
WORK SAFELY TODAY
EACH RULE VIOLATION IS A
POTENTIAL ACCIDENT

TRAINMASTERS

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DISPATCHERS

J. W. JONES.....Sacramento
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I. S. BIGGS.....Sacramento
C. I. DAVIS.....Sacramento
J. E. TAYLOR.....Sacramento

3

SACRAMENTO NORTHERN RAILWAY

TIMETABLE

26

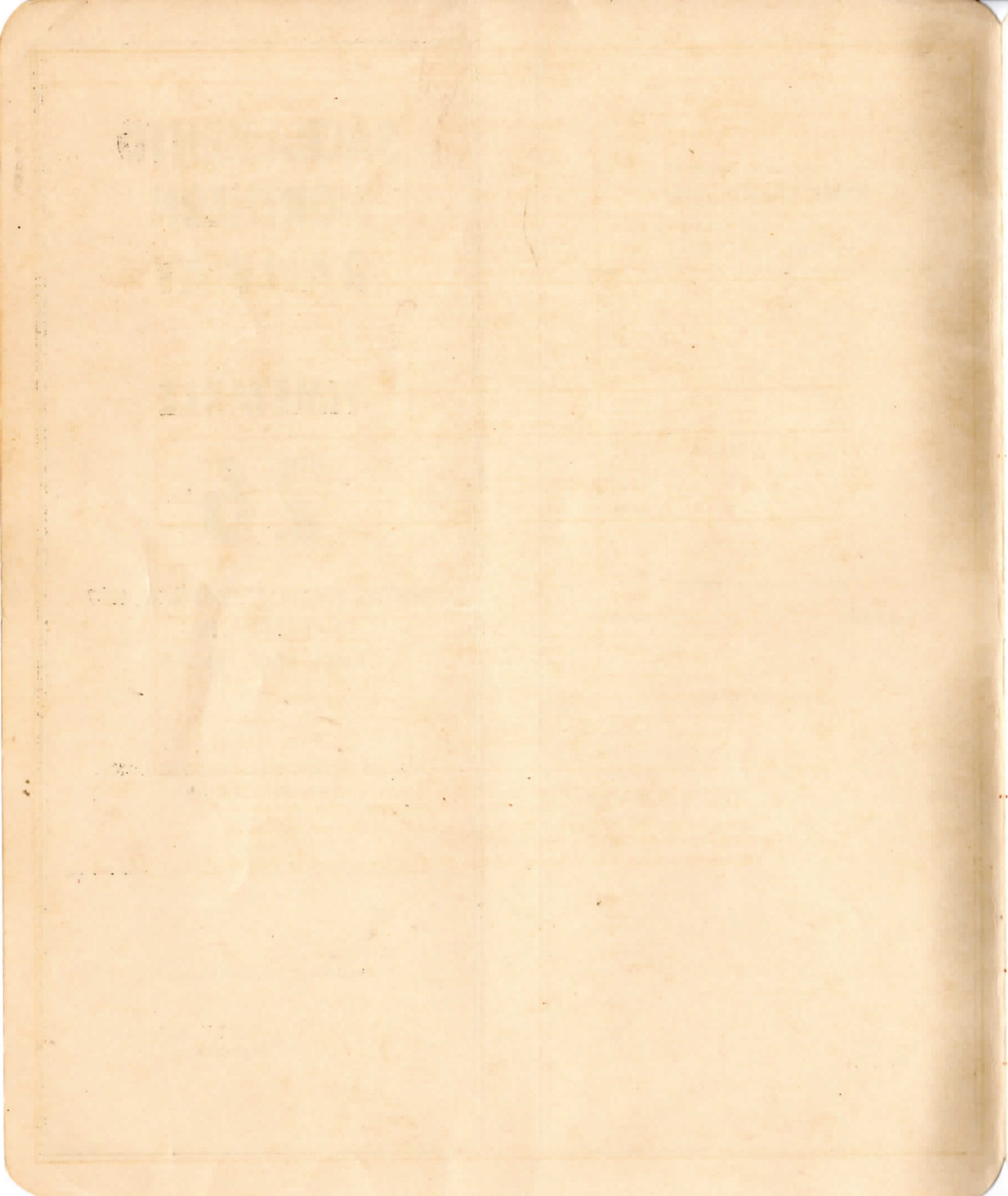
EFFECTIVE SUNDAY, SEPTEMBER 22, 1957
AT 12:01 A. M.
PACIFIC STANDARD TIME

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

R. T. KEARNEY,
President and General Manager

H. J. MULFORD,
Superintendent

X



FIRST SUBDIVISION

Fare, Seals, Wyes, Bulletin, Register Station, Standard Grade, Interlocking Plant	Eastward		Milepost	Time Table No. 26 September 22, 1957		Westward		Capacity of Sidings in Freight Cars
	SECOND CLASS			STATIONS	THIRD CLASS			
	4	2			3	5		
	Leave Daily	Leave Daily		Distance from East Pittsburg	Arrive Daily	Arrive Daily		
P	5.00 PM	5.00 AM	24.09	LAFAYETTE 1.62	24.37	9.05 AM	9.05 PM	10 E 10 (Spur)
P	5.05	5.05	25.71	SARANAP 1.73	22.75	9.00	9.00	42
PBK	5.10	5.10	27.44	D WALNUT CREEK 2.02	21.02	8.55	8.55	11 E&W 56 (Spurs)
P	5.15	5.15	29.46	SPARKLE 0.10	19.00	8.50	8.50	7 W (Spur)
	5.16	5.16	29.56	LAS JUNTAS (S.P.R.R. Crsg.) 0.55	18.90	8.49	8.49	6 W (Spur)
P	5.17	5.17	30.11	BANOROFF 0.91	18.35	8.48	8.48	11 W (Spur)
P	5.20	5.20	31.02	MEINERT 2.72	17.44	8.45	8.45	47 W 15 (Spurs)
P	5.25	5.25	33.74	CONCORD 3.47	14.72	8.40	8.40	4 E&W 53 (Spurs)
PI	5.35	5.35	37.21	OLYDE (NAVAL R.R. Crsg.) 1.82	11.25	8.30	8.30	26 E (Spur)
P	5.40	5.40	39.03	DN PORT CHICAGO 2.16	9.43	8.25	8.25	50 E 41 (Spurs)
P	5.45	5.45	41.19	NICHOLS 1.27	7.27	8.20	8.20	15 W (Spur)
P	5.48	5.48	42.46	McAVOY 1.13	6.00	8.17	8.17	18 W 16 (Spur)
P	5.50	5.50	43.59	SHELL POINT 1.33	4.87	8.15	8.15	2 W (Spur)
PY	5.55	5.55	44.92	WEST PITTSBURG 1.32	3.54	8.10	8.10	
			46.24	AT&SF Crossing 0.71	2.22			
PB	6.05 PM	6.05 AM	46.95	D PITTSBURG 0.44	1.51	8.00 AM	8.00 PM	
			47.39	AT&SF Crossing 0.67	1.07			
			48.06	AT&SF Crossing 0.40	0.40			
	Arrive Daily	Arrive Daily		(48.46)		Leave Daily	Leave Daily	
P		(1.00 PM)	48.46	EAST PITTSBURG Jct. AT&SF	0.00	(8.00 AM)		
		(2.30 PM)		STOCKTON YARD		(7.00 AM)		
		(4.00 PM)		SOUTH SACRAMENTO		(5.00 AM)		

Movements between South Sacramento and Stockton Yard on Western Pacific are governed by Western Pacific Operating Department Rules and Special Instructions.

Movements between Stockton and Pittsburg on Santa Fe are governed by Santa Fe Operating Department Rules and Special Instructions.

Movements between West Pittsburg and East Pittsburg are governed by Rule 93.

FIRST SUBDIVISION

Fones, Scales Wyes, Bulletin, Register Station, Standard Clocks, Interlocking Plant	Eastward			Milepost	Time Table No. 26 September 22, 1957	Distance from Sacramento	Westward		Capacity of Sidings in Freight Cars
	THIRD CLASS						SECOND CLASS		
	8	6					7	9	
	Leave Daily	Leave Daily					Arrive Daily	Arrive Daily	
	5.00PM	5.00AM	4.41	VACAVILLE	41.24	4.30AM	4.30PM	Yd. Lmts.	
P.Y.	5.13	5.13	7.60	4.41 VACAVILLE JCT.	36.83	4.17	4.17		
P.Y.	5.33	5.33	64.55	8.71 DOZIER	28.12	3.57	3.57	Yard	
P	5.39	5.39	67.49	2.94 VALE	25.18	3.51	3.51	16	
P	5.44	5.44	70.10	2.61 BUNKER	22.57	3.46	3.46	6 (Spur) W	
P	5.46	5.46	71.04	0.94 BELLEAIR	21.63	3.44	3.44	40 (Spur) W	
P	5.53	5.53	74.12	3.08 LIBFARM	18.55	3.37	3.37	26 (Spur) W	
P	5.55	5.55	75.23	1.11 YOLANO	17.44	3.35	3.35	32 (Spur) W	
P	6.05	6.05	79.71	4.48 SAXON	12.96	3.25	3.25	4	
P	6.20	6.20	86.95	7.24 RIVERVIEW	5.72	3.10	3.10	23 (Spur) E	
P.O.	6.30PM	6.30AM	91.56	4.61 WESTGATE	1.11	3.00AM	3.00PM	10 (Spur)	
P.Y.			92.37	0.81 BRODERIOK	0.30			Yard Limits	
P.B.K.I.			92.67	0.30 SACRAMENTO Front St. S.P.R.R. Crsg.	0.00				
	Arrive Daily	Arrive Daily		(41.24)		Leave Daily	Leave Daily		

Fones, Scales Wyes, Bulletin, Register Station, Standard Clocks	Eastward		HOLLAND BRANCH		Westward	
	Time Table No. 26 September 22, 1957		Distance from Oxford	Capacity of Sidings in Freight Cars	STATIONS	
	Mile Post					
P	86.95	RIVERVIEW	15.77	23 (Spur) E		
P	3.92	3.92 ARGENTA	11.85	19		
P	4.74	0.82 BERMUDA	11.03	19		
P	5.89	1.15 CLARKSBURG	9.88	33		
P	6.34	0.45 WILLOW POINT	9.43	18		
P	8.07	1.73 NEWTOWN	7.70	42		
P	8.66	0.59 CENTRAL	7.11	36 (Spurs) E		
P	10.51	1.85 GREENDALE	5.26	25 (Spur) E		
P	12.03	1.52 SILVERDALE	3.74	14 (Spur) W		
P	13.20	1.17 SORROCA	2.57	10 (Spur) E		
P	14.26	1.06 VALDEZ	1.51	12 (Spur) E		
P	15.77	1.51 OXFORD	0.00	17 (Spur) W		

Fones, Scales, Wyes, Bulletins, Register Stations, Standard Clocks	Eastward		WILLOTTA BRANCH		Westward	
	Time Table No. 26 Sept. 22, 1957		Distance from Willotta	Capacity of Sidings in Freight Cars	STATIONS	
	Mile Post					
Y.P.	7.60	VACAVILLE JCT.	9.42			
	12.91	5.31 FAIRFIELD	4.11	10		
	14.65	1.74 OLIMA	2.37	9 (Spur) E		
	14.83	0.18 SUVAL	2.19	12 (Spur) W		
	15.18	0.35 CHADBOURNE	1.84	22 (Spur) E & W		
	15.89	0.71 RUSSELL	1.13	15 (Spurs) W		
	16.77	0.88 DANIELSON	0.25	6 (Spur) E		
	17.02	0.25 WILLOTTA	0.00	4 (Spur) W		

Fones, Scales, Wyes, Bulletins, Register Stations, Standard Clocks	Eastward		MONTEZUMA BRANCH		Westward	
	Time Table No. 26 Sept. 22, 1957		Distance from Dozier	Capacity of Sidings in Freight Cars	STATIONS	
	Mile Post					
P	49.98	MONTEZUMA	14.57	26 (Spur) E		
P	51.97	1.99 MOLENA	12.58	68		
P	57.78	5.81 RIO VISTA Jct.	6.77	24 (Spur) W		
P	60.78	3.00 CREED	3.77	37		
P	63.69	2.01 OLCOTT	0.86	12 (Spur) W		
Y.P.	64.95	0.86 DOZIER	0.00	Yard		

All movements between Vacaville Jct. and Vacaville, between Vacaville Jct. and Willotta, and between Dozier and Montezuma will be made in accordance with Rule 93.

Permission of the Train Dispatcher must be obtained before leaving Dozier on movements to Montezuma Branch and before leaving Vacaville Jct. on movements to Willotta Branch.

SECOND SUBDIVISION

Eastward			Westward					
Fone, Scales, Wyes, Bulletin, Register Stations, Standard Clocks Interlocking Plant	SECOND CLASS		Mile Post	Time Table No. 26 September 22, 1957	Distance from Sacramento	THIRD CLASS		Capacity of Sidings in Freight Cars
	16	14				15	17	
	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	
STATIONS								
P.B.Y.K.	5.00 PM	5.00 AM	94.99	SACRAMENTO, B ST. Jct. W.P.R.R.	0.00	9.45 AM	9.45 PM	Yard Limits
P.			95.49	0.50	0.50			
P.			96.44	T.C.S. { HAGGIN, Jct. WPRR } 0.95 { GLOBE, Jct. WPRR } Joint Track	1.45			
P.	5.15	5.15	97.16	0.72	2.17	9.35	9.35	
P.	5.20	5.20	98.99	1.83	4.00	9.30	9.30	8 (Spur) W
P.	5.30	5.30	103.10	4.11	8.11	9.20	9.20	38
P.	5.33	5.33	104.41	1.31	9.42	9.17	9.17	6 (Spur) W
P.	5.40	5.40	107.35	2.94	12.36	9.11	9.11	9 (Spur) W
P.I.	5.45	5.45	109.17	1.82	14.18	9.07	9.07	27 (Spur) W
P.	6.00	6.00	114.75	5.58	19.76	8.55	8.55	39 (Spurs) E
P.	6.10	6.10	119.00	4.25	24.01	8.45	8.45	19 (Spur) W 34 (Spurs)
P.	6.20	6.20	122.36	3.36	27.37	8.35	8.35	25 (Spur) W
P.	6.35	6.35	128.86	6.50	33.87	8.20	8.20	24 (Spur) E
P.	6.37	6.37	129.70	0.84	34.71	8.15	8.15	14 (Spur) E & W 44 (Spurs)
P.	6.42	6.42	132.36	2.66	37.37	8.10	8.10	9 (Spur) W
P.			134.40	2.04	39.41			
P.			136.31	T.C.S. { WP MP 175.63 } Jct. WPRE { MARYSVILLE } Joint Track 2.75 { Jct. WPRR }	42.16			Yard Limits
P.	7.00 PM	7.00 AM	137.27	0.96	43.12	7.45 AM	7.45 PM	Yard Limits
	Arrive Daily	Arrive Daily		(43.12)		Leave Daily	Leave Daily	

Movements on Western Pacific between Haggin and Globe and between WP MP 175.63 and Marysville are governed by Western Pacific Operating Department Rules and Special Instructions.

SECOND SUBDIVISION

Eastward				Westward				
Fone, Scales, Wyes, Ballast, Register Stations, Standard Clocks Interlocking Plant	SECOND CLASS		Milepost	Time Table No. 26 September 22, 1957	Distances from Yuba City	THIRD CLASS		Capacity of Sidings in Freight Cars
	20	18				19	21	
	Leave Mon., Wed. & Fri.	Leave Mon., Wed. & Fri.				Arrive Tues., Thurs., Sat.	Arrive Tues., Thurs., Sat.	
STATIONS								
P.O.K.B.	6.00 PM	6.00 AM	137.27	YUBA CITY	0.00	6.35 AM	6.35 PM	Yard Limits
	6.03	6.03	138.56	1.29 PALORO	1.29	6.32	6.32	
P.	6.05	6.05	139.43	0.87 HARTER	2.16	6.30	6.30	
P. Y.	6.06	6.06	139.77	0.34 COLUSA JUNCTION	2.50	6.29	6.29	Yard
P.	6.13	6.13	143.62	3.85 SANDERS	6.35	6.21	6.21	7 (Spur) W
P. I.	6.25	6.25	149.31	5.69 LIVE OAK S.P.R.R. Cross.	12.04	6.10	6.10	22 (Spur) E 29 (Spur)
P.	6.35	6.35	154.39	5.08 EAST GRIDLEY	17.12	5.59	5.59	24 (Spur) W
P.	6.39	6.39	156.06	1.67 PEACHTON	18.79	5.55	5.55	8 (Spur) E
P.	6.51	6.51	162.18	6.12 LORRINE	24.91	5.43	5.43	10 (Spur) W
P.	7.09	7.09	171.23	9.05 BLAVO	33.96	5.25	5.25	27
	7.15	7.15	174.24	3.01 ESQUON	36.97	5.19	5.19	22 (Spur) W
P.	7.22	7.22	177.29	3.05 DURHAM	40.02	5.13	5.13	27 (Spur) W
P.	7.32	7.32	181.54	4.25 SPEEDWAY	44.27	5.03	5.03	18
P.	7.33	7.33	182.02	0.48 STIRLING JOT., S.P.R.R. Cross.	44.75	5.02	5.02	Yard Limits
P.Y.	7.35 PM	7.35 AM	183.03	1.01 MULBERRY	45.76	5.00 AM	5.00 PM	
			183.37	0.34 OHICO 16TH ST.	46.10			
P. B. K.			184.35	0.98 D OHICO	47.08			
	Arrive Mon., Wed. & Fri.	Arrive Mon., Wed. & Fri.		(47.08)		Leave Tues., Thurs., Sat.	Leave Tues., Thurs., Sat.	

SECOND SUBDIVISION

Eastward		WOODLAND BRANCH			Westward			
Phone, Scales Wyes, Bulletin, Register Station, Standard Clocks, Interlocking Plant	SECOND CLASS		Mile Post	Time Table No. 26 September 22, 1957	Distance from Woodland	THIRD CLASS		Capacity of Sidings in Freight Cars
	12	10				11	13	
	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	
	STATIONS							
P.	6.30 PM	6.30 AM	92.37	BRODERICK 1.55	16.57	8.10 AM	8.10 PM	Yard
I.	6.34	6.34	1.55	MIKON, S.P.R.R. Cross. 1.18	15.02	8.06	8.06	
P.	6.37	6.37	2.73	LOVDAL 6.05	13.84	8.03	8.03	16
P.	6.52	6.52	9.68	FREMONT 2.13	6.89	7.48	7.48	17
P.	7.00	7.00	11.81	CONAWAY 2.99	4.76	7.40	7.40	28 (Spurs) ^E
P.	7.06	7.06	14.80	HEBRON 1.77	1.77	7.34	7.34	12 (Spurs) ^W
P.	7.10 PM	7.10 AM	16.57	D WOODLAND 16.57	0.00	7.30 AM	7.30 PM	Yard
	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	

Eastward		COLUSA BRANCH			Westward			
Phone, Scales Wyes, Bulletin, Register Station, Standard Clocks, Interlocking Plant	SECOND CLASS		Mile Post	Time Table No. 26 September 22, 1957	Distance from Colusa	THIRD CLASS		Capacity of Sidings in Freight Cars
	24	22				23	25	
	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	
	STATIONS							
P.Y.	6.05 PM	6.05 AM	139.77	COLUSA JUNCTION 5.24	21.84	7.45 AM	7.45 PM	Yard
P.	6.15	6.15	5.24	D SUTTER 5.04	16.60	7.33	7.33	15 E&W 38 (Spurs)
P.	6.25	6.25	10.28	TARKE 1.90	11.56	7.23	7.23	27
P.	6.30	6.30	12.18	BEET SPUR 1.46	9.66	7.18	7.18	27
P.I.	6.33	6.33	13.64	MERIDIAN 7.24	8.20	7.15	7.15	63 (Spurs) ^W
P.	6.48	6.48	20.88	ARBEE 0.96	0.96	7.02	7.02	17 (Spurs) ^W
P.	6.50 PM	6.50 AM	21.84	COLUSA (21.84)	0.00	7.00 AM	7.00 PM	Yard
	Arrive Daily	Arrive Daily				Leave Daily	Leave Daily	

SPEED RESTRICTIONS — in miles per hour apply as follows:

LOCATION

FIRST SUBDIVISION — Pages 1 and 2

Walnut Creek, Yard limits between MP 26.9 and MP 27.6.....	15 MPH
Las Juntas, MP 29.56 SP Crossing.....	Stop
(See Special Rule on Page 7)	
Concord — City limits between MP 33.40 and MP 34.96..	20 MPH
MP 36.04 to MP 37.21—Eastward trains descending Ohmer grade.....	20 MPH
Clyde—MP 37.21 U. S. Naval RR Crossing.....	15 MPH
Shell Point — MP 43.59 SP Crossing.....	Stop
(See Special Rule on Page 13)	
West Pittsburg — Underpass curve between MP 44.02 and MP 44.50.....	20 MPH
Between West Pittsburg, MP 44.92 and Pittsburg, MP 48.06.....	15 MPH
ATSF crossing, MP 46.24.....	15 MPH
(See Special Rule on Page 12)	
Pittsburg — All street crossings.....	10 MPH
ATSF crossing east of Harbor Street, MP 47.39.....	Stop and Flag
(See Special Rule on Page 13)	
Pittsburg — Columbia Street, MP 47.98.....	Stop and Flag
ATSF crossing East of Columbia Street, MP 48.06.....	Stop and Flag
(See Special Rule on Page 13)	
Between Vacaville Jct., MP 7.60 and Vacaville, MP 4.41..	20 MPH
Vacaville MP 4.3 Highway crossing protected by flashing light signals.....	Caution
Sacramento, MP 92.4 Highway Crossing west end Tower Bridge.....	10 MPH
Sacramento, Tower Bridge between MP 92.4 and MP 92.6.....	15 MPH
Sacramento, Front and Capitol, MP 92.67 SP crossing. Movements governed by flagman.....	Stop
(See Special Rule on Page 13)	

Willotta Branch, Page 2:

Between Vacaville Jct. MP 7.60 and Willotta MP 17.02.....	20 MPH
MP 10.6, Highway Crossing.....	Stop
(See Special Rule on Page 7)	
MP 11.6, Highway Crossing.....	Stop
(See Special Rule on Page 7)	
Clima, MP 13.9, highway crossing protected by flashing light signals.....	Stop
(See Special Rule on Page 8)	

Holland Branch, Page 2:

Between MP 86.95 and MP 15.77 all curves.....	15 MPH
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Sacramento Belt Line

Sacramento, City Limits between MP 92.55 and MP 95.15.....	20 MPH
Except — All street intersections.....	15 MPH
Except — C Street, westward trains and yard engines.....	5 MPH
Sacramento — Arterials, trains and yard engines...	Stop
Exception — Does not apply to arterial stop located at Front Street and Capitol Avenue.	
Sacramento — Traffic light signals	
All movements governed by signal indication	
Sacramento — Street intersections	
When traffic officer on duty, all movements governed by traffic officer signals.	

SECOND SUBDIVISION — Pages 3 and 4:

Sacramento, "B" Street, MP 94.99 Jct. WPRR.....	Caution
Globe — MP 96.44 Junction WPRR.....	Stop
Between Globe, MP 96.44 and Swanston, MP 98.06, when using 100 ton Diesel Engines.....	10 MPH
Del Paso, MP 99.2 — Highway crossing.....	15 MPH
Rio Linda, MP 103.5 — Street crossing.....	15 MPH
Riego, MP 107.5 — Road crossing.....	15 MPH
Sankey, MP 109.17 — WPRR crossing.....	10 MPH
East Nicolaus, MP 119.1 — Highway crossing.....	15 MPH
Pearson, MP 130.9 — Highway crossing.....	Stop
(See Special Rule on Page 8)	

LOCATION

MP 134.3 — Arboga Highway crossing protected by flashing light signals.....	Caution
MP 134.40 east of Alicia, Junction WPRR (WP MP 175.63).....	10 MPH
Marysville, MP 136.31 (Junction WPRR MP 180.07) Eastward trains and yard engines.....	10 MPH
Westward trains and yard engines.....	Stop
Marysville, MP 179.29 Highway Crossing north end D Street bridge.....	Stop and Flag
Marysville, Arterials — Trains and yard engines.....	Stop
Marysville, All street crossings.....	Stop and Flag
Yuba City, City Limits — Between MP 136.71 and MP 138.07.....	12 MPH
Yuba City, SP Crossing, MP 137.08.....	Stop
Except when proceed signal is received from flagman	
Yuba City, Arterials — Trains and yard engines.....	Stop
Yuba City, Cooper Avenue, MP 137.7.....	Stop
Yuba City, Street intersections — When traffic officer on duty all movements governed by traffic officer signals.	
Sanders, MP 143.8 Road Crossing.....	15 MPH
MP 144.8 Encinal road crossing.....	15 MPH
Live Oak City limits, between MP 148.22 and MP 149.38..	15 MPH
Live Oak Arterials.....	Stop
Live Oak, SP crossing MP 149.31.....	30 MPH
Live Oak, MP 149.6 Highway crossing east of SP crossing.....	20 MPH
MP 158.6 East Biggs Highway crossing.....	15 MPH
MP 159.5 Rio Bonito Highway crossing.....	15 MPH
MP 161.4 Road crossing in cut east of Hazelbusch.....	15 MPH
Durham, MP 177.5 Highway crossing.....	15 MPH
MP 180.1 Savona Highway crossing.....	15 MPH
Stirling Jct. SP crossing MP 182.02.....	Stop
Chico, MP 182.5 Highway crossing.....	20 MPH
Chico, City limits, between MP 183.09 and MP 185.27..	12 MPH
Chico, Arterials — Train and Yard engines.....	Stop

Woodland Branch, Page 5:

MP 2.1 Rose Orchard, highway crossing — Trains must reduce to 20 MPH 300 feet from crossing and speed must not exceed 15 MPH when head end of train moves over the crossing.....	15 MPH
Mikon, MP 1.55, SP crossing.....	Stop
(See Instructions on Page 11)	
MP 8.0 Kiesel Highway crossing.....	15 MPH
MP 10.17 and MP 11.71 Fremont Trestle.....	15 MPH
Woodland City Limits, MP 16.24 to end of tracks...	12 MPH
Woodland, MP 16.4, Road crossing Shell Oil Plant..	6 MPH
Woodland, arterials, trains and yard engines.....	Stop

Colusa Branch, Page 5:

MP 1.6 Alamendra road crossing.....	15 MPH
Sutter, MP 5.1 Highway crossing.....	15 MPH
Meridian Bridge, MP 13.91 and MP 14.02.....	6 MPH
MP 16.1 Highway crossing, east of Sycamore.....	15 MPH
MP 19.7 Rowena road crossing.....	20 MPH
Colusa — City Limits — MP 21.2 to end of tracks...	12 MPH
Colusa-Arterials, trains and yard engines.....	Stop
Colusa, Bridge Street, MP 21.2 Highway crossing...	15 MPH

Speed Restrictions — General

Maximum speed through turnouts, crossovers, on sidings and other inside tracks.....	10 MPH
Approaching and passing over spring switches...	12 MPH
Light engines splitting spring switches, except oil buffer switches.....	6 MPH
All movements splitting oil buffer switches.....	10 MPH
Maximum permissible speed, Trains and engines...	30 MPH
Speed restriction sign located at various places where speed shall be reduced must be observed.	
Speed permitted by city ordinances within city limits as shown in above speed restriction table does not dispense with the observance of Rule 93.	

MISCELLANEOUS

Raliez road crossing, MP 24.7, is protected by stop boards. All trains, motors, engines or cars, must be brought to a stop at the stop boards before proceeding over the crossing.

Southern Pacific Crossing at Las Juntas (MP 29.56) is protected by Stop Boards. All trains, engines, motors and cars must stop at stop boards and signal 14-B sounded before proceeding over the crossing, providing that there is no locomotive, motor, train or car of the Southern Pacific approaching the crossing from either direction.

When view is obscured by fog or inclement weather, a member of the crew must go forward to the crossing and ascertain that no train is approaching on the Southern Pacific Railway before proceeding over the crossing.

High cars when placed on the old Ice House spur at Concord must be left west of the sand bins, so that engineer will have a clear view of the highway crossing, switches and signals.

Cars must not be left standing on Willow Pass road crossing just east of Concord station.

Signs reading—Cars must not be switched beyond this point by S. P. Co. - S. N. Ry. — are located on track 1 at the Shell Chemical Plant, Shell Point.

During periods of heavy fog or when visibility is restricted, sound crossing whistle when approaching and before passing over private roadway northeast corner Shell Chemical plant, Shell Point.

A two-indication color light train order signal is located on the depot building at Pittsburg. This signal governs movements in the westward direction only.

The signal will indicate "stop" when there is an operator on duty, except when changed to indicate "proceed" to allow a train or engine to pass when there are no train orders for any train or engine in the westward direction. When the signal is dark, the office will be considered a closed train order office.

All westward trains and engines must call for the signal, except when it indicates a closed office.

Trainmen and Enginemen using Santa Fe tracks between Stockton and Pittsburg will be governed by Santa Fe Operating Department rules and must have copy of current Santa Fe Operating Department Book of Rules, copy of current Santa Fe, Valley Division, timetable, and Santa Fe switch key in their possession at all times while on duty on Santa Fe.

Trainmen and Enginemen using Western Pacific tracks between South Sacramento and Stockton Yard will be governed by Western Pacific Operating Department rules, and must have copy of current Western Pacific Operating Department book of rules, copy of current Western Pacific, Western Division, timetable, and copy of current Western Pacific Air Brake Rules and Regulations in their possession at all times while on duty on Western Pacific.

Trainmen and Enginemen using Western Pacific tracks in Sacramento and between Haggin and Globe will be governed by Western Pacific Operating Department rules and must have copy of current Western Pacific Operating Department Book of Rules, copy of current Western Pacific, Western Division, timetable, and copy of current Western Pacific air brake rules and regulations in their possession at all times while on duty on Western Pacific.

Sacramento Northern trains and engines use Western Pacific tracks between connection west end WP American River bridge, Haggin (WP MP 139.8) and connection at Globe (WP MP 140.7).

On eastward movements from Haggin, inform Western Pacific dispatcher by telephone when ready to leave.

On westward movements from Globe, inform Western Pacific dispatcher by telephone when ready to move.

Telephones for communication with dispatcher are located near main track or junction switches.

Lunar White marker at east switch Haggin, WP MP 139.8:

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

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

Trainmen and Enginemen using Western Pacific tracks between WP MP 175.63 east of Alicia and Marysville will be governed by Western Pacific Operating Department rules and must have copy of current Western Pacific Operating Department Book of Rules, copy of current Western Pacific, Western Division, timetable, and copy of current Western Pacific air brake rules and regulations in their possession at all times while on duty on Western Pacific.

Eastward Sacramento Northern trains and engines at Haggin must contact the Western Pacific train dispatcher for instructions to move Haggin to Globe.

It will not be necessary for crew on such train or engine to obtain similar instructions upon arrival at SN-WP connection at Milepost 175.63 West of Marysville for movement from that junction switch to Marysville if starting signal on the Sacramento Northern displays a proceed indication.

Similarly, when Westward Sacramento Northern trains or engines at Marysville have contacted the Western Pacific train dispatcher for instructions to move Marysville to SN-WP connection at Milepost 175.63, it will not be necessary for the crew on such train or engine to obtain similar instructions upon arrival at Globe for movement from that junction switch to Haggin.

During and immediately following stormy weather which may impair the roadway, Engineers must take extraordinary precautions to insure safe movement of their train, reducing speed where in their judgment it may be required.

All westward trains will report arrival at Riverview.

The trolley or pantograph must be down before removing any jumpers, handling 600-1200 volt switches, or when the engineer is repairing electrical equipment.

Should the pantograph become damaged so as to render it inoperative it must be locked or tied down and the pole trolley used instead. Should the damaged pantograph require repairs in order to lock or tie it down, extreme caution must be used to prevent the pantograph coming in contact with the trolley wire while repairs are being made.

Engineers must shut off power at all sectional insulators in trolley except at places where insulators have been designed for pantograph operation.

WILLOTTA BRANCH, MP 10.6, HIGHWAY CROSSING No. 8F-10.6:

All trains, engines and cars must be brought to a stop before entering this highway crossing and wait not less than twenty (20) seconds after highway flashing light signals start operating before proceeding over crossing. If the highway flashing light signals fail to operate, comply with Rule 1011 Amended.

Highway, Willotta Branch, MP 11.6:

State Highway crossing between Armijo and Fairfield—All trains, engines, motors or cars must come to a stop, and no movement made over the crossing until a member of the train crew or other competent employee acting as a flagman has protected traffic on the highway.

After stopping and when traffic on the highway permits and it is safe to proceed, the employee acting as flagman shall display lighted fusee from front end of the deck of the engine both during the daylight and at night, until the engine passes over the crossing.

CLIMA, WILLOTTA BRANCH, MP 13.9:

All trains, engines and cars must be brought to a stop before entering highway crossing at Clima and wait until highway flashing light signals are operating before proceeding over the crossing. If the highway flashing light signals fail to operate, comply with Rule 1011, Amended.

The spur at Belleair is crossed by a County Road. At such times as cars are allowed to stand on this spur within a distance of two hundred (200) feet of either side of this county road, a member of the train crew or other competent employee shall protect the traffic on said road by acting as a human flagman for all trains, engines, motors or cars operating over the adjacent main line track. Cars which are stored on this spur must not be left standing within 200 feet of either side of the road crossing.

The W. P. tracks on Front and R Streets leading to the C. P. C. Plant and P Street Dock may be used by S. N. yard crews under yard rules. W. P. yard engines have preference on these tracks.

City Ordinances require all trains and yard engines within one hundred feet of an intersection to stop immediately on the approach of any police, ambulance, or fire apparatus sounding siren or signal gong except they be at the time on, or crossing an intersection, in which event crossing must be cleared and then stop.

Civil, Military or Funeral processions must not be obstructed.

When trains and yard engines approach a street intersection simultaneously, except where traffic is controlled by traffic signals in service or by traffic officer, the train or yard engine moving eastward must reduce speed, stopping if necessary, and must not enter the intersection until the train or yard engine moving in the westward direction has passed entirely out of the intersection or has completely blocked the intersection, thus preventing vehicular traffic from crossing the tracks.

Trains and yard engines approaching highway crossing on Westside lead, west of Tower Bridge, Sacramento, will allow not less than twenty (20) seconds to elapse from time flashing light signals start operating before engine or cars enter the highway traffic lanes.

The tracks on X Street and Front Street, Sacramento, are operated jointly with the C. C. T. Company.

The tracks in Haggin Yard are used by Western Pacific yard engines and crews when switching their cars to and from the Southern Pacific interchange. Crew must obtain a lineup of S. N. trains from the S. N. dispatcher before using the main track and obey yardmaster's instructions.

Spring switches, except tongue switches, are indicated by yellow lenses and targets on Sacramento Northern tracks. On the joint track at Marysville, all inside switches on the Western Pacific have yellow lenses and targets, but are not spring switches.

When throwing oil buffer switches by hand, sufficient time must be allowed for the point to fit the traffic rail before movement is made over the switch.

Movement over street intersections or around sharp curves in switching service when the engineer's view (or the fireman's view if working on the fireman's side) is obstructed must be protected by a member of the crew acting as a flagman. The conductor is jointly responsible with the engineer for this protection being given.

Back-up hose must be used by yard crews when shoving cars ahead of engine over city streets.

Pearson, MP 130.9, Highway Crossing:

All trains, engines and cars must come to a stop and no movement made over the crossing until a member of the train crew, or other competent employee, acting as a flagman, has protected the traffic on the highway. After stopping, and when traffic on the highway permits, and it is safe to proceed, the employee acting as a flagman shall display a red flag by day and a lighted red lantern by night from the leading end of engine or car until front end of engine or car passes over the crossing.

Cars of gasoline when spotted for unloading at any oil spur must be left between the insulated joints and the end of the spur. No cars are to be left standing over the insulated joints or coupled to cars spotted between the insulated joints and end of spur.

Where power switches are installed on gasoline unloading tracks, they must not be closed until it has first been ascertained by a member of the crew that all cars have been disconnected and are ready to move. The power switches must be left open after switching has been completed.

Freight trains are limited to engine and six cars on Main Street, Chico.

Trainmen must not ride on top or side of cars in the area between Sacramento Avenue and 5th Avenue on the Esplanade, Chico.

Color light signal which indicates red is installed on the train order mast at East Nicolaus, and is used for stopping trains for train orders. After receiving train order Conductor will clear the signal by pressing a button located near the telephone.

To reduce automobile accidents, special care should be used when approaching grade crossings known to be obscured or hazardous. Where vehicles are moving in public streets in the same direction as the train and are not clear of the track on which train is operating, speed should be so controlled as to permit train being stopped in case vehicle makes a sudden or unexpected stop or turn. When about to pass a vehicle moving in the same direction as train, the engineer should satisfy himself that the driver is aware of approach of the train.

The following instructions cover the use of push poles:

(a) The use of push poles in freight operations is prohibited, except in emergencies when poling of cars cannot otherwise be avoided.

(b) When such emergencies arise and it becomes absolutely necessary to pole cars, as quickly as pole is in position, member of crew placing pole must move into the clear a sufficient distance to insure his personal safety; being careful to place pole in pole pocket or in such position that pole will not slip. Such poling movements must be executed with great care and without cars coupled to engine, being careful to avoid misunderstandings of signals or damage to equipment. The use of non-standard push poles is strictly prohibited.

RULE 10 (H). When a yellow signal is required it will be displayed to the right of track in the direction of approach, one-quarter mile from structure or track over which speed of trains must be restricted. Where two or more main tracks are affected the signal will be displayed on each track the same as if it were a single track.

A green signal will be displayed similarly on each track immediately beyond the structure or track affected.

Trains must not exceed the speed specified by train order or bulletin, or ten miles an hour if no different speed is specified, while passing over the structure or track affected, until the rear of train clears the limit, which shall be indicated by a green signal. Slow boards, where used, will be similarly placed and observed.

RULE 14-L. Engineers will sound signal 14 (L) in such a manner so as to prolong the last blast of the whistle until the train enters the road crossing. On slow speed movements the signal 14 (L) should be repeated if necessary.

RULE 14 (m)—Amended.

14 (m)—Approaching stations, junctions, drawbridges, railroad crossings at grade, and mail cranes located between stations. When standing, apply air from rear of train, such application to be answered by 14 (g). After stopping at a railroad crossing not protected by an interlocking plant, engineman must give signal 14 (b) before proceeding.

RULE 17—Amended. The headlight will be displayed at the front of every train both by day and by night. The headlight must be concealed when a train turns out to meet another and has stopped clear of main track, or is standing to meet trains at the end of two or more tracks or at junctions.

RULE 17-C. Headlights must be dimmed while moving within city limits.

RULE 18—Modified. Yard engines when making a continuous movement along city streets will not display the headlight at the rear by night. A red light must be displayed to the rear, and on the rear of the last car when cars are being handled.

It shall be the responsibility of the rear brakeman to see that a red light is continuously displayed at the rear until movement is completed, after which the light must be removed and placed in the box on the engine.

Red lights displayed on rear of a cut of cars being moved on city streets must be clean and wick adjusted to burn brightly.

When stop is made and train or yard engine is left standing in street, trainman will place lighted fusee in street at rear of cut. When necessary for trainman to leave rear of cut and go ahead one or more lighted fusee will be dropped in street.

Rule 21 of the Rules and Regulations of the Transportation Department is suspended.

RULE S-88—Fourth paragraph modified as follows: At meeting point when it is necessary for train which takes siding to back in, train will be brought to a stop before it proceeds over the switch, and in obscure places, or when other conditions require, flagman must precede train a sufficient distance to insure full protection before going over the switch to back in.

RULES S-90 (A) and 104 (C) are abrogated and the following will govern:

Trainmen and other employes must not unlock derrails or main track switches to enter main track until the trains which are to be met or passed have cleared the switch, and must not place themselves in the vicinity of a main track switch or between fouling point and main track switch until expected trains have been met or passed.

When a superior train arrives at a meeting point in advance of the opposing train a member of the crew may proceed to and throw switch for opposing train to enter the siding but must immediately return to a position at the head end of his train where he must remain until the train to be met has passed the switch. Proceed signal must not be given to approaching train.

When a switch is thrown, the employe using it must see that both points have moved to proper position. A switch must be fastened as soon as thrown either way and when locked, the chain pulled to insure that lock is securely fastened.

Both switches of a cross-over to or from main track must be kept closed and secured when there is a car or engine on or immediately approaching either switch, except for a direct crossover movement.

RULE 93. Second paragraph of Rule 93 is abrogated, and the following will govern:

Second and inferior class trains, extra trains and engines must approach and move with caution within yard limits.

When not protected by block signals or when moving against the current of traffic, first-class trains must approach and move with caution within yard limits.

Rule 93 permits the main track to be used in yard limits; therefore enginemen approaching yard limits where the view of the yard limit board is more or less obstructed account of curves or cuts (like the board in the East end of the yard at Walnut Creek) must be mindful of this rule and approach the yard limits with caution, expecting to find the main track occupied and without flag protection.

Attention is directed to Rules 104 and 104A which deal with the handling of switches and derrails. These rules provide in part that switches must be left in proper position after having been used and that all main track switches and those required by rule and special instructions to be locked must be left in that condition.

It is the intention of these rules that all switches equipped with switchlocks are to be left properly lined and locked. The presence of the switch lock is indicative that the switch is to be left locked. Likewise those equipped with hooks are to be left hooked.

It is the responsibility of the trainman last using the switch to see that it is properly lined and secured by lock or hook if so equipped. All main track switches must be restored to proper position and locked when movement is completed. In yards protected by yard limit boards switches may be left open when crews are working in the immediate area or on adjacent tracks if it will facilitate their work and not create a hazard for other yard engines or trains in the same territory.

RULE 104 (D) is abrogated and the following will govern:

Employes in alighting from trains to change switches must get off on opposite side of train from switch stand when to do so will not endanger their safety.

Unless there be ample time to do so without risk of accident, employes must not attempt to throw a switch until train has stopped, nor may a switch be closed until the last wheels have passed off the switch rails.

When a train backs in on a siding to be met or passed by another train, when his engine is clear, engineer must see that the switch is set for main track; but this does not relieve the trainmen from responsibility as to the proper position of the switch.

RULE 105—Amended. The conductor and engineer and anyone acting as pilot are responsible for the safety of the train and observance of the rules, and under conditions not provided for by the rules, must take every precaution for protection. This does not relieve other employes of their responsibility under the rules.

RULE 106-A. Public street and highway crossings must not be blocked longer than necessary and in no case longer than five (5) minutes.

RULE 219—Amended. A Conductor taking a train order over the telephone circuit must not repeat or give the "X" response to a train order if the train has been cleared or of which the engine has passed the telephone booth or other point where the order is being received until he has obtained the signature of the engineer.

RULE 511—Amended. Both switches of a crossover between main tracks must be opened before a movement is started through the crossover, and one or both of the switches must be kept open until the movement is completed.

RULE 818—Amended: The following paragraph is added:
Employees of this company performing service or operating trains on the tracks of another railroad are under the jurisdiction of the railroad on whose tracks the service is being performed.

RULE 821—Amended. Employees are not permitted to ride on pilot or leading footboard of any engine in the direction of movement. When getting off rear footboard, do so to one side, being sure there is no obstruction, or wait until engine has stopped.

RULE 838. Cars must not be left standing on any spur or siding within 200 ft. of any highway crossing, if possible to avoid it.

RULE 890. This rule provides in part that the conductor will see that trainmen are so distributed over the train as to control it most effectually and be able to pass signals from any part of it to the enginemen. This rule applies to continuous movements over and along city streets and in yards, and where required a trainman must take a position at the rear of yard cuts. Trainmen will be expected to comply fully with the requirements of this rule.

RULE 895—Amended: Freight trains must not be run more than 30 miles without stop for inspection, except that when an additional stop can be avoided thereby, the distance may be increased to 50 miles.

RULE 970. Must be observed by train crews before passing over all long trestles and bridges.

RULE 973 is amended to read:

Know that cars which are left on side tracks clear street, highways or private crossings. Do not leave cars on sidings (passing tracks) when there is room for them on other tracks; if left so, notify Train Dispatcher immediately by wire. See that a sufficient number of hand brakes are set to hold the cars on side tracks. If brakes are inoperative, secure cars in some other manner. When the side track is on grade, if practicable, couple the cars together, and in addition to setting the brakes, block the wheels. When cars are set out on siding or spurs where there is a derail, leave them as near the derail as possible, and be sure the brakes are set.

RULE 997. Keep a constant and vigilant lookout; note all signals carefully; see whether other trains are displaying signals; watch for obstructions and defects of track; look back frequently; and require fireman to do so, especially while rounding curves, to see whether train is in safe condition. Secondman (when used) on diesel locomotives and forward brakeman, when practicable, must assist in keeping a close lookout and must instantly give notice to the engineer of any signals or indications of obstruction or danger.

RULE 1011. When wigwags, bells or flashing lights are found inoperative, train or engine must stop and be preceded over the crossing by a flagman. When a reverse movement is made on Main track or on siding or spur which is not in wigwag circuit a flagman must protect the crossing before the movement is made.

RULE 1070. Applies to two or more freight engines coupled and operated as one unit. Air-brake test must be made before the unit is moved and when engineer changes his operating position from one engine to the other.

RULE 1076 is amended to read as follows:

1076. Rear End Test Between Terminals:

When locomotive has been coupled to a train, or when two or more parts of a train have been coupled together, all brake pipe and signal pipe connections must be connected up and cocks in signal and brake pipes opened except on the rear end of the last car, which must be closed. After train is charged properly the engineman will apply the brakes with a 10-pound brake pipe reduction and signal the crew by one blast of the whistle. The conductor or the rear brakeman then will open the angle cock gently at the rear end of the last car, allowing only enough air to escape to cause brake pipe gauge hand in cab to fall without making an emergency application. When the engineman notes the brake pipe gauge hand falling he will answer with two blasts of the whistle. The conductor or the brakeman then will close the angle cock, and when the pressure has stopped falling, the engineman will release the brakes by placing the brake valve handle in release position until the brake pipe pressure is restored sufficiently to stand within 5 pounds of the pressure carried after handle is returned to running position. Two short releases then must be made. This must not be done until brake pipe pressure has settled.

On passenger trains, after the conductor or the brakeman has closed the angle cock, he will signal the engineman immediately by four blasts of the air signal whistle (using the signal cord on the rear car) to release the brakes, which must be done in the same manner as stated above for freight trains.

This rear end test will be made in the manner prescribed, at times and points designated by special instructions from the Superintendent.

This rule will apply at terminals where a yard test plant is available and the brakes have been tested by car inspectors by the use of such yard air plant.

RULE 1089—Amended:

- (A) In case of power or air brake failure and the possibility exists of not being able to hold a train with air brakes, sufficient hand brakes must be set to hold the train.
- (B) Air must be cut in and air brakes in operation on all yard cuts, and on trains within yard limits, when moving over and along city streets except when doing station work or yard switching.
- (C) Air must be cut in and air brakes in operation on all yard cuts, and on trains within yard limits, when moving or working on grades where air brakes are necessary to keep cars under control.

INTERLOCKING AND BLOCK SIGNALS

Automatic block signals between Marysville and Yuba City:

Two indication color light home signals located as follows:

Signal 190 feet east of junction switch opposite Marysville depot governs eastward movements.

Signal 1074 feet west of Yuba City depot governs westward movements.

Movement of trains and yard engines within home signal limits will be made in accordance with indication of signals subject to the following regulations:

Flashing white light located on track side of Yuba City depot is to apprise trains and yard engines of condition of route between home signals. When flashing, route is unoccupied.

Before proceeding from Yuba City depot to Marysville, member of crew shall press push button mounted on pole adjacent to west crossover switch near Yuba City depot which holds route for westward movements for a period of ten (10) minutes and causes flashing light to burn steadily. Train or yard engine may then proceed, being governed by indication of home signal.

AUTOMATIC INTERLOCKER, CLYDE

Automatic Interlocking color light signals govern movement of Sacramento Northern trains and U. S. Naval Magazine, Port Chicago, California Railroad trains.

Sacramento Northern: Home signal located 610 feet east of crossing governs movement of trains over the crossing westward. Home signal located 578 feet west of crossing governs movement of trains over the crossing eastward. The westward distant signal is located 2410 feet in advance of the home signal and the preliminary circuit begins at a point 4938 feet east of the home signal. The eastward distant signal is located 3269 feet west of the home signal and the preliminary circuit begins at a point 5635 feet west of the home signal.

U. S. Naval Magazine, Port Chicago, California Railroad: Home signal located 509 feet east of crossing governs movement of trains over the crossing westward. Home signal located 500 feet west of crossing governs movement of trains over the crossing eastward.

The westward distant signal is located 2350 feet in advance of the home signal and the preliminary circuit begins at a point 2900 feet east of the home signal.

The eastward distant signal is located 2530 feet in advance of the home signal and the preliminary circuit begins at a point 4913 feet west of the home signal.

All signals are approached lighted.

Movement of Trains:

When train approaches the crossing and enters approach circuit, the home and distant signals should indicate—PROCEED.

When home signal indicates PROCEED, or PROCEED WITH CAUTION, the speed of engine must not exceed fifteen (15) miles per hour between the home signal and the crossing.

If no cause for signals being at STOP is seen or if there is a train on intersecting track standing outside of the home signals, with no indications that it is to immediately proceed, flagman must be sent ahead to operate a release located in box at the crossing. Box is provided with standard switch lock. Instructions for the operation of release are posted inside the box and are as follows:

Clockwork Time Release:

To Operate Clockwork Time Release:

(a) The release must not be operated when trains or engines are between the home signals or seen to be approaching on the intersecting tracks.

(b) To operate clockwork time release, turn knob to right to extreme position about one-quarter turn, then let go of knob and allow automatic release mechanism to run down, which will require four minutes. When knob is turned to extreme position and release mechanism has completed its operation, a red indicator light located in box with this clock release should light up indicating that home signals on intersecting track are in "STOP" position. The home signal on S.N. Ry. should then change from "STOP" to "PROCEED" or "PROCEED WITH CAUTION."

In case indicator light fails to appear, the movement must be protected in each direction on the intersecting line.

(c) In case operation of time release does not change the home signal indication from "STOP" to "PROCEED" or "PROCEED WITH CAUTION" after the expiration of the four-minute time interval, a repeater red indicator light located on the home signal mast below the home signal should light up. If this repeater red indicator is lighted it indicates two conditions: (1) It indicates that the home signals on the intersecting line are in "STOP" position and, (2) It indicates that the reason the home signals did not change from "STOP" to "PROCEED" or "PROCEED WITH CAUTION" is because the block or track ahead of the train is occupied or at fault.

WOODLAND BRANCH. MP 1.55 MIKON, SP CROSSING INTERLOCKING.

Home signals located 500 feet east and west of crossing. Inoperative approach signals located 2000 feet from home signals display aspect per Rule 602A, figure 6, "Proceed with Caution."

All trains, engines and cars must be brought to a stop before passing home signals at Southern Pacific crossing at Mikon and wait sixty (60) seconds before proceeding.

CLOCKWORK TIME RELEASE: When trains are stopped by signals governing the use of automatic interlocking, flagman must be sent to crossing to operate clockwork time release located in box just west of crossing locked with Sacramento Northern switch lock.

Release must not be operated when trains are within interlocking limits as defined by interlocking home signals, or seen or heard approaching on intersecting tracks.

Approximately four minutes after release has been operated, a red indication light for train direction will be displayed over release, and home signal should indicate proceed. If, for any reason, home signal cannot indicate proceed, red indication light on home signal (located on mast below home signal) will be displayed and this will be authority to proceed through interlocking limits.

If home signal is in stop position and red indication light on home signal (located on mast below home signal) is not displayed, train may proceed over crossing as provided by Rule 663.

Instructions for operating time release are posted inside of box.

MP 109.17 SANKEY, WP CROSSING, INTERLOCKING:

Absolute signals approach lighted, two indication, color light type.

Inoperative Distant Signals are located 3,385 feet in advance of Eastward Absolute Signal, and 3,685 feet in advance of Westward Absolute Signal.

When train or engine is stopped at Absolute Signal displaying STOP, member of crew must contact Western Pacific Train Dispatcher on telephone located adjacent to switches and be governed by his instructions.

If proceed signal cannot be displayed for movement, dispatcher will authorize operation of push button located on side of signal house adjacent to switches and the subsequent use of Dual Control switches in hand throw if required.

Instructions concerning indications in push button housing and Hand Operation of Dual Control switches are posted in telephone booth.

Speed on approach curves and through turnouts of Dual Control switches must not exceed 10 MPH.

Western Pacific Operating Department Rules 546 and 664 apply.

AUTOMATIC INTERLOCKER X STREET SACRAMENTO

Automatic Interlocking Color Light Signals governing movements of Western Pacific trains and Sacramento Northern trains are located at the crossing on "X" Street, Sacramento.

MOVEMENT OF TRAINS OVER "X" STREET CROSSING, SACRAMENTO

WESTERN PACIFIC—Home signal located 450 feet east of crossing governs movement of trains over the crossing westward; Home signal located 450 feet west of crossing governs movement of trains over the crossing eastward. One distant signal 1480 feet west of home signal.

MOVEMENT OF TRAINS OVER "X" STREET CROSSING, SACRAMENTO

SACRAMENTO NORTHERN—Home signals governing movement of trains with the current of traffic over the crossing located at the curb line 72.5 feet on either side of crossing; back-up signals governing reverse train movements over the crossing are located at the curb line 72.5 feet on either side of crossing. No distant signals.

Cars must not be left standing between the home signals unless coupled to another car or an engine which is standing outside of the home signals.

Cars or trains finding the home signals at "STOP," will stop clear of signal to permit it to change to "PROCEED" position when train on the Western Pacific has passed out of home signal limits.

An indicator lamp mounted on time release housing located in the northeast corner of the crossing governs as follows:

This lamp will be lighted when the Western Pacific train dispatcher lines up for WP movement through the interlocking. It will remain lighted until such movement has passed the interlocking signal or until the signals have been returned to Stop by the train dispatcher.

If this indicator lamp is lighted, member of crew of train or yard engine having switching to do in this area must contact Western Pacific train dispatcher for instructions before passing the interlocking signal.

EMERGENCY RELEASE

If no cause for signals being at STOP is seen, obtain permission from Western Pacific Train Dispatcher by telephone to operate the Emergency release. Telephone for this purpose located in box on side of instrument house adjacent to the crossing.

When authorized by Western Pacific Train Dispatcher to operate Emergency Release, trainmen will operate release in box mounted on signal governing reverse movements over the crossing for the track involved. Instructions for operation of the Emergency Release are posted in the release housing and are as follows:

EMERGENCY RELEASE INSTRUCTIONS

1. OBTAIN PERMISSION FROM WESTERN PACIFIC TRAIN DISPATCHER TO OPERATE EMERGENCY RELEASE. TELEPHONE FOR THIS PURPOSE LOCATED IN BOX ON SIDE OF INSTRUMENT HOUSE.
2. TRAIN OR ENGINE MUST BE STANDING WITHIN 100 FEET OF SIGNAL GOVERNING MOVEMENT BEFORE RELEASE WILL OPERATE.
3. WHEN AUTHORIZED BY WESTERN PACIFIC TRAIN DISPATCHER TO OPERATE EMERGENCY RELEASE, PUSH BUTTON UNTIL AN INDICATOR LAMP IS ILLUMINATED. RED INDICATOR LAMP ILLUMINATED INDICATES THAT RELEASE IS FUNCTIONING. EITHER IMMEDIATELY OR AFTER A MAXIMUM TIME OF 4½ MINUTES THE YELLOW INDICATOR LAMP SHOULD BE ILLUMINATED INDICATING RELEASE HAS FUNCTIONED AND WESTERN PACIFIC SIGNALS DISPLAY STOP.

IF SIGNALS GOVERNING SACRAMENTO NORTHERN MOVEMENTS STILL FAIL TO INDICATE PROCEED, BE GOVERNED BY RULE 663.

Speed of cars or trains over Automatic Interlocking must not exceed ten (10) miles per hour.

Note: The word trains includes yard engines.

AUTOMATIC INTERLOCKER, LIVE OAK

Live Oak automatic interlocking plant crossing the Southern Pacific tracks is located one-half mile east of Live Oak.

Interlocking limits on the S. P. track extend from home light signal SA-1522, 517 feet west of crossing, to home light signal SA-1523, 523 feet east of crossing, and on S. N. Railway track between home light signals located 600 feet on both sides of crossing.

The westbound distant signal is located 3000 feet in advance of the home signal and the preliminary circuit begins at a point 4800 feet east of the home signal. The eastbound distant signal is located 1300 feet in advance of the home signal, and the preliminary circuit begins at a point 2500 feet west of the home signal.

Normal Indication of Interlocking Home Signals—"STOP":

When train approaches the crossing and enters approach circuit, the home and distant signals should change to "PROCEED."

When home signal indicates "PROCEED" or "PROCEED WITH CAUTION" the speed of engine must not exceed thirty (30) miles per hour between the home signal and the crossing.

If no cause for signals being at "STOP" is seen or if there is a train on intersecting tracks standing outside of the home signals, with no indication that it is to immediately proceed, flagman must be sent ahead to operate a release located in box at the crossing. Box is provided with standard switch lock. Instructions for the operation of release will be posted inside box. The instructions follow:

CLOCKWORK TIME RELEASE

To Operate Clockwork Time Release:

(a) The release must not be operated when trains or engines are between the home signals or seen to be approaching on the intersecting tracks.

(b) To operate clockwork time release, turn knob to right to extreme position about one-quarter turn, then let go of knob and allow automatic release mechanism to run down, which will require four minutes. When knob is turned to extreme position and release mechanism has completed its operation, a red indicator light located near this clock release should light up immediately indicating that home signals on intersecting track are in "STOP" position. The home signal on S. N. Ry. should then change from "STOP" to "PROCEED WITH CAUTION."

Note: Flagman, upon receiving a red indicator light, must lock box and will remain at the crossing until train arrives.

In case indicator light fails to appear, the movement must be protected in each direction on the intersecting line.

(c) In case operation of release does not change the home signal indication from "STOP" to "PROCEED WITH CAUTION" after predetermined time has elapsed, a repeater red indicator light located at home signal should then light up, indicating that home signals on intersecting line are in "STOP" position.

The tracks at the Shell Chemical Company's plant at Shell Point are used jointly by the Sacramento Northern and Southern Pacific. All movements over these tracks must be made with caution. The tracks leading from the Sacramento Northern and from the Southern Pacific cross at grade. All trains, motors, engines or cars of the Sacramento Northern shall stop at the "STOP" signs located at each approach to the crossing, and shall not proceed over the crossing until it has been ascertained that it is safe to do so. Several derrails, properly signed, are installed on the various tracks.

A gate has been installed on the Santa Fe track which crosses the Sacramento Northern main track at MP 46.24, Pittsburg. This gate is equipped with a Santa Fe switchlock and a switch lamp is mounted at the top of the mast supporting the gate.

This gate normally shall be locked in position across the line of railroad of The Atchison, Topeka & Santa Fe Railway Company and all trains, motors, engines and cars of The Atchison, Topeka & Santa Fe Railway Company shall stop before proceeding across said crossing and said gate shall not be unlocked and moved from its normal position until a member of the train crew or other competent employe has gone upon the crossing to ascertain that it is safe to do so. As soon as trains, motors, engines and cars of The Atchison, Topeka & Santa Fe Railway Company have proceeded across said crossing, such gate shall be returned to its normal position.

Trains, motors, engines and cars of Sacramento Northern Railway shall approach said crossing at speeds not in excess of fifteen (15) miles per hour, prepared to stop in the event such crossing is occupied by trains, motors, engines or cars of The Atchison, Topeka & Santa Fe Railway Company or in the event such gate is in other than its normal position, and one long blast of the engine whistle shall be sounded by the Sacramento Northern Railway when approaching said crossing in accordance with Rule 14 (M) of the Rules and Regulations of the Transportation Department, effective January 1, 1929.

Distance warning signs located 1000 feet from crossing.

Sacramento Northern industrial lead taking off of the main track approximately ¼ mile west of Pittsburg crosses industrial lead track of A. T. & S. F. R. R. at grade.

All engines, motors, cars or trains approaching the crossing shall come to a stop not less than ten (10) nor more than fifty (50) feet from nearest rail of the crossing and shall not proceed thereafter until receiving an appropriate signal from a flagman or other qualified employee. Such signal shall not be given until it has been definitely ascertained that no engines, motors, cars or trains are approaching from either direction on the conflicting route under conditions which will render it possible for an interference to occur with the movement about to be made over the crossing.

The A. T. & S. F. R. R. have precedence in the use of the crossing.

A. T. & S. F. R. R. crossing east of Harbor Street, MP 47.39, Pittsburg, is protected by stop boards. All engines, trains, motors and cars must come to a stop at the "STOP" boards located on either side of the crossing and no movement made over this crossing until a flagman has preceded over the crossing and ascertained that it is safe to proceed. A. T. & S. F. R. R. have the preference at this crossing.

At a point 360 feet east from the curb line of Columbia Street, MP 48.06, Pittsburg, a rail crossing at grade over the Atchison, Topeka & Santa Fe Railway lead track is installed. The following instructions will govern in operating over this crossing.

All trains, motors, engines and cars of the Sacramento Northern Railway, the Atchison, Topeka & Santa Fe Railway, and Columbia Steel Company shall come to a stop not less than ten feet (10') nor more than fifty feet (50') from the nearest rail of the crossing, and shall not proceed thereafter until a member of the train crew or other competent employee has gone upon the crossing and has ascertained that it is safe so to do and shall have given a suitable signal to proceed. In event the trains, motors, engines and cars of either railroad have approached the crossing and made the stop, as herein-before required, and any trains, motors, engines and cars are approaching upon the conflicting route within a distance which will render them in any way liable to conflict with the movement over the crossing about to be made, such movement shall not be made until the trains, motors, engines and cars approaching upon the conflicting route have been brought to a stop.

The Sacramento-Yolo Port Belt Railroad crosses the Soule spur track of Sacramento Northern Railway at grade in Westgate, Sacramento Yard.

All engines, cars or trains of the Port Belt Railroad shall come to a stop not less than ten (10) feet nor more than fifty (50) feet from the nearest rail of said crossing and shall not thereafter proceed until it has been observed or it is known that no engines or cars are approaching from either direction on the conflicting route under conditions which will render it possible for an interference to occur with the movement about to be made over the crossing. The engines or cars of Sacramento Northern Railway shall have precedence in the use of this crossing.

These regulations apply to Sacramento Northern Railway engines and cars when movements are made on the Port Belt Railroad.

Stop boards are located in advance of crossing on the Port Belt Railroad.

Southern Pacific Railroad crossing at Front and Capitol Ave., MP 92.67, Sacramento, is protected by flagman.

Southern Pacific trains moving on Front Street, Sacramento, and yard engines switching on Front Street, shall stop before reaching the crossing at Front and Capitol Ave., and will proceed on hand signals from flagman on the ground at the crossing, flagman using a green flag by day and green light by night.

Sacramento Northern trains and yard engines moving over the crossing shall stop before reaching the crossing at Front and Capitol Ave., and will proceed on hand signals from the flagman using a yellow flag by day and a yellow light by night.

Rules governing movements over the SP crossing at Front and Capitol Avenue and movements through the interlocking plant on the Tower Bridge require that all movements over the SPRR. crossing are authorized by the flagman, using a yellow flag by day and a yellow light by night, and Rule 628 authorizes the signalman (tower operator) to use yellow signals whenever the interlocking signals are inoperative, therefore, when the interlocking signals are inoperative, engineers must receive a hand signal from the signalman (tower operator) in addition to the hand signal from the flagman, both using yellow signals.

Trains and yard cuts must stop and flag before crossing the SP. and WP. tracks at Front and R Streets except when a proceed signal is received from flagman. This rule means that trains must actually stop and be flagged over the crossing by a member of the crew unless a flagman is at the crossing in advance of the arrival of the train.

When Sacramento Northern trains and engines are moving on WP. tracks on Front Street and R Street, they must stop before crossing the SN. tracks on Front Street as provided for in WP. Transportation Rule 98, which reads as follows:

"98. Trains and engines must approach the end of double track, railroad crossings at grade, and drawbridges, prepared to stop, unless the switches are properly lined, signals indicate proceed, and track is clear."

"Except where otherwise provided, trains and engines must stop before crossing a railroad at grade or drawbridge, unless protected by interlocking."

Meridian Bridge. Interlocked. Home signals and derails 300 feet east and west of the bridge. Trains will approach and pass through the interlocking limits WITH CAUTION.

Enginemen of eastward trains approaching Meridian Bridge after sounding whistle signal 14 (M) will also sound signal 14 (G) if train is to proceed over the bridge.

JOINT TRACK MARYSVILLE

Joint Track between WP MP 175.63 and Marysville:

Sacramento Northern trains and engines operate over Western Pacific tracks between junction switch WP MP 175.63 East of Alicia and junction switch on siding MP 180.07, Marysville.

Junction switch on siding at MP 180.07 must be locked for siding when not in use.

All movements on siding at Marysville must be made at yard speed.

Note: At yard speed means — A speed according to conditions, prepared to stop within one-half the range of vision and short of a train, engine, cars, misplaced switch, derail or other obstruction, or before reaching a stop signal. Where circumstances require, train must be preceded by a flagman.

Special Instructions Governing Sacramento

Northern Crews Marysville:

(See SPECIAL INSTRUCTIONS IN CURRENT WESTERN PACIFIC, WESTERN DIVISION, TIMETABLE.)

Telephones for communicating with train dispatcher are located adjacent to all electric locks and signals.

All Sacramento Northern trains and yards engines must have permission from the Western Pacific dispatcher to enter the siding at Marysville.

Westward trains and engines must stop to clear the passing track at Marysville and contact the Western Pacific dispatcher before entering the siding.

Trainmen must not leave master switch or crossovers at Marysville in other than normal position on Western Pacific control system unless they are working in the immediate vicinity.

Trainmen and enginemen using Western Pacific tracks, Marysville, will be governed by special instructions in current Western Pacific timetable and must have current Western Pacific, Western Division, timetable in their possession.

The following instructions govern the use of Western Pacific telephone circuits: When calling the train dispatcher at Sacramento on either the train dispatcher's circuit or code line telephone, discontinue the practice of first saying "Dispatcher." The person calling, as well as the dispatcher, should follow the formula outlined below: Person Calling—"West Merlin." Dispatcher's reply—"Dispatcher," Person Calling—"Conductor Jones, West Merlin, Exa. 905 West."

Before calling on any telephone, first listen to make sure the dispatcher is not busy on the line; if he is not busy, then follow the procedure outlined above.

JOINT TRACK SACRAMENTO

Southern Pacific has trackage rights over SN Ry. track in Sacramento yard between Sacramento Yolo Port Railroad connection east of Washington underpass and connection to Sacramento Yolo Port Railroad east of county road crossing at Broderick. These tracks will be used jointly by SN Ry. and SP Co. crews. Movements on joint track will be governed by block signals whose indications supersede the superiority of trains.

Automatic signals located as follows:

Westbound

Woodland Branch 169 feet east of Sacramento Yolo Port RR connection switch-Washington.
Clear point Sacramento Yolo Port RR connection east of Washington underpass.

Eastbound

234 feet west of east wye switch Woodland Branch.
Clear point Sacramento Yolo Port RR connection.
37 feet east of west wye switch connecting with Oakland main track, Broderick.

Westbound distant signal displaying steady yellow indication located 3327 feet east of westbound automatic signal on Woodland Branch 169 feet east of Sacramento Yolo Port RR connection switch, Washington.

Indicators located at switches show condition of the joint track with regard to occupancy and switches are equipped with joint SN Ry. - SP Co. switchlocks. Before fouling joint track, member of crew required to handle switch must observe and respect the indicator.

When indicator shows block clear switch may be reversed and movement started when yellow aspect is displayed by the signal.

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

If after switch has been reversed signal displays Stop indication (Red aspect or light is not displayed in signal), train or engine must wait five minutes and then be preceded by flagman through joint track area.

Maximum speed permitted on joint track is ten (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 east of Washington underpass lined for Woodland Branch.

East Wye switch, Woodland Branch, lined for movement west leg of wye.

Sacramento Yolo Port RR connection east of county road crossing, Broderick, lined for west leg of wye.

West wye switch connecting with Vacaville main track, Broderick, is normally lined for movement on the main track. Signal governing movements on west leg of wye is normally dark. Train or engine using main track must determine that the wye switch is in normal position after which dark signal may be passed without stopping.

Sacramento Yolo Port Railroad yard tracks will also be used jointly by SN Ry. and SP Co. crews and all movements must be made with caution not exceeding ten (10) MPH.

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

TOWER BRIDGE, SACRAMENTO

Bridge Interlocking Signals and Derails:

Signals are located 305 feet east of Bridge on Front Street, and 500 feet west of Bridge. The switch leading to the River Spur serves as a derail west of the Bridge.

The interlocking home signal at River Spur derailing switch is a two-unit signal; the upper signal governs movements to Front Street, and the lower signal governs movements to the River Spur.

Signal located at the east end of the Bridge governing eastward movements is a two-indication light signal. Green indication governs movements to Front Street. The red indication is a stop signal.

Switch Indicator:

The switch leading into the main track from Westside Spur is protected by switch indicator. The switch leading from the River Spur to the main track is protected by light signals operated from the tower.

Movements of Trains and Yard Engines:

Movements through interlocking plant shall be made in accordance with signal indication. In case of signal failure, be governed by Rule 663.

Trains and yard engines must not exceed a speed of 15 miles per hour over the bridge and 10 miles per hour over the highway crossing west of the bridge.

Telephones:

Telephones are installed in the tower, on Front Street, between River Spur and Westside Spur for trainmen to communicate with the towerman.

Whenever there is switching to be done on the River Spur or Westside Spur, which requires several movements from the main track to these spurs, the conductor shall communicate with the towerman and advise him so that there shall be no delay in the operation of signals or switches.

There is a signal box located on the interlocking home signal on Front Street which is operated by using a switch key. Operation of this signal box gives the towerman an indication in the tower that a train is on Front Street, and ready to move through the plant. This signal box is to be used when whistle signal cannot be heard.

Route Whistle Signals:

From Front St. to	
Westside	0
From Westside to	
Front St.	0
From main track	
to River spur, Westside	0 0
From River spur to	
main track, Westside	0 0

TABLE OF LOCOMOTIVE RATING IN TRAILING TONS

		141 CLASS	201 CLASS	501 CLASS
Between	And	44-ton Diesels	70-ton Diesels	100-ton Diesels
Lafayette	Meinert	250	750	1000
Meinert	Concord	650	1500	2000
Concord	Clyde	200	500	650
Clyde	Pittsburg	650	1500	2000
Except Eastward Montezuma St. to Harbor St., Pittsburg		400	750	1000
Except Westward Harbor St. to Montezuma St., Pittsburg		200	600	800
Montezuma	Dozier	700	1500	2000
Dozier	Sacramento	800	2000	2500
Dozier	Vacaville Jct.	800	2000	2500
Except from MP 6.0 to Vacaville Jct.		550	1000	1250
Vacaville Jct.	Vacaville	800	1500	—
Vacaville Jct.	Willotta	800	1500	—
Sacramento	Marysville	800	2000	60-Ton Electric
Marysville	Yuba City	450	900	950
Yuba City	Chico	800	2000	—
Colusa Jct.	Colusa	800	2000	—
Broderick	Woodland	800	2000	—
Riverview	Oxford	700	1500	—
So. Sacramento	Nichols	301 class	3000 trailing tons per unit	

Note—Safe operating limits as prescribed in operating instructions for type of locomotive in use must be observed.
Tonnage ratings for 201 class engines apply to TS 741 Class, 70 ton diesels.

SPEED RESTRICTIONS FOR ENGINES

Maximum speed in miles per hour for engines is subject to speed restrictions for trains shown on page 6.		
CLASS	ENGINE NUMBERS	MAXIMUM SPEED
44-Ton Diesels	142-147	35 MPH
70 " "	201-202	55 " "
100 " "	501-503	45 " "
100 " "	504-511	65 " "
120 " "	301-302	50 " "

Speed restrictions for 201 class apply to TS 741 class, 70 ton diesels.

TABLE OF WEIGHT LIMITATIONS

BETWEEN	AND	GROSS WEIGHT (Car & Contents)
Lafayette.....	Sacramento.....	210,000
Sacramento.....	No. Sacramento	
"	Swanston.....	
"	Vacaville Jct....	
Riverview.....	Oxford.....	169,000
Dozier.....	Montezuma.....	
Vacaville Jct.....	Vacaville.....	
"	Willotta.....	
N. Sacramento.....	Chico.....	169,000
Colusa Jct.....	Colusa.....	
Broderick.....	Woodland.....	

List of Railroad crossings and junctions, protection provided for movements over them, and the name of the Railroad having prior right in the use of the crossing or Junction not protected by signals or flagman:

LOCATION	NAME OF RR.	PROTECTION	RESTRICTION	RIGHT
Las Juntas.....	S. P. Co.....	FIRST SUBDIVISION No Signals.....	Stop.....	S. P. Co.
Clyde.....	U. S. Naval Magazine Port Chicago, Calif. R.R.	Automatic Interlocking Signals.	15 mi. per hr.....	Governed by Signal
Shell Point Shell Chem. Co.....	S. P. Co.....	No Signals.....	Stop.....	S. N. Ry.
Pittsburg: East of Harbor St.....	A. T. & S. F. R. R.....	No Signals.....	Stop and Flag.....	A. T. & S. F. R. R.
East of Columbia St.....	A. T. & S. F. R. R.....	No Signals.....	Stop and Flag.....	(See instructions on page 13)
S. N. Ry. industrial track be- tween West Pittsburg and Pittsburg.....	A. T. & S. F. R. R. Indus- trial Track.....	No Signals.....	Stop. (See instructions on page 12)	A. T. & S. F. R. R.
Between West Pittsburg and Pittsburg.....	A. T. & S. F. R. R.....	Crossing Gate.....	15 mi. per hr.....	S. N. Ry.
Sacramento: Front St. & Capitol Ave...	S. P. Co.....	Flagman.....	Stop.....	Governed by Flagman
Globe, Jct. Jt. Track.....	W. P. R. R.....	SECOND SUBDIVISION T. C. S.....	Stop.....	Governed by Signal
Sankey.....	W. P. R. R.....	T. C. S.....	10 mi. per hr.....	Governed by Signal
MP 134.40, Jct. Jt. track (W P MP 175.63).....	W. P. R. R.....	T. C. S.....	Caution.....	Governed by Signal
Marysville—Joint Track.....	W. P. R. R.....	T. C. S.....	Caution.....	Governed by Signal
Yuba City.....	S. P. Co.....	No Signals.....	Stop—Except when proceed sig- nal is received from flagman..	S. P. Co. Governed by Signal
Live Oak.....	S. P. Co.....	Automatic Interlocking Signals.	30 mi. per hr.....	Governed by Signal
Stirling Jct.....	S. P. Co.....	No Signals.....	Stop.....	S. P. Co.
Sacramento: Front St. N. to "Q" Inc...	S. P. Co. & W. P. R. R. In- dustrial Tracks.....	SACRAMENTO BELT LINE No Signals.....	Caution.....	S. P. Co. & W. P. R. R.
Front & "R" Sts.....	S. P. Co. & W. P. R. R.....	No Signals.....	Stop and Flag—Except when pro- ceed signal is received from flagman.....	S. P. Co. & W. P. R. R. Caution Governed by Signal
Front & "X" Sts.....	C. C. T. Co.....	No Signals.....	Caution.....	S. P. Co. & W. P. R. R.
19th & "X" Sts.....	W. P. R. R.....	Automatic Interlocking Signals.	10 mi. per hr.....	Governed by Signal
Alhambra Blvd. & "X" St. Jct. Joint Track.....	C. C. T. Co.....	No Signals.....	Stop.....	C. C. T. Co.
Alhambra Blvd. & "R" St.	S. P. Co.....	No Signals.....	Stop and Flag—Except when pro- ceed signal is received from flagman.....	S. P. Co.
Third & "R" Sts., Jct. Joint Track.....	W. P. R. R.....	No Signals.....	(Obtain permission from WP Dis- patcher to enter Joint Track..	Caution Signal indication
"B" St., Jct. Joint Track..	W. P. R. R.....	T. C. S.....	10 mi. per hr.....	Governed by Signal.....
Haggin, Jct. Jt. Track.....	W. P. R. R.....	T. C. S.....	See instructions on page 13.....	S. N. Ry.
Sacramento, Westgate Yard.	Port Belt R. R.....	No Signals.....		
Mikon.....	S. P. Co.....	WOODLAND BRANCH Interlocking Signals.....	Stop. See instructions on page 11.	Governed by Signal
D. M. Yard, all crossings....	D. M. Co.....	CHICO YARD No Signals.....	Stop.....	D. M. Co.

YARD LIMITS

WEST MP	YARD	EAST MP
26.9	Walnut Creek	27.6
33.6	Concord	34.4
38.6	Port Chicago	39.7
42.2	McAvoy	42.8
44.5	Pittsburg	48.6
49.7	Montezuma-Dozier } Willotta Bch. }	65.0 0.3
7.3	Vacaville Jct. } Vacaville } Willotta }	4.5 17.1 74.8
73.7	Libfarm	74.8
85.7	Riverview } Holland Bch. }	87.5 1.0
90.4	Sacramento } Woodland Bch. }	97.7 0.9
15.9	Woodland	16.7
102.5	Rio Linda	103.6
118.6	East Nicolaus	119.4
134.7	Marysville	139.6
139.6	Colusa Jct. } Colusa Bch. }	140.2 0.5
20.6	Colusa	22.5
181.8	Chico	188.8

SIDE AND OVERHEAD OBSTRUCTIONS
(Not Standard Clearance)

Concord—Hay Warehouse side and overhead.
General—All loading platforms—side.
General—Bulk loading chutes—side.
General—Receiving pipes at oil company spurs—
side.
Chico—Trees, side and overhead.
Marysville—Diamond Match Warehouse—side.
Marysville—Orange St. track—two dwellings—
side.
Clarksburg—Sugar plant eaves—side.
Sacramento—Subway, side and overhead. Train-
men must not ride on top or side of cars when
going through subway.
Sacramento—Tracks serving Freight House, 2nd
and Capitol Ave.—Side (when cars are stand-
ing on tracks which are adjacent.)
Trainmen will at all times look out for low hang-
ing trolley and span wires.

INTERCHANGE TRACKS

Las Juntas —S. P. R. R.
Clyde —U. S. Naval Magazine, Port Chi-
cago, Calif., Railroad.
Port Chicago—A. T. & S. F. R. R.
McAvoy —S. P. R. R.
Sacramento —W. P. R. R.
S. P. R. R.
C. C. T. Co.
Marysville —W. P. R. R.
S. P. R. R.
Chico —S. P. R. R.

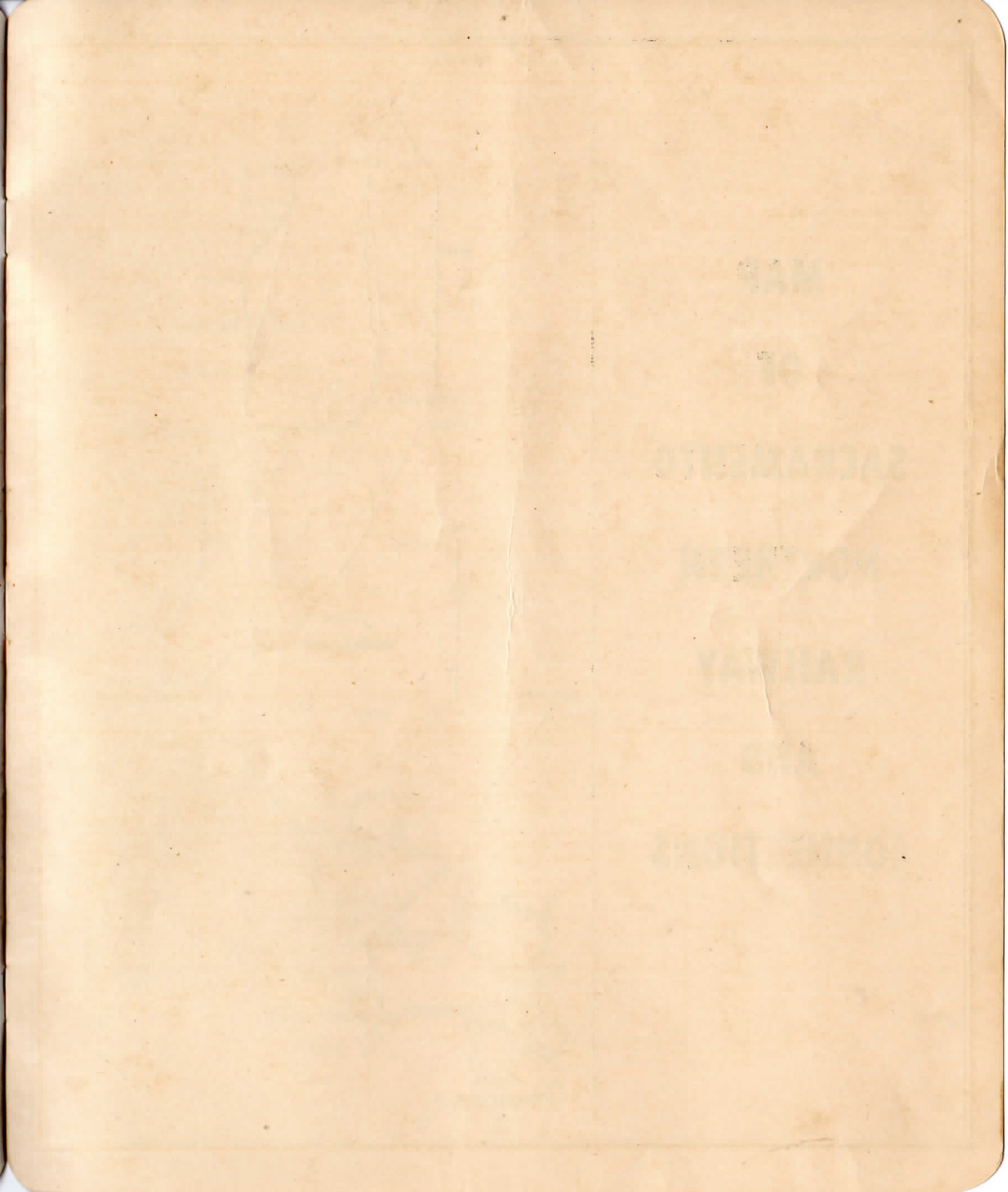
STOCK CORRALS

Montezuma—SD Colusa—DD
Dozier—DD Sutter—SD
Hebron—SD Peethill—DD
Yolano—SD

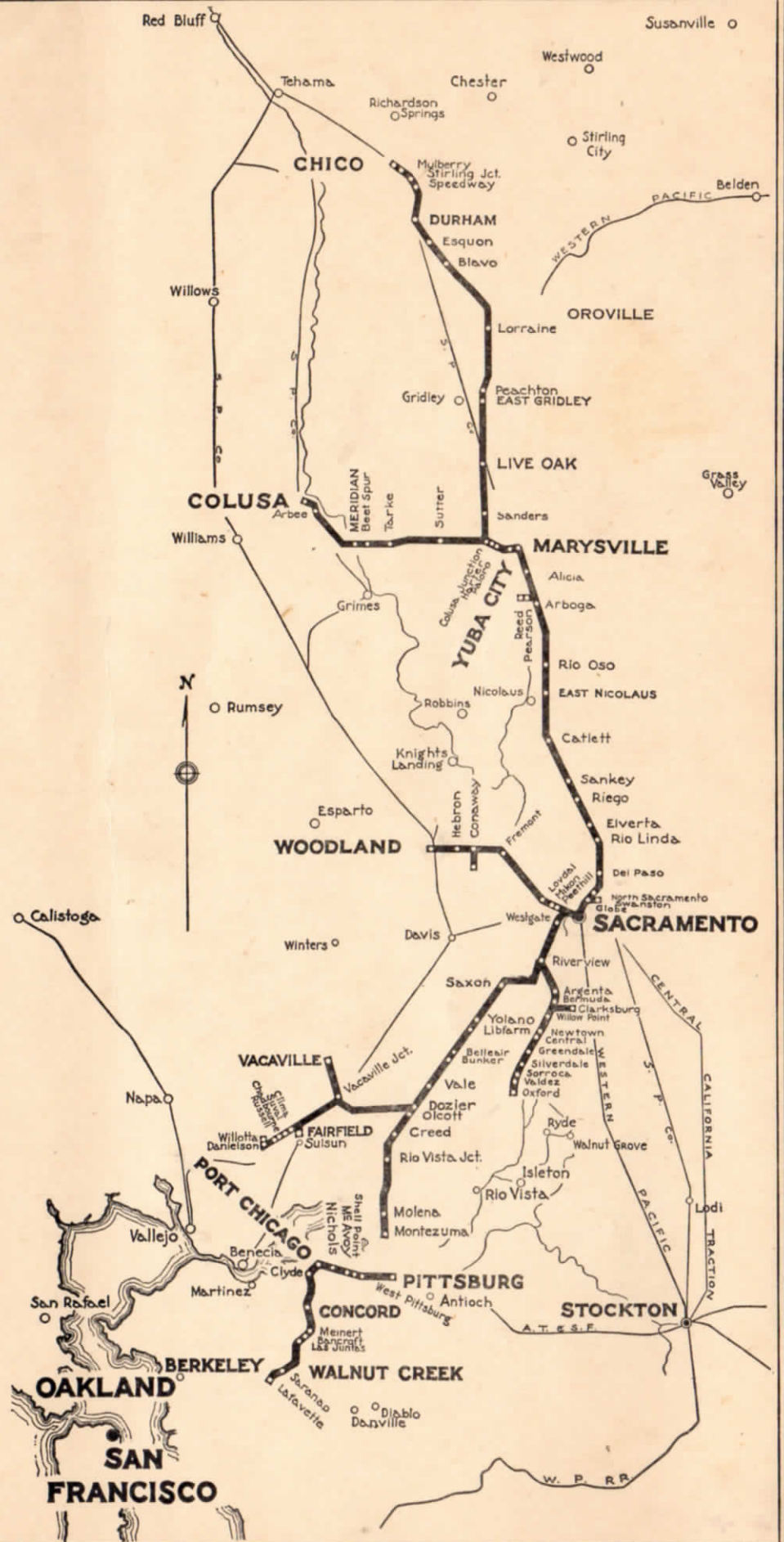
ADDITIONAL COMMERCIAL STATIONS

Stations	Facilities for Handling	Mile Post	Capacity in Freight Cars
Dudley.....	CL	91.83	23
West Sacramento..	CL & LCL	92.24	Yard
Peethill.....	CL	92.84	15
Pencilwood.....	CL & LCL	97.84	5
Swanston.....	CL & LCL	98.06	9
Reed.....	CL & LCL	132.10	26
Oroville Jct.....	CL & LCL	165.07	1
Barber.....	CL	183.37	10

CL—Carload freight.
LCL—Less Carload Freight.



MAP OF SACRAMENTO NORTHERN RAILWAY AND CONNECTIONS



SECOND SUBDIVISION

Revised 3

Eastward			Westward					
Fone, Scales, Wyes, Bulletin, Register Stations, Standard Clocks Interlocking Plant	SECOND CLASS		Mile Post	Time Table No. 26 September 22, 1957 Revised October 15, 1958	Distance from Sacramento	THIRD CLASS		Capacity of Sidings in Freight Cars
	32	30				31	33	
	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	
P.B.Y.K.	5.00 PM	5.00 AM	94.99	SACRAMENTO, B ST. Jct. W.P.R.R.	0.00	9.20 AM	9.20 PM	Yard Limits
P.			95.49	0.50 HAGGIN, Jct. WPRR	0.50			
P.			96.44	0.95 GLOBE, Jct. WPRR	1.45			
P.	5.12	5.12	97.16	0.72 NORTH SACRAMENTO	2.17	9.08	9.08	
P.	5.17	5.17	98.99	1.83 DEL PASO	4.00	9.03	9.03	8 (Spur) W
P.	5.26	5.26	103.10	4.11 RIO LINDA	8.11	8.54	8.54	38
P.	5.29	5.29	104.41	1.31 ELVERTA	9.42	8.51	8.51	6 (Spur) W
P.	5.35	5.35	107.35	2.94 RIEGO	12.36	8.45	8.45	9 (Spur) W
P.			109.17	1.82 SANKEY WPRR Conn.	14.18			27
P.			134.40	23.13 WP MP 175.63 Jct. WPRR	37.31			
P.			136.31	2.75 MARYSVILLE Jct. WPRR	40.06			Yard Limits
P.	6.35 PM	6.35 AM	137.27	0.96 YUBA CITY S.P.R.R. Crossing	41.02	7.45 AM	7.45 PM	
	Arrive Daily	Arrive Daily		(41.02)		Leave Daily	Leave Daily	

Eastward EAST NICOLAUS BRANCH Westward

Fone, Scales, Wyes, Bulletin, Register Stations, Standard Clocks Interlocking Plant	Mile Post	Time Table No. 26 September 22, 1957 Revised October 15, 1958	Distance from Sankey	Capacity of sidings in Freight Cars	Yard Limits
P.	109.17	SANKEY, W.P.R.R. Cross.	0.00	27	Yard Limits
P.	114.75	5.58 CATLETT	5.58	39 (Spurs) E	
P.	119.00	4.25 EAST NICOLAUS	9.83	19 (Spurs) W 34 (Spurs)	
		(9.83)			

Eastward PEARSON BRANCH Westward

Fone, Scales, Wyes, Bulletin, Register Stations, Standard Clocks Interlocking Plant	Mile Post	Time Table No. 26 September 22, 1957 Revised October 15, 1958	Distance from Pearson	Capacity of sidings in Freight Cars	Yard Limits
P.	129.70	PEARSON	0.00	14 E&W 44 (Spurs)	Yard Limits
P.	132.38	2.66 ALICIA	2.66	24 W 9 (Spur)	
P.	134.40	2.04 WP MP 175.63 Jct. WPRR	4.70		
		(4.70)			

Movements on Western Pacific between Haggin and Globe and between Sankey and Marysville are governed by Western Pacific Operating Department Rules and Special Instructions.

Train order authority is not required on East Nicolaus and Pearson branches, and all movements on these branches must be made at yard speed.

Permission of the Train Dispatcher must be obtained before leaving Sankey on movements to East Nicolaus Branch and before leaving Alicia siding on movements to Pearson Branch.