grove	113.90
98.04	Roseville (Eastward and No. 2 Track)	110.87
98.04	" (No. 1 and Westward Track)	110.87
	" (Tehama line)	107.59
119.34	Newcastle (No. 2 Track)	120.82
118.74	" (No. 1 Track)	120.15
122.66	Auburn	125.60
140.03	Colfax	142.94
169.11	Emigrant Gap	172.12
207.28	Truckee	209.09
235.65	Lawton	239.60
241.63	Sparks	247.60

Yard limit signs located to left of track:

Approaching Truckee and Lawton in both directions.

Sacramento: Westward trains and engines must not pass Signal 891 (at 7th Street) unless proceed signal received from yardman, or movement orally authorized by yardmaster or his representative.

Eastward trains and engines must not pass east end of Sacramento River Drawbridge unless proceed signal received from yardman, or movement orally authorized by yardmaster or his representative.

Sacramento Northern trains preparing to enter Southern Pacific tracks at 19th and B Streets or Sacramento-Yolo Port District connection must be stopped clear of fouling point or derail, if any, and member of crew must contact Southern Pacific yardmaster for permission to enter Southern Pacific tracks. Before switch is lined at 19th and B Streets it must be known by observation that there is no movement closely approaching the track to be occupied.

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

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

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

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

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

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

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

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

Light engines making westward movement out of Tracks 1 through 8 in westward receiving yard Antelope may proceed to fouling point of westward running track if route is seen to be clear.

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

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

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

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

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

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

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

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

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

Diesel Servicing Facilities.

Eastward movements into inbound receiving tracks of Roseville diesel servicing facilities from interlocking limits MP 105.37 are governed by indicator light located on mast 500 feet east of power derail at MP 105.37.

Eastward movement must not be made past this mast unless flashing white light is displayed or movement is orally authorized by yardmaster or his representative. Westward movement must not be made over power operated switches on inbound lead unless movement is orally authorized by yardmaster or his representative.

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

Switch position indicator located at:

Roseville.....Jennings Unit, switch in westward run-track.

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

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

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

Adjacent to east rip lead:

STOP AND PROCEED

West of Dry Creek Subway:

STOP UNLESS PROCEED SIGNAL RECEIVED FROM YARDMAN OR ORALLY AUTHORIZED BY YARDMASTER OR HIS REPRESENTATIVE.

East end Track No. 21:

STOP UNLESS PROCEED SIGNAL RECEIVED FROM YARDMAN OR ORALLY AUTHORIZED BY YARDMASTER OR HIS REPRESENTATIVE.

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

Hump Movements—Jennings Unit.

Light signals which govern hump movements at Jennings Unit located as follows:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Aspect	Indication
Red	Stop
Yellow	Proceed

For westward movement from bowl tracks to crest, trim and repeater signals must display a yellow aspect, and in addition engineer instructed to move either orally or by hand or lamp signals by yardman in charge of movement. Movement must not be made west of fouling point of bowl tracks when trim and repeater signals display red aspect unless engineer is orally informed by yardmaster or his representative that movement is protected. Yardmaster authorizing such movement must insure that any conflicting movements are stopped.

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

Sparks: When trains are to be crossed over westward main track, yardmen must not give proceed signal to engineer until trains moving on westward main track have stopped or crossover switches are lined for movement.

Movement from engine leads must not foul eastward main track except on proceed signal from yardman.

Yardmen at Sparks must use green flag by day and green light by night in giving proceed signals to trains for movement on yard tracks and when making moves of any kind with road engines.

RULE D-97-A. Applies between Oakland (16th St.) and Sacramento, Sacramento and Sparks, and between Polk and Elvas.

Eastward extra trains originating at Roseville and operating as light engines to spur MP 111.73 are not required to obtain clearance at Roseville.

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

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

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

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

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

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

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

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

RULE 99-A. Flag protection to the rear of Trains 21, 22, 27 and 28 is not required when these trains are standing at designated servicing facility, Sparks, until outbound crew assumes duty.

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

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

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

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

Isleton, on wharf spur.

Automatic crossing gates:

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

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

Station		Mile Post
Swanston		93.50
Planehaven		96.20
Reno	Sierra St.	242.80
Reno	Virginia St.	243.00
Reno	Center St.	243.10
Reno	Lake St.	243.20

At the following stations there are crossings protected by gates which are not actuated when trains are stopping at station to receive or discharge traffic until train starts to move toward crossing, and speed of 10 MPH must not be exceeded until gates are down:

Station	Location	Direction	MP
Reno	Sierra St.	Westward	242.80
Reno	Virginia St.	Westward	243.00
Reno	Center St.	Westward	243.10

Locations at which train must stop to avoid unnecessary operation of crossing gates while receiving or discharging traffic:

Station	Location	Direction
Reno	60 ft. east of Center St.	Westward
Reno	230 ft. east of Virginia St.	Westward
Reno	60 ft. east of Virginia St.	Westward

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

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

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

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

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

Westward
Reno.....(On signal bridge with Signal 2437)

When illuminated this indicator will convey the following information:

TRAIN—Train at platform on opposite track.
CLEAR—Indicator in service.

When neither TRAIN or CLEAR is illuminated, indicator is out of service and report must be made to chief train dispatcher as soon as practicable.

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

RULE 221. Antelope is train-order office only for westward extra trains originating.

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

Train-order signals at Norden are light type signals identified by an illuminated sign.

RULE D-251. Applies to the following tracks:

Both tracks between Sacramento, MP 88.7 and Oakland (16th St.) (Western Division).
Both tracks between Sacramento, MP 89.2 and Elvas,
Both tracks between Antelope and Elvas,
Both main tracks Roseville to Norden. Andover to Sparks.

Eastward trains leaving Roseville except first class and westward trains leaving Sparks except first class must not leave unless proceed signal received from yardman, green flag by day, green light by night. Will not apply to eastward extra trains consisting exclusively of passenger equipment on continuous main track movement through Roseville.

RULE 291. Antelope. Flashing yellow light on mast of westward interlocking signal MP 103.15.

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

Eastward Signal	Protection	Westward Signal
	Spring switch, end double track, MP 103.14, Antelope	P-I
P-1242	Collison detector, highway underpass, MP 125.53	
	Collison detector, highway underpass, MP 133.35	P-1347
P-1374	Collison detector, highway underpass, MP 137.68	
P-1438	Slide Detector Fence, MP 144.46 to 144.66	
P-1508	Slide Detector Fence, MP 150.83	P-1515
P-1556	Slide Detector Fence, MP 156.32 to MP 156.38	P-1565
P-1582	Slide Detector Fence, MP 159.43 to MP 159.46	P-1599 P-1601
P-2220	Slide Detector Fence, MP 222.16 to MP 222.34	
	Slide Detector Fences, MP 223.87 to MP 223.80 MP 222.88 to MP 222.77 MP 222.34 to MP 222.16	P-2239
	Slide Detector Fence, MP 224.50 to MP 223.80	P-2259

Signals P-1438, P-1582, P-2259 also equipped with plate bearing letter "G". When signal displays red aspect, Rules 287 and 306 will apply.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Sacramento: Block signals are not provided on Eastward Track from sign reading "Block Signal Limit" located at MP 88.78 to Signal 886, and on Westward Track from sign reading "Block Signal Limit" located at MP 89.17 to block signal governing westward movements located just east of Front Street crossing. Movements between these points on both main tracks will be governed by rules applicable to movements outside block system limits and must be made with caution.

Westward—Top unit of Signal 891 governs movement via Westward Track. Bottom unit governs westward movement on freight lead via 6th Street yard.

Eastward—Signal 886 governs movement via Eastward Track.

Movements over crossings at Front Street just east of Sacramento River Drawbridge governed by signals and derails operated by yardman at Front Street (except derail on freight lead 6th Street yard, which is operated by signal operator on bridge). These signals do not indicate position of switches or occupancy of track between signals and crossing. Trains and engines moving on proceed indication of signals must see that switches are properly lined for them and that track is not obstructed by other cars or engines.

When signal located just east of Front Street crossing governing westward movement from station tracks or main tracks displays stop indication, trains or engines after stopping may proceed to fouling point of Front Street crossing, provided proceed signal received from yardman, yellow flag by day, yellow light by night.

When signals governing movement on Front Street line or on yard tracks in either direction across main track at Front Street crossing display stop indication trains or engines after stopping must not proceed unless orally authorized by yardman and switches and derails are known to be in proper position for movement.

Sparks: Eastward freight trains must stop before passing Signal 2452 unless proceed signal received from yardman or orally authorized. If proceed signal received from yardman or orally authorized and signal displays stop indication, movement may be made as prescribed by Rules 507(b), 509(d) or 513.

RULE D-506. Signals govern movements in both directions on No. 1 Track and No. 2 Track between signal bridge, Emigrant Gap, MP 171.59, and west limits of Norden interlocking, MP 191.75.

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

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

RULE 509. Midas: Trains entering siding at Midas and finding eastward Signal 1600 or westward Signal 1609 displaying stop indication must be preceded by flagman until intervening track to end of siding is seen to be clear.

RULES 535. SPRING SWITCHES

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

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

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

Location		Normal Position
*Roseville	East end east drill track	No. 2 Track
Roseville	East end Big Reno	East drill track
*Gold Run	East end eastward siding	No. 2 Track
*Midas	West end siding	No. 1 Track

*Equipped with switch-point indicator.

RULE 605. INTERLOCKING

Sacramento River Drawbridge: Eastward trains failing to receive green aspect in approaching Signal 878 must stop west of Yolo Port connection, 800 feet east of Signal 878, unless semi-automatic signal at MP 88.4 indicates "proceed".

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

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

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

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

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

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

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

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

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

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

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

Roseville: Limits as follows:

On main tracks between MP 102.50 and MP 106.64.

Eastward signal at MP 102.50 governs movements as follows:

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

Eastward signal at MP 106.16 governs movement as follows:

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

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

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

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

Norden-Andover: Limits extend on No. 1 Track and No. 2 Track from interlocking signals located on signal bridge, MP 191.75, west of train-order office to westward interlocking signals on signal bridge, MP 201.30, Andover.

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

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

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

Bottom unit of interlocking signals, double crossovers on siding No. 2 Track, MP 192.4, may display lunar aspect. When lunar aspect is displayed, train or engine may proceed without stopping at restricted speed within interlocking limits (Rule 289).

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

Following switches equipped with electric switch locks:

1. Summit. Spur switch MP 193.4.
2. Spur switch near Cook Car, No. 1 Track.
3. No. 1 Turntable Lead switch, No. 1 Track.

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

RULE 607. Norden-Andover: When moving under provisions of Rule 510 and signal operator knowns there is no opposing train between automatic block signal displaying stop indication and the next interlocking signal governing opposing movements, he may, when means of communication are available, authorize train after stopping to proceed at restricted speed to the next signal.

RULE 663(b). Norden-Andover: Signal operator at Norden may authorize movements under provisions of this rule after it has been ascertained indication lights on control panel are illuminated indicating dual control switches are in proper position and locked for movement.

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

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and requires movement as follows:
		EASTWARD	
P	7-ft. mast	Bowman	Allow a following train to pass.
S	1404	Colfax	Enter siding and contact train-order operator.
P	1514	Gold Run	Allow a following train to pass.
P	7-ft. mast	Midas	Allow a following train to pass.
P	1698	Emigrant Gap	Allow a following train to pass.
W	7-ft. mast MP 241.69	Reno	Eastward trains must stop west of Keystone St., MP 242.11, and not proceed until it is known that westward passenger train at Reno passenger station has started to leave station.
		WESTWARD	
S	2091	Truckee	Enter westward siding and contact train-order operator.
W	2029	Andover	Wait until letter W is extinguished or orally authorized to proceed by signal operator Norden.
P	1725	Emigrant Gap	Allow a following train to pass.
P	1611	Midas	Allow a following train to pass.
P	1431	Colfax	Allow a following train to pass.

Does not relieve conductors or engineers of complying with Rule 513 when leaving siding.

GENERAL REGULATIONS

RULE 825. Not less than five hand brakes must be set on cars or trains on the following tracks Roseville Terminal:

East End—Tracks 1 through 22 incl., Receiving yard.
West End—Tracks 50 through 84, incl., Departure Yard.
West End—Track 21, Departure Yard.
East End—All tracks in PFE repair yard, incl., Tracks 90 & 91.

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

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

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

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

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

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

RULE 872. Enginemen taking charge of road engines at Roseville diesel facility will consider that condensation has been drained from reservoirs, and from moisture and dirt collectors; that sanders are operating properly; and that there are no flat spots on wheels.

AIR BRAKE RULES

RULE 2. Enginemen taking charge of road engines at Roseville diesel facility will consider that condensation has been drained from reservoirs, and from moisture and dirt collectors; that sanders are operating properly; and that there are no flat spots on wheels.

RULE 3. Standard brake pipe pressure for freight and mixed trains is 90 pounds eastward between Crystal Lake and Sparks and westward between Boca and Roseville.

FREIGHT AND MIXED TRAINS

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

PLACERVILLE BRANCH: MP 131.70 to MP 123.00 when tonnage of train exceeds 935 tons per 4-axle or 1750 tons per 6-axle unit of dynamic brake in operation, one retaining valve for each 75 tons in train. Trains of 35 cars or less may be handled without retainers under provisions of Air Brake Rule 19.

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

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

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

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

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

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

Norden to Loomis:
One dynamic brake—825 tons,
Two dynamic brakes—1650 tons,
Three dynamic brakes—3100 tons,
Four dynamic brakes—4125 tons.

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

Norden to Truckee:
One dynamic brake—1500 tons,
Two dynamic brakes—3500 tons,
Three dynamic brakes—5800 tons.

Norden to Loomis:
One dynamic brake—1250 tons,
Two dynamic brakes—2700 tons,
Three dynamic brakes—4125 tons.

Helper engines placed at or near rear of trains handled by road engines with dynamic brakes in operation on head end will use dynamic brakes on descending grade. Additional tonnage in the same ratio per unit as specified for road engine may be handled without retaining valves, except that gross tonnage of trains between Norden and Loomis must not exceed 5800 tons.

PASSENGER TRAINS

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

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

Norden to Loomis: All retaining valves.

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

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

Norden to Loomis: With three dynamic brakes in operation, handling over 2500 tons, one retaining valve for each 165 tons in train. With two dynamic brakes in operation, handling over 1700 tons, one retaining valve for each 165 tons in train. Trains with less than two dynamic brakes in operation will use retaining valves as prescribed for trains without dynamic brakes in operation.

FREIGHT TRAINS

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

RULE 24-B. Sparks: When engine crew, train crew, or both, are changed on freight trains, but train consist, including engine and caboose, remain intact, incoming engineer after coming to stop will make full service brake application leaving brakes applied.

Car inspector, after noting brakes are applied on rear car, will signal outgoing engineer to release brakes and note that brakes on rear car release and that brake pipe pressure in caboose is being properly restored.

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

RULE 25. Will apply at Norden when not required to stop and make train air brake test at that point for other reasons, except:

If engineer receives positive information from trainmen that air gage in caboose shows an increase in brake pipe pressure after leaving Crystal Lake eastward or Boca westward and that brake pipe pressure has increased in caboose to indicate a 90 pound brake pipe pressure on the locomotive before arrival Norden, or:

If, when conditions are favorable for making a running test approaching MP 210 on westward freight trains authorized to operate at Column 1 speed not to exceed 60 MPH, engineer, after informing trainman in caboose that running test is to be made, receives positive information from trainman following the test that brakes did apply on the caboose and that brake pipe pressure is being properly restored.

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

Placerville to Folsom Junction—75 tons,
Norden to Truckee—65 tons,
Norden to Loomis—60 tons, except:

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

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

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

Eastward	Westward
MP 203.00	Troy
	Emigrant Gap
	Midas
	Gold Run
	Bowman

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

RULE 68. Trains must pass summit of grade with caution when necessary during freezing weather, applying train air brakes in accordance with conditions to free brake rigging and shoes of icing.

MISCELLANEOUS

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

Excess width or height loads must not be operated on Sacramento Passenger Station Tracks 2, 4 and 7. Employes must not ride on top or side of engines or cars on Tracks 2, 4 and 7.

Citrus: Aerojet spur 2.14 miles in length from initial switch, MP 104.1. Five spur tracks for unloading chemicals located at end of this long spur.

Nimbus: Aerojet spur five miles in length from initial switch at MP 107.4. Runaround track located 1060 feet east of main line switch. Capacity, 17 cars.

Maximum speed on Aerojet spur, with caution, not to exceed 15 MPH, except over grade crossings 10 MPH.

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

Class of Engine	Restricted Tracks
All engines	Newcastle—Over trestle portion of fruit spurs.
"	Summit–Lumber spurs Nos. 3 and 4 beyond derail.

11. Load limit (car and contents):

Sacramento-Sparks, except.....263,000 pounds
Enterprise Selective type hopper cars, Series SP 463000 through 463499.....260,000 pounds
Brighton-Elvas, except.....263,000 pounds
Enterprise Selective type hopper cars, Series SP 463000 through 463499.....260,000 pounds
Sacramento-Isleton.....240,000 pounds
Sacramento-Brighton via R St.....240,000 pounds
Brighton-Placerville.....240,000 pounds
Folsom Junction-Folsom.....240,000 pounds
Citrus-Fair Oaks.....240,000 pounds

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

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

No. 1 westward trains, via Auburn and
No. 2 eastward trains, via Auburn, Nevada Street.

13. LOCATION OF STOCK YARDS

Station	Capacity in cars
White Rock	30
Roseville	12 (Water)
Rocklin	20
Truckee	10 (Water)
Sparks	25 (Water)

24. Minimum clearances for rotary plows:

Rotary snow plows 211, 206, 221 and 222 equipped with wings will not clear snow sheds and tunnels when wings are extended.

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

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

Rotary snow plows must not meet or pass other rotaries on adjacent track until it is known that proper clearance exists.

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

OPERATION OF TURNTABLES

26. Turntable Norden equipped with rail locks each end. Before moving onto table from any lead table must be lined so engine will enter from locked end only. Engines when backing and approaching table from lead from eastward siding, will stop to clear table and fireman after properly lining and locking table will signal engineer to move onto table by green light controlled by pushing button located on post of turntable shed on engineer's side. This signal does not indicate position of turntable or turntable lock. Engines leaving turntable will leave from locked end. In making movements to or from turntable it will not be necessary to lock opposite end of table.

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

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

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

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

Block indicators located at switches indicate track occupancy.

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

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

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

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

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

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

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

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

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

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

30. ROSEVILLE SUBDIVISION

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

MP	Location	Description
88.54	Sacramento	Sacramento River bridge ... Side and overhead
92.15	Elvas	American River bridge ... Side
97.88	Planehaven	Pedestrian overhead ... Overhead
	(POLK-ELVAS)	
131.78	Polk	Traction company overhead crossing ... Overhead
133.13	Brighton	Signal bridge ... Overhead
	(PLACERVILLE BRANCH)	
122.30	East of White Rock	Rock cut ... Side
126.40	Latrobe	Rock cut ... Side
126.50	East of Latrobe	Rock cut ... Side
128.60	East of Latrobe	Rock cut ... Side
	(WALNUT GROVE BRANCH)	
92.41	East of Baths	Bridge ... Side
111.42	Snodgrass Slough	Bridge ... Side
	(ROSEVILLE-SPARKS—EASTWARD)	
111.21	East of Rocklin	Antelope Creek Bridge ... Side
114.20	East of Rocklin	Tunnel No. 15 ... Side and overhead
114.70	East of Rocklin	Tunnel No. 16 ... Side and overhead
117.30	East of Rocklin	Tunnel No. 17 ... Side and overhead
120.50	East of Newcastle	Tunnel No. 18 ... Side and overhead
122.70	East of Newcastle	Tunnel No. 19 ... Side and overhead
123.10	East of Newcastle	Tunnel No. 20 ... Side and overhead
124.60	East of Nevada St., Auburn	Tunnel No. 21 ... Side and overhead
131.20	East of Bowman	Tunnel No. 22 ... Side and overhead
132.70	East of Bowman	Tunnel No. 23 ... Side and overhead
132.90	East of Bowman	Tunnel No. 24 ... Side and overhead
133.10	East of Bowman	Tunnel No. 25 ... Side and overhead
133.30	East of Bowman	Tunnel No. 26 ... Side and overhead
133.80	East of Bowman	Tunnel No. 27 ... Side and overhead
134.80	East of Applegate	Tunnel No. 28 ... Side and overhead
135.90	East of Applegate	Tunnel No. 29 ... Side and overhead
138.70	East of Applegate	Tunnel No. 30 ... Side and overhead
139.20	East of Applegate	Tunnel No. 31 ... Side and overhead
139.40	East of Applegate	Tunnel No. 32 ... Side and overhead
164.34	East of Midas	Tunnel No. 1 ... Side and overhead
176.60	East of Emigrant Gap	Tunnel No. 35 ... Side and overhead
176.90	East of Emigrant Gap	Tunnel No. 36 ... Side and overhead
177.80	Crystal Lake	Tunnel No. 37 ... Side and overhead
177.87 to 198.91	Crystal Lake to Andover	Snow sheds and signals in Snowsheds ... Side and overhead
180.50	East of Cisco	Tunnel No. 38 ... Side and overhead
180.70	East of Cisco	Tunnel No. 39 ... Overhead
185.30	East of Cisco	Tunnel No. 40 ... Side and overhead
193.30	East of Norden	Tunnel No. 41 ... Side and overhead
200.10	East of Eder	Tunnel No. 42 ... Side and overhead
179.39	East of Crystal Lake	Signal Bridge No. 1794 ... Overhead
180.38	East of Cisco	Signal Bridge No. 1804 ... Overhead
181.52	East of Cisco	Signal Bridge No. 1814 ... Overhead
182.38	East of Cisco	Signal Bridge No. 1824 ... Overhead
184.02	East of Cisco	Signal Bridge No. 1844 ... Overhead
188.03	East of Troy	Signal Bridge No. 1880 ... Overhead
189.88	East of Troy	Signal Bridge No. 1900 ... Overhead
191.75	Norden	Signal Bridge No. 1919 ... Overhead
199.38	East of Eder	Signal Bridge No. 1992 ... Overhead
201.28	East of Andover	Signal Bridge ... Overhead
207.55	East of Andover	Signal Bridge No. 1076 ... Overhead
209.12	East of Truckee	Signal Bridge No. 2096 ... Overhead
210.60	East of Truckee	Signal Bridge No. 2106 ... Side and overhead
212.63	East of Truckee	Signal Bridge No. 2124 ... Side and overhead
214.71	East of Truckee	Signal Bridge No. 2146 ... Side and overhead
218.05	East of Boca	Signal Bridge No. 2180 ... Side
220.03	East of Boca	Signal Bridge No. 2200 ... Side and overhead
221.88	East of Boca	Signal Bridge No. 2220 ... Side and overhead
230.12	East of Floriston	Signal Bridge No. 2300 ... Overhead
231.50	Verdi	Signal Bridge No. 2316 ... Side and overhead
237.02	Lawton	Signal Bridge No. 2370 ... Overhead
238.90	East of Lawton	Signal Bridge No. 2390 ... Side
	(SPARKS-ROSEVILLE—WESTWARD)	
238.90	West of Reno	Signal Bridge No. 2389 ... Side
231.50	Verdi	Signal Bridge No. 2317 ... Side and overhead

MP	Location	Description
230.12	West of Verdi	Signal Bridge No. 2301.....Overhead
229.65	West of Verdi	3rd Truckee River Crossing.....Side
221.88	West of Floriston	Signal Bridge No. 2219.....Overhead
220.65	West of Floriston	1st Truckee River Crossing.....Side
220.03	West of Floriston	Signal Bridge No. 2201.....Side
218.26	West of Floriston	Highway Bridge.....Overhead
218.05	West of Floriston	Signal Bridge No. 2181.....Side
214.71	West of Boca	Signal Bridge No. 2147 .....Side and overhead
212.63	West of Boca	Signal Bridge No. 2125 .....Side and overhead
212.25	West of Boca	Highway Bridge.....Overhead
210.60	West of Boca	Signal Bridge No. 2107.....Overhead
209.12	West of Boca	Signal Bridge No. 2109.....Overhead
207.55	West of Truckee	Signal Bridge No. 2075.....Overhead
200.22	Andover	Tunnel No. 13.....Side and overhead
199.38	West of Andover	Signal Bridge No. 1993.....Overhead
198.91 to 177.87	Andover to Crystal Lake	Snowsheds and signals in snowsheds .....Side and overhead
195.70	West of Eder	Tunnel No. 12.....Side and overhead
195.20	West of Eder	Tunnel No. 11.....Side and overhead
195.10	West of Eder	Tunnel No. 10.....Side and overhead
194.90	West of Eder	Tunnel No. 9.....Side and overhead
194.30	West of Eder	Tunnel No. 8.....Side and overhead
194.25	West of Eder	Stone Wall.....Side
194.10	West of Eder	Tunnel No. 7.....Side and overhead
193.70	West of Eder	Tunnel No. 6.....Side and overhead
191.75	West of Norden	Signal Bridge.....Overhead
189.88	West of Norden	Signal Bridge No. 1901.....Overhead
184.40	West of Troy	Signal Bridge No. 1841.....Overhead
182.38	West of Troy	Signal Bridge No. 1823.....Overhead
181.32	West of Troy	Signal Bridge No. 1813.....Overhead
181.00	West of Troy	Tunnel No. 4.....Side
180.70	West of Troy	Tunnel No. 3.....Side and overhead
180.38	Cisco	Signal Bridge No. 1803.....Overhead
179.39	West of Cisco	Signal Bridge No. 1795.....Overhead
164.34	West of Blue Canon	Tunnel No. 1.....Side and overhead
132.90 to 122.00	West of New England Mills to West of Auburn	Rock Cuts.....Side
127.86	Bowman	Highway Bridge.....Overhead
120.50	Newcastle	Tunnel No. 18.....Side and overhead
111.21	East of Rocklin	Under Structure....Side and overhead

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through slip switches	10
Through turnouts on other than sidings	10
On branches	10
On "R" St. Sacramento, between Front St. and Brighton	10
On Mather Field spur	10
On back tracks or engine leads to turntable, Sacramento	10
On American Can Company tracks, Elvas	10
On tracks serving McClellan Field (Planehaven)	10
Through siding and turnout at Polk	20
Through crossovers Cisco, Eder, Andover, Boca and Verdi	25
Westward through crossover Norden, from No. 2 to No. 1 Track	30
Through siding Norden	20

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 4, and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 5 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

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

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP MP Column:	1	2	3
EASTWARD, SACRAMENTO TO SPARKS:			
88.54 to 89.50	10	10	10
89.50 to 90.00	25	25	25
90.00 to 91.61	35	35	35
91.61 to 92.56 (interlocking and bridge)	25	25	25
92.56 to 93.00	50	50	50
93.00 to 102.50	79	60	70
102.50 to 103.15	35	35	35
103.15 to 106.08	45	45	45
106.08 to 106.74	15	15	15
106.74 to 108.12 (No. 2 Track)	35	35	35
108.12 to 113.00 (No. 2 Track)	70	60	70
113.00 to 141.70 (No. 2 Track)	50	50	50
141.70 to 193.00 (No. 2 Track)	30	30	30
193.00 to 208.00 (No. 2 Track)	30	25	30
208.00 to 211.70 (No. 2 Track)	45	45	45
211.70 to 224.00 (No. 2 Track)	40	40	40
224.00 to 241.63 (No. 2 Track)	45	45	45
★241.63 to 244.16 (No. 2 Track) (Reno)	20	20	20
244.16 to 245.12 (No. 2 Track)	30	30	30
245.12 to 246.20 (No. 2 Track)	20	20	20
EASTWARD, POLK TO ELVAS:			
132.00 to 132.58	70	60	70
132.58 to 133.33	50	50	50
133.33 to 133.35	25	25	25
133.35 to 136.00	40	40	40
136.00 to 136.38 (wye to Roseville)	25	25	25
EASTWARD, BRIGHTON TO PLACERVILLE:			
94.67 to 94.74	..	15	15
94.74 to 96.05	..	40	40
96.05 to 109.77	..	45	45
109.77 to 111.05	..	40	40
111.05 to 111.34	..	15	15
111.34 to 114.00	..	25	25
114.00 to 122.20	..	35	35
122.20 to 139.00	..	20	20
139.00 to 139.30	..	15	15
139.30 to 149.07	..	20	20
149.07 to 150.01	..	10	10
EASTWARD, FOLSOM JCT. TO FOLSOM	..	20	20
EASTWARD, CITRUS TO FAIR OAKS.	..	20	20
EASTWARD, SACRAMENTO TO ISLETON:			
89.59 to 90.50	..	20	20
90.50 to 114.50	..	35	35
114.50 to 122.09	..	25	25

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP MP Column:	1	2	3
WESTWARD, SPARKS TO SACRAMENTO:			
246.20 to 245.12 (No. 1 Track)	20	20	20
245.12 to 244.16 (No. 1 Track)	30	30	30
★244.16 to 241.63 (No. 1 Track) (Reno)	20	20	20
241.63 to 224.00 (No. 1 Track)	45	45	45
224.00 to 211.70 (No. 1 Track)	40	40	40
211.70 to 208.00 (No. 1 Track)	45	45	45
208.00 to 194.00 (No. 1 Track)	30	30	30
194.00 to 115.13 (No. 1 Track)	30	25	30
115.13 to 113.98 (No. 1 Track)	40	40	40
113.98 to 113.26 (No. 1 Track)	55	55	55
113.26 to 111.27 (No. 1 Track)	70	60	70
111.27 to 111.03 (No. 1 Track)	40	40	40
111.03 to 108.12 (No. 1 Track)	70	60	70
108.12 to 106.70 (No. 1 Track)	35	30	35
106.70 to 106.08	15	15	15
106.08 to 102.50	45	45	45
102.50 to 93.00	79	60	70
93.00 to 92.56	50	50	50
92.56 to 91.61 (bridge and interlocking)	25	25	25
91.61 to 90.00	35	35	35
90.00 to 89.50	25	25	25
89.50 to 88.54	10	10	10
WESTWARD, ELVAS TO POLK:			
136.38 to 135.99 (wye from Roseville)	25	25	25
★★136.36 to 135.99 (wye from Sacramento)	20	20	20
135.99 to 133.33	40	40	40
133.33 to 132.00	70	60	70
WESTWARD, PLACERVILLE TO BRIGHTON:			
150.01 to 149.07	..	10	10
149.07 to 139.30	..	20	20
139.30 to 139.00	..	15	15
139.00 to 122.20	..	20	20
122.20 to 114.00	..	35	35
114.00 to 111.34	..	25	25
111.34 to 111.05	..	15	15
111.05 to 109.77	..	40	40
109.77 to 96.05	..	45	45
96.05 to 94.74	..	40	40
94.74 to 94.67	..	15	15
WESTWARD, FOLSOM TO FOLSOM JCT.	..	20	20
WESTWARD, FAIR OAKS TO CITRUS.	..	20	20
WESTWARD, ISLETON TO SACRAMENTO:			
122.09 to 114.50	..	25	25
114.50 to 90.50	..	35	35
90.50 to 89.59	..	20	20

★Regulated by City Ordinance. ★★ICC Regulation.

Freight trains must not exceed 20 MPH (westward) from MP 192.10 (Norden) to MP 113.26 (Loomis) and (eastward) from MP 192.00 (Norden) to MP 209.10 (Truckee) when retaining valves required in accordance with Air Brake Rule 17.

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

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

Freight and mixed trains containing no restricted cars are authorized to operate at Column 1 speeds not exceeding 60 MPH (65 MPH when specifically authorized) except where specifically restricted to Column 2 speeds, provided trains:

1. Do not exceed 120 cars and 40 tons per operative brake; or
2. When carrying 90 lbs. brake pipe pressure, do not exceed:

Number of Cars	Tons Per Operative Brake	Number of Cars	Tons Per Operative Brake
70	60	100	54
75	59	105	53
80	58	110	52
85	57	115	51
90	56	120	50
95	55		

Limits within which trains are specifically authorized to operate at Column 1 speed not exceeding 65 MPH under the preceding conditions:

Eastward	Westward
MP 108.12 to MP 113.00	MP 108.12 to MP 111.03
	MP 111.27 to MP 113.26

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

NOMINAL CLASS	ENGINE NUMBERS	* Polk and Roseville Sacramento and Roseville	Roseville to Colfax‡ via No. 2 Track	Colfax‡ to Sparks via No. 2 Track Roseville to Colfax‡ via No. 1 Track	Sparks to Truckee	Truckee to Summit
DP-4, 7, 12	6000 to 6004, 6017, 6018, 6046 to 6054, 5900 to 5909, 5916, 5917	3225	925	550	1375	700
DP-5, 6, 8 to 11	6005 to 6016, 6055 to 6058, 5910 to 5915, 6019 to 6033, 5918 to 5924, 6034 to 6045	3275	950	575	1400	725
DF-1 to 12	6138 to 6461, 8022 to 8303, except	3600	1100	725	1600	1025
	with 61:16 gear ratio	....	....	....	....	....
	with 60:17 gear ratio	....	....	....	....	....
DF-100	5200 to 5202	....	....	....	....	....
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278	4875	1550	950	2250	1225
DF-109, 111	4903 to 4905, 5250 to 5252	5000	....	....	....	....
DF-114, 116 to 118, 120 to 122, 124, 125	5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493	5200	1550	950	2275	1225
DF-115, 119, 123, 126	5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507	....	....	....	....	....
DF-500, 501	4800 to 4815	....	....	....	....	....
DF-502	4816 to 4818	5600	1750	1100	2525	1375
DF-603, 605 to 607, 611, 612, 616	5600 to 5719, 5730 to 5844, 5872 to 5891	3825	....	....	....	....
DF-608 to 610, 613 to 615	5720 to 5729, 5845 to 5871	3925	....	....	....	....
DF-800	9000, 9001, 9002	7325	2175	1350	3150	1725
DS-1 to 8	1000 to 1032	1600	400	375	650	350
DS-9 to 12	1033 to 1090	....	....	....	....	....
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	2975	850	550	1275	675
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	2875	850	525	1275	675
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	....	....	....	....	....
DS-200, 201	1900 to 1903	1125	300	200	475	275
DS-500 to 506	5100 to 5120	1925	....	....	....	....
DS-600 to 604	4600 to 4623, 4700 to 4703	....	....	....	....	....
DS-605, 606	4624 to 4633	....	....	....	....	....
DS-607	4634 to 4645	....	....	....	....	....

NOMINAL CLASS	ENGINE NUMBERS	Placerville to Folsom	Folsom to Placerville	Folsom to Brighton	Brighton to Folsom	Sacramento and Isleton
DF-1 to 12	6138 to 6461, 8022 to 8303, except	1325	850	4000	2575	2775
	with 61:16 gear ratio	....	....	....	....	....
	with 60:17 gear ratio	....	....	....	....	....
DF-100	5200 to 5202	....	....	....	....	....
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278	1600	1050	4650	3075	4050
DF-109, 111	4903 to 4905, 5250 to 5252	....	....	....	....	....
DF-114, 116 to 118, 120 to 122, 124, 125	5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493	1600	1050	4750	3075	4050
DF-115, 119, 123, 126	5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507	....	....	....	....	....
DF-500, 501	4800 to 4815	....	....	....	....	....
DF-502	4816 to 4818	....	....	....	....	....
DF-603, 605 to 607, 611, 612, 616	5600 to 5719, 5730 to 5844, 5872 to 5891	....	....	....	....	....
DF-608 to 610, 613 to 615	5720 to 5729, 5845 to 5871	....	....	....	....	....
DS-1 to 8	1000 to 1032	425	275	1400	900	1200
DS-9 to 12	1033 to 1090	....	....	....	....	....
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	875	600	2700	1750	2300
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	875	600	2625	1750	2275
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	....	....	....	....	....
DS-200, 201	1900 to 1903	325	225	1025	675	875
DS-500 to 506	5100 to 5120	....	....	....	....	....
DS-600 to 604	4600 to 4623, 4700 to 4703	....	....	....	....	....
DS-605, 606	4624 to 4633	....	....	....	....	....
DS-607	4634 to 4645	....	....	....	....	....

*Will not apply to Sacramento Northern engines.

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

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

Westward at MP 144.63 reading 45.

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

Westward at MP 183.80 reading 60.

RULE 14(k). Will not apply within CTC limits between MP 106.25, Roseville and MP 116.48, Lincoln.

RULE 82-A. Extra trains originating Chico and operating between Chico and Stirling City will display indicators as an extra train on entire trip, as indicated by the engine number of the lead unit leaving Chico and are authorized to operate as an extra train between Chico and Stirling City without obtaining a clearance at Chico.

RULE 83. Extra trains originating Chico enroute Stirling City, in addition to information required by train register, must register destination of trip (turning point) and date of departure in the column captioned "Signals". When trip has been completed time of arrival at Chico must also be entered in column "Signals". An extra train enroute Stirling City from Chico must not leave Chico until it has been ascertained from the train register that all preceding extra trains via the route to be used have completed their trip and registered time and date of arrival at Chico accordingly.

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

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

Binney Junction, Chico—Trains originating or terminating.

RULE 86-A. Westward trains arriving at beginning of CTC, MP 116.48 Lincoln before timetable schedule or train order leaving time of eastward superior trains will have complied with Rule 86-A.

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

West MP		East MP
98.04	Roseville (Eastward and No. 2 Track)	110.87
98.04	" (No. 1 and Westward Track)	110.87
End of CTC	Lincoln	119.50
138.75	Marysville	146.00
	" (Dantoni Branch)	End of Branch
	" (Yuba City Branch)	End of Branch
143.78	Villa Verona (Oroville Branch)	End of Branch
181.80	Chico	185.36
	" (Stirling City Branch)	189.00

Yard limit sign located to left of track:

Eastward approaching Gerber.

Roseville: For train and engine movements Roseville yard, see Roseville Subdivision Rule 93.

RULE 98. Railroad crossings at grade not interlocked:

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

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

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

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

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

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

RULE 99-A. Flag protection to rear of train is not required when rear of train is standing between westward absolute signal at MP 108.16 and eastward absolute signal at MP 106.65 East Valley Subdivision.

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

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

Clayton.....Both spurs,
Marysville....Fourth St. crossing on Old Cannery track and 14th and E Street crossings,
Wilson.....Wilson Road crossing, MP 158.80.

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

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

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

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

On Signal	Approaching
1146	Lincoln
1164	Lincoln

Letter "M" indicator is controlled by train dispatcher Sacramento who may illuminate letter "M" without issuance of Form N train order.

Eastward trains must not pass Signal 1164 unless letter "M" is illuminated and signal displays proceed indication. When letter "M" is illuminated and Signal 1164 displays stop indication train may proceed only as prescribed by Rules 509 and 510.

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

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

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

Lincoln is a train order office for eastward trains only.

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

Eastward	Protection	Westward
P-A	Collision detector, highway underpass, MP 108.22	P-1099
P-1344	High water detector, bridge No. 135.00	P-1357
P-1406	Spring switch west end siding Marysville	
P-1916	High water detector, bridge No. 191.83	P-1927

RULE 535. SPRING SWITCHES

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

Location	Normal Position
Marysville.....West end siding.....	Main Track

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

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

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

RULE 605. INTERLOCKING

Roseville: See Roseville Subdivision Page 9.

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

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

At Berg when westward interlocking signal located opposite Signal 1446 displays proceed indication, westward train on main track is authorized to proceed to east interlocking limits without obtaining permission from signal operator. Such indication of interlocking signal supersedes the superiority of trains and train order restrictions, previously received, that affect the movement of such train at Berg. Such train must not leave the westward interlocking limits unless it has authority to proceed ahead of and against superior trains and the train order restrictions which applied at Berg have been fulfilled, superseded or annulled.

Westward train on siding must obtain permission from signal operator before fouling main track and, after complying with Rule 513, may enter main track and proceed to east interlocking limits when westward interlocking signal located opposite Signal 1446 displays proceed indication or as prescribed by Rule 663. Such indication of interlocking signal supersedes the superiority of trains and train order restrictions, previously received, that affect the movement of such train at Berg. Such train must not leave the westward interlocking limits on main track or pass clearance point west end of siding Marysville unless it has authority to proceed ahead of and against superior trains and the train order restrictions which applied at Berg have been fulfilled, superseded or annulled.

Telephone located at west end Berg siding.

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

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

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

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

RULE 680. AUTOMATIC INTERLOCKING

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

If interlocking home signal indicates STOP for train desiring to make movement over crossing, a member of crew will proceed to crossing to operate clockwork time release located in hand release box at crossing.

Instructions for operating time release are posted in box.

Clockwork time release must not be operated when trains or engines are between home signals or seen to be approaching on SNRy tracks.

To operate clockwork time release, turn knob to right extreme position, release knob. A red light displayed under the release will indicate SNRy block clear.

After time release is actuated and home signal does not display proceed indication in three minutes, but red indicator on signal mast near base of home signal is illuminated, movement may be made through interlocking.

If red indicator light is not illuminated and signal displays stop indication, movement must be made under provisions of Rule 663(c).

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

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

CENTRALIZED TRAFFIC CONTROL

RULE 760. Limits extend from eastward absolute signal, MP 106.65 Roseville to westward absolute signal, MP 116.48 Lincoln.

A sign reading DO NOT FOUL MAIN TRACK WITHOUT DISPATCHER'S PERMISSION is located at MP 106.74 on east leg of wye Roseville. To enter East Valley main track from east leg of wye at hand operated switch, permission for the movement must first be obtained from the train dispatcher, then line switch and be governed by indication of Signal 1068, and instructions from train dispatcher.

RULE 781. White light which may appear on side of signal housings adjacent to switch is maintainers call light, but when train has been stopped by an absolute signal and white light is observed burning, members of crew will communicate with train dispatcher even though another train may be approaching.

GENERAL REGULATIONS

RULE 826. Roseville: See Roseville Subdivision regarding indicator lights Tracks 71, 72, 73 and 74 PFE icing platform.

AIR BRAKE RULES

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

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

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

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

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

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

MISCELLANEOUS

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

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

11. Load limit (car and contents):

Roseville-Tehama	263,000 pounds
Chico-Stirling City	240,000 pounds
Berg-Wilson	240,000 pounds
Dantoni Jct.-Dantoni	240,000 pounds
Villa Verona-Oroville	240,000 pounds

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

13. LOCATION OF STOCK YARDS

Station	Capacity in cars
Roseville	12 (Water)
Nord	8
Vina	12 (Water)
Los Molinos	3
Marysville (on spur)	9 (Water)

30.

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

MP	Location	Description	
210.82	Tehama	Sacramento River bridge	Overhead

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 4, and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 5 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

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

TERRITORY MP MP Column:	PASSENGER TRAINS 1	FREIGHT AND MIXED 2	LIGHT ENGINES 3
EASTWARD, ROSEVILLE TO TEHAMA:			
106.61 (106.57) to 106.85	15	15	15
106.85 to 117.17	60	60	60
117.17 to 117.43	50	50	50
117.43 to 139.05	60	60	60
139.05 to 139.80	50	50	50
139.80 to 142.00	25	25	25
142.00 to 143.88	50	45	50
143.88 to 179.00	70	60	70
179.00 to 182.90	60	60	60
182.90 to 183.80	50	50	50
★★183.80 to 184.50	25	25	25
184.50 to 186.20	60	60	60
186.20 to 209.15	70	60	70
209.15 to 209.90	50	50	50
209.90 to 211.85	35	35	35
211.85 to 211.87 (junction switch)	30	30	30
EASTWARD, CHICO TO STIRLING CITY:			
184.38 to 185.38	..	15	15
185.38 to 188.75	..	20	20
188.75 to 215.46	..	15	15
EASTWARD, DANTONI JCT. TO DANTONI	..	20	20
EASTWARD, MARYSVILLE TO OROVILLE VIA WPRR:			
178.00 to 205.00 (WPRR)	..	#	#
OROVILLE BRANCH EASTWARD, VILLA VERONA TO OROVILLE:			
143.78 to 147.00	..	35	35
147.00 to 147.93	..	20	20
EASTWARD, BERG TO WILSON:			
★144.43 to 148.80	..	15	15
148.80 to 159.01	..	35	35

TERRITORY MP MP Column:	PASSENGER TRAINS 1	FREIGHT AND MIXED 2	LIGHT ENGINES 3
WESTWARD, TEHAMA TO ROSEVILLE:			
211.87 to 211.85 (junction switch)	30	30	30
211.85 to 209.90	35	35	35
209.90 to 186.20	70	60	70
186.20 to 185.25	60	60	60
185.25 to 184.50	50	50	50
★★184.50 to 183.80	25	25	25
183.80 to 179.00	70	60	70
179.00 to 143.88	70	60	60
143.88 to 142.00	50	45	45
142.00 to 139.80	25	25	25
139.80 to 117.43	60	60	60
117.43 to 117.17	50	50	50
117.17 to 107.54	60	60	60
107.54 to 106.85	45	45	45
106.85 to 106.61 (106.57)	15	15	15
WESTWARD, STIRLING CITY TO CHICO:			
215.46 to 188.75	..	15	15
188.75 to 185.38	..	20	20
185.38 to 184.38	..	15	15
WESTWARD, DANTONI TO DANTONI JCT.	..	20	20
WESTWARD, OROVILLE TO MARYSVILLE VIA WPRR:			
205.00 to 178.00 (WPRR)	..	#	#
OROVILLE BRANCH WESTWARD, OROVILLE TO VILLA VERONA:			
147.93 to 147.00	..	20	20
147.00 to 143.78	..	35	35
WESTWARD, WILSON TO BERG:			
159.01 to 148.80	..	35	35
★148.80 to 144.43	..	15	15

★Regulated by City ordinance.

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

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

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

Freight and mixed trains containing no restricted cars are authorized to operate at Column 1 speeds not exceeding 60 MPH (65 MPH when specifically authorized) except where specifically restricted to Column 2 speeds, provided trains:

1. Do not exceed 120 cars and 40 tons per operative brake; or 2. When carrying 90 lbs. brake pipe pressure, do not exceed:

Number of Cars	Tons Per Operative Brake	Number of Cars	Tons Per Operative Brake
70	60	100	54
75	59	105	53
80	58	110	52
85	57	115	51
90	56	120	50
95	55		

Limits within which trains are specifically authorized to operate at Column 1 speed not exceeding 65 MPH under the preceding conditions: MP 106.85 and MP 209.90

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through siding at Whitney	30
Binney Jct. Through east leg of wye and interchange track connection to WPRR	10
Oroville. Through interchange from WPRR to SP	10
Through turnouts on other than sidings	10
On branches	10

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

NOMINAL CLASS	ENGINE NUMBERS	Roseville and Gerber	Chico to Stirling City	Stirling City to Chico	Wilson and Berg	Dantoni Jct. and Dantoni	Binney Jct. and Oroville MP 122.64 to MP 124.50 MP 143.31 to MP 147.92
DP-4, 7, 12	6000 to 6004, 6017, 6018, 6046 to 6054, 5900 to 5909, 5916, 5917	3225	....	....	....	....	....
DP-5, 6, 8 to 11	6005 to 6016, 6055 to 6058, 5910 to 5915, 6019 to 6033, 5918 to 5924, 6034 to 6045	3275	....	....	....	....	....
DF-1 to 12	6138 to 6461, 8022 to 8303, except	3600	425*	3525*	2775	2775	2775
	with 61:16 gear ratio	....	....	....	....	....	....
	with 60:17 gear ratio	....	....	....	....	....	....
DF-100	5200 to 5202	....	....	....	2125	2125	2125
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278	4875	650	4825	4050	4050	4050
DF-109, 111	4903 to 4905, 5250 to 5252	....	....	....	....	....	....
DF-114, 116 to 118, 120 to 122, 124, 125	5279 to 5293, 5380 to 5335, 5340 to 5444, 5449 to 5493	5200	650	5125	4050	4050	4050
DF-115, 119, 123, 126	5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507	....	....	....	....	....	....
DF-500, 501	4800 to 4815	....	....	....	....	....	....
DF-502	4816 to 4818	5600	....	....	....	....	....
DF-603, 605 to 607, 611, 612, 616	5600 to 5719, 5730 to 5844, 5872 to 5891	....	....	....	....	....	....
DF-608 to 610, 613 to 615	5720 to 5729, 5845 to 5871	3850	....	....	....	....	....
DF-800	9000, 9001, 9002	7325	....	....	....	....	....
DS-1 to 8	1000 to 1032	1600	150	1500	1200	1200	1200
DS-9 to 12	1033 to 1090	....	....	....	....	....	....
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	2975	325	2925	2300	2300	2300
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	2875	350	2825	2275	2275	2275
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	....	....	....	....	....	....
DS-200, 201	1900 to 1903	1125	100	1100	875	875	875
DS-500 to 506	5100 to 5120	....	....	....	....	....	....
DS-600 to 604	4600 to 4623, 4700 to 4703	....	....	....	....	....	....
DS-605 to 606	4624 to 4633	....	....	....	....	....	....
DS-607	4634 to 4645	....	....	....	....	....	....

*Class DF-12 not authorized.

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

RULE 10-J. Speed sign placed to left of track:
Eastward at MP 211.87 reading 79-60.

RULE 82-A. Crews arriving Tehama on Nos. 376, 492, 494, 496 and 498, also sections of those schedules holding proper clearance or train-order authority, may assume corresponding schedule or section at Tehama without clearance.

RULE 83-A. At the following stations, only the trains indicated will register:
Woodland—Trains originating or terminating,
Orland—Trains originating or terminating.

RULE 83-B. At open train-order offices, trains may register by ticket as follows:
Davis—All trains to or from West Valley Subdivision.

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

West MP		East MP
74.20	Davis (Dixon line)	77.37
	" (Tehama line)	77.39
83.66	Woodland	85.82
	" (Knights Landing Branch)	End of Branch
147.96	Willows	150.84
164.48	Orland	167.72
177.62	" (Colusa Branch)	
211.82	Gerber	216.08
120.00	Grimes	122.00
169.00	Hamilton	171.00

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

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

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

Trains entering or leaving yard tracks must receive proceed signal from yardman, green flag by day, green light by night.

RULE 97. Extra trains must not operate via Colusa Branch unless train order so specifies.

RULE 98. Drawbridges not interlocked:
Drawbridge 94.14, Knights Landing Branch: Over Sacramento River—Stop within 200 feet of drawbridge.

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

RULE 103-A. Trains and engines must stop and be preceded by flagman before crossing highway at:
Woodland....Main St. crossing on house track.

RULE 104. The normal position of rigid switches at junctions:
Woodland....Knights Landing Branch, for movement from siding to Knights Landing Branch,
Harrington...Colusa Branch, for siding,
Wyo.....Colusa Branch, for siding.

RULE 105. Davis: North siding is first track west of main track on Gerber line extending from MP 75.79 to MP 76.52.

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

Gerber: Siding extends from just west of junction switch at Tehama to 550 feet west of crossover leading to yard tracks, for use only by East Valley Subdivision trains.

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

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

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

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

RULE 516. Overlap posts:

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

RULE 535. SPRING SWITCHES

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

Location		Normal Position
Gerber	East end siding	Main Track

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

RULE 605. INTERLOCKING

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

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

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

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

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

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

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

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

GENERAL REGULATIONS

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

RULE 872. Engineman taking charge of engines at Gerber will consider engines as having been amply supplied with water, fuel and sand.

AIR BRAKE RULES

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

RULE 24-B. Gerber: When continuity of brake pipe is not disturbed, incoming engineer will apply train brakes when stopped. Outgoing engineer will release brakes and proceed without making rear end or road test.

MISCELLANEOUS

11. Load limit (car and contents):

Davis-Gerber.....263,000 pounds
Woodland-Josephine.....240,000 pounds
Harrington-Wyo via Colusa.....240,000 pounds

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

13. LOCATION OF STOCK YARDS

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

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

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

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 4, and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 5 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

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

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP MP Column:	1	2	3
EASTWARD, DAVIS TO GERBER:			
75.60 to 76.00	40	40	40
76.00 to 81.80	79	60	70
81.80 to 82.20	65	60	65
82.20 to 84.40	79	60	70
★★84.40 to 85.50 (Woodland)	40	40	40
85.50 to 86.02	65	60	65
86.02 to 149.50	79	60	70
149.50 to 150.00 (Willows)	40	40	40
150.00 to 165.50	79	60	70
165.50 to 165.70 (Orland	40	40	40
165.70 to 178.00	79	60	70
178.00 to 178.90 (Corning)	40	40	40
178.90 to 185.90	79	60	70
185.90 to 186.51 (211.87)	45	45	45
211.87 to 213.80	79	60	70
EASTWARD, HARRINGTON TO WYO (VIA COLUSA):			
108.81 to 120.70	..	35	35
120.70 to 121.30 (Grimes)	..	15	15
121.30 to 169.98	..	35	35
169.98 to 170.00 (Hamilton)	..	15	15
170.00 to 170.50	..	30	30
170.50 to 171.15	..	35	35
171.15 to 180.24	..	49	49
180.24 to 180.46	..	15	15
EASTWARD, WOODLAND TO JOSEPHINE:			
85.56 to 86.70	..	25	25
86.70 to 94.13	..	35	35
94.13 to 94.20	..	25	25
94.20 to 111.90	..	30	30
111.90 to 113.00	..	20	20
113.00 to 117.33	..	25	25

TERRITORY	PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP MP Column:	1	2	3
WESTWARD, GERBER TO DAVIS:			
213.80 to 211.87 (186.51)	79	60	70
186.51 to 185.90	45	45	45
185.90 to 178.90	79	60	70
178.90 to 178.00 (Corning)	40	40	40
178.80 to 165.70	79	60	70
165.70 to 165.50 (Orland)	40	40	40
165.50 to 150.00	79	60	70
150.00 to 149.50 (Willows)	40	40	40
149.50 to 86.02	79	60	70
86.02 to 85.50	65	60	65
★★85.50 to 84.40 (Woodland)	40	40	40
84.40 to 82.20	79	60	70
82.20 to 81.80	65	60	65
81.80 to 76.00	79	60	70
76.00 to 75.60	40	40	40
WESTWARD, WYO TO HARRINGTON (VIA COLUSA):			
180.46 to 180.24	..	15	15
180.24 to 171.15	..	49	49
171.15 to 170.50	..	35	35
170.50 to 170.00	..	30	30
170.00 to 169.98 (Hamilton)	..	15	15
169.98 to 121.30	..	35	35
121.30 to 120.70 (Grimes)	..	15	15
120.70 to 108.81	..	35	35
WESTWARD, JOSEPHINE TO WOODLAND:			
117.33 to 113.00	..	25	25
113.00 to 111.90	..	20	20
111.90 to 94.20	..	30	30
94.20 to 94.13	..	25	25
94.13 to 86.70	..	35	35
86.70 to 85.56	..	25	25

★★PUC Regulation.

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

Freight and mixed trains containing no restricted cars are authorized to operate at Column 1 speeds not exceeding 60 MPH (65 MPH when specifically authorized) except where specifically restricted to Column 2 speeds, provided trains:

1. Do not exceed 120 cars and 40 tons per operative brake; or
2. When carrying 90 lbs. brake pipe pressure, do not exceed:

Number of Cars	Tons Per Operative Brake	Number of Cars	Tone Per Operative Brake
70	60	100	54
75	59	105	53
80	58	110	52
85	57	115	51
90	56	120	50
95	55		

Limits within which trains are specifically authorized to operate at Column 1 speed not exceeding 65 MPH under the preceding conditions:
MP 75.60 and MP 185.90

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through slip switches	10
Through turnouts on other than sidings	10
On branches	10
On gravel pit tracks—Cory	10

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

NOMINAL CLASS	ENGINE NUMBERS	Davis and Gerber	Woodland and Josephine	Harrington and Wyo via Colusa
DP-4, 7, 12	6000 to 6004, 6017, 6018, 6046 to 6054, 5900 to 5909, 5916, 5917	2525	....	....
DP-5, 6, 8 to 11	6005 to 6016, 6055 to 6058, 5910 to 5915, 6019 to 6033, 5918 to 5924, 6034 to 6045	2550	....	....
DF-1 to 12	6138 to 6461, 8022 to 8303, except	2850	(1)2775	3175
	with 61.16 gear ratio	....	....	....
	with 60:17 gear ratio	....	....	....
DF-100	5200 to 5202	....	....	....
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278	4050	4050	4550
DF-109, 111	4903 to 4095, 5250 to 5252	4550	....	....
DF-114, 116 to 118, 120 to 122, 124, 125	5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493	4050	4050	4575
DF-115, 119, 123, 126	5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507	....	....	....
DF-500, 501	4800 to 4815	....	....	....
DF-502	4816 to 4818	....	....	....
DF-603, 605 to 607, 611, 612, 616	5600 to 5719, 5730 to 5844, 5872 to 5891	....	....	....
DF-608 to 610, 613 to 615	5720 to 5729, 5845 to 5871	....	....	....
DF-800	9000, 9001, 9002	5675	....	....
DS-1 to 8	1000 to 1032	1200	1200	1375
DS-9 to 12	1033 to 1090	....	....	....
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	2300	2300	2600
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	....	....	....
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	2275	2275	2550
DS-200, 201	1900 to 1903	875	875	975
DS-500 to 506	5100 to 5120	....	....	....
DS-600 to 604	4600 to 4623, 4700 to 4703	....	....	....
DS-605, 606	4624 to 4633	....	....	....
DS-607	4634 to 4645	....	....	....

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

(1)DF-12 not authorized to operate on Knights Landing Branch.