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..... Stockton

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CHIEF TRAIN DISPATCHER

J. L. GEIST Sacramento



**THE
WESTERN PACIFIC
SACRAMENTO NORTHERN
AND
TIDEWATER SOUTHERN
RAILROAD COMPANIES**

TIMETABLE

No. 3

EFFECTIVE SUNDAY JULY 28, 1974

AT 12:01 A.M.

PACIFIC DAYLIGHT SAVING TIME

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

R. C. MARQUIS

Vice President, Operation

L. D. MICHELSON

President & General Manager, SNRY-TSRY

J. A. TERHORST

Superintendent, Western Division, Sacramento

J. C. LUSAR

Superintendent, Eastern Division, Elko

**ASSISTANT AND RELIEF
CHIEF DISPATCHERS**

C. L. Rowe	W. J. Goolsby
E. L. Nielson	D. F. Meyer
R. A. Ditmanson	J. M. Baird

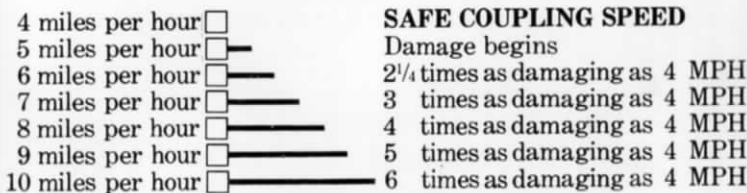
TRAIN DISPATCHERS

J. A. Wherland	M. E. Edgeman
W. R. Miller	C. L. Foss
R. M. Beard, Jr.	J. R. Summers
R. R. Jordan	R. G. Cotton
J. P. Wirick	A. G. Mendoza
R. C. Ditmanson	G. Wigley, Jr.
D. D. Bradford	M. G. Lusk
J. C. McCall	

**SWITCH
ALL
FREIGHT
EASY**

**AVOID DAMAGE—SWITCH CUSTOMERS'
CARS CAREFULLY**

OVERSPEED Couplings are DAMAGING—Here's what happens:



Damage to freight or car can be avoided by always keeping coupling speed within the safe range — **NOT OVER 4 MILES PER HOUR—A BRISK WALK.**

**HANDLE FREIGHT CAREFULLY AND
KEEP OUR CUSTOMERS!**

RAILROAD SURGEONS

Location	Name	Title
San Francisco	Dr. M. E. Childress	Chief Surgeon
San Francisco	Dr. Ruth Fleming	Local Surgeon
San Francisco	Dr. R. H. Bacon	Local Surgeon
San Francisco	Dr. C. Doherty	Local Surgeon
San Francisco	Dr. F. D. Fellows	Aurist
San Francisco	Dr. E. E. Garvey	Aurist
San Francisco	Dr. W. J. Ferguson	Oculist
Oakland	Dr. J. P. Evans	Local Surgeon
Oakland	Dr. R. F. Westerfield	Local Surgeon
Oakland	Dr. John Chokatos	Local Surgeon
Oakland	Dr. L. L. Coleman	Local Surgeon
Oakland	Dr. Joseph R. Carlisle	Oculist
Oakland	Dr. Bruce H. O'Neil	Local Surgeon
Hayward	Dr. Bruce Fisher	Local Surgeon
Hayward	Dr. Charles L. Ritchey	Oculist
Hayward	Dr. R. C. Crockett	Local Surgeon
Fremont	Dr. Carmelo Addario	Local Surgeon
San Jose	Dr. R. A. Larocca	Local Surgeon
San Jose	Dr. W. A. Johnson	Local Surgeon
San Jose	Dr. J. Condie	Local Surgeon
San Jose	Dr. J. Parisi	Oculist
San Jose	Dr. R. C. Rayfield	Oculist
Tracy	Dr. John C. Kimball	Local Surgeon
Tracy	Dr. John V. Hume	Local Surgeon
Stockton	Dr. E. G. Hermosillo	Local Surgeon
Stockton	Dr. H. F. Quinn	Local Surgeon
Stockton	Dr. V. S. Solis	Local Surgeon
Stockton	Dr. O. R. Vannucci	Local Surgeon
Stockton	Dr. J. D. Wilson	Local Surgeon
Stockton	Dr. Wm. H. Plageman	Oculist
Stockton	Dr. H. J. Zeiter	Oculist
Stockton	Dr. H. E. Hand	Oculist
Lodi	Dr. W. G. Fessler	Local Surgeon
Lodi	Dr. S. W. Leiske	Local Surgeon
Sacramento	Dr. D. O. Kilroy	Local Surgeon
Sacramento	Dr. P. W. Frame, Jr.	Local Surgeon
Sacramento	Dr. A. Calkin	Local Surgeon
Sacramento	Dr. B. A. Daley	Local Surgeon
Sacramento	Dr. R. M. Zinky	Local Surgeon
Sacramento	Dr. J. W. Swingle	Local Surgeon
Sacramento	Dr. John A. Berg	Oculist
Sacramento	Dr. R. L. Alexander	Oculist
Sacramento	Dr. J. J. Fisher	Oculist
Sacramento	Dr. D. Depp	Oculist
Marysville	Dr. L. D. Bugni	Local Surgeon
Oroville	Dr. Charles Benninger, Jr.	Local Surgeon
Oroville	Dr. C. Craviotto	Local Surgeon
Oroville	Dr. J. W. Patrick	Local Surgeon
Oroville	Dr. E. S. Fortner, Jr.	Local Surgeon
Oroville	Dr. W. H. Bunstock	Local Surgeon
Oroville	Dr. J. Floyd	Local Surgeon
Oroville	Dr. R. D. Bethel	Oculist
Oroville	Dr. K. L. Wedin	Oculist
Quincy	Dr. I. G. Althouse	Local Surgeon
Quincy	Dr. S. L. Christenson	Local Surgeon
Quincy	Dr. T. K. Norrie	Local Surgeon
Quincy	Dr. M. L. Whitney	Local Surgeon
Greenville	Dr. W. C. Batson	Local Surgeon
Westwood	Dr. H. G. Levin	Local Surgeon
Bieber	Dr. A. O. Meier	Local Surgeon
Fall River Mills	Dr. N. C. Carlson	Local Surgeon
Portola	Dr. C. W. Brown	Division Surgeon
Portola	Dr. W. S. Bross, Jr.	Ass't Division Surgeon
Portola	Dr. G. Hesselschwerdt	Local Surgeon
Reno	Dr. P. W. Knoop	Local Surgeon
Reno	Dr. D. F. Guisto	Local Surgeon
Reno	Dr. K. F. Maclean	Local Surgeon
Reno	Dr. W. M. Tappan	Local Surgeon
Reno	Dr. R. P. Schultz	Local Surgeon
Reno	Dr. Lynn B. Gerow	Local Surgeon
Reno	Dr. G. F. Magee	Oculist
Winnemucca	Dr. K. L. Hartoch	Local Surgeon
Winnemucca	Dr. W. L. Mason, Jr.	Local Surgeon
Elko	Elko Clinic	Local Surgeons
Tooele	Tooele Clinic	Local Surgeons
Salt Lake City	Dr. H. B. Harmon	Local Surgeon
Salt Lake City	Dr. S. A. Lawson	Local Surgeon
Salt Lake City	Dr. J. H. Quinn	Oculist
Salt Lake City	Dr. B. J. Fairbanks	Oculist

Eastward

FIRST SUBDIVISION

Westward

			Mile Post	Station Numbers	Miles from Oakland (Yard)	TIME TABLE NO. 3 JULY 28, 1974 STATIONS ↓SIDING CAPACITY IN FEET	Miles from Stockton (Yard)			
			4.7	5	.0	Yd. Lmts. TO OAKLAND (Yard) BKFTPO	87.3			
			5.8	6	1.1	1.1 SP CROSSING (Magnolia) I	86.2			
			5.9	6	1.2	0.1 CHESTNUT JCT. (SP Conn.) I	86.1			
			7.2	7	2.5	1.3 OAK ST. (SP X'ing.) P	84.8			
			7.7	8	3.0	0.5 CLINTON (SP X'ing.) IP	84.3			
			9.6	10	4.9	1.9 FRUITVALE	82.4			
			10.6	11	5.9	1.0 MELROSE (SP X'ing.) IP	81.4			
			11.3	12	6.6	3470 0.7 KOHLER P	80.7			
			13.7	14	9.0	2.4 ELMHURST (SP X'ing.) IP	78.3			
			20.1	20	15.4	7221 6.4 HAYWARD P	71.9			
			29.7	30	25.0	3947 9.6 FREMONT BP	62.3			
			30.3	31	25.6	0.6 NILES TOWER (SP X'ing.) IP	61.7			
			30.5	31	25.8	0.2 NILES JUNCTION YP	61.5			
			38.1	38	33.4	4320 7.6 HEARST P	53.9			
			42.7	43	38.0	4.6 RADUM (SP X'ing.) AIP	49.3			
			42.97	43	38.27	0.27 RADUM (SP X'ing.) AI	49.03			
			47.0	47	42.3	4032 4.03 LIVERMORE P	45.0			
			56.2	56	51.5	5444 9.2 ALTAMONT P	35.8			
			63.3	63	58.6	5663 7.1 MIDWAY P	28.7			
			72.8	73	68.1	10688 9.5 TRACY YP	19.2			
			74.05	74	69.35	1.25 SP CROSSING (Lyoth) AI	17.95			
			82.1	82	77.4	5430 8.05 WYCHE P	9.9			
			84.45	84	79.75	2.35 SP CROSSING (Lathrop) I	7.55			
			92.0	92	87.3	TO 7.55 STOCKTON (Yard) YBKFTPO	0.0			

Double Track Chestnut Jct. to Clinton.
Traffic Control System in effect Clinton to Stockton Yard inclusive. See Rule 540.

Eastward

SECOND SUBDIVISION

Westward

			Mile Post	Station Numbers	Miles from Stockton (Yard)	TIME TABLE NO. 3 JULY 28, 1974 STATIONS ↓ SIDING CAPACITY IN FEET	Miles from Oroville (Yard)			
			92.0	92	0.0	TO STOCKTON (Yard) YBKFTPO	110.9			
			93.2	93	1.2	1.2 AT&SF CROSSING IP	109.7			
			93.8	94	1.8	0.6 WEBER AVE. (SP X'ing.) IP	109.1			
			94.3	94	2.3	2888 0.5 FLORA STREET P	108.6			
			95.1	95	3.1	0.8 EL PINAL (SP X'ing.) IP	107.8			
			97.9	98	5.9	5791 2.8 HAMMER LANE P	105.0			
			104.9	105	12.9	7.0 KINGDON P	98.0			
			113.9	114	21.9	3542 9.0 THORNTON P	89.0			
			121.9	122	29.9	6151 8.0 PHILLIPS P	81.0			
			132.4	132	40.4	4817 10.5 POLLOCK P	70.5			
			136.0	136	44.0	3.6 Yard SOUTH SACRAMENTO BKFPPO	66.9			
			138.0	138	46.0	2.0 "R" ST. (SP X'ing.) IYP	64.9			
			139.5	140	47.5	1.5 HAGGIN (SN Conns.) P	63.4			
			140.7	141	48.7	1.2 GLOBE (SN Conn.) P	62.2			
			143.6	144	51.6	6146 2.9 DEL PASO P	59.3			
			152.5	153	60.5	8.9 SANKEY (SN Conns.) P	50.4			
			156.5	156	64.5	6145 4.0 PLEASANT GROVE P	46.4			
			162.0	162	70.0	5.5 TROWBRIDGE P	40.9			
			172.85	173	80.85	7280 10.85 MOUNKES P	30.05			
			175.63	176	83.63	2.78 CLEVELAND (SN Conn.) P	27.27			
			178.8	179	86.8	5092 3.17 MARYSVILLE P	24.1			
			180.2	180	88.2	1.4 BINNEY JCT. (SP X'ing.) IP	22.7			
			180.42	180	88.42	0.22 SP CONNECTION P	22.48			
			185.6	186	93.6	5.18 TAMBO P	17.3			
			193.0	193	101.0	6158 7.4 CRAIG P	9.9			
			202.9	203	110.9	TO OROVILLE (Yard) TBKFYPO	0.0			

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

Traffic Control System in effect Stockton Yard to Oroville Yard inclusive. See Rule 540.

Eastward

THIRD SUBDIVISION

Westward

			Mile Post	Station Numbers	Miles from Bieber	Miles from Oroville (Yard)	TIME TABLE NO. 3 JULY 28, 1974 STATIONS ↓ SIDING CAPACITY IN FEET			Miles from Portola	Miles from Bieber Via Keddie Wye			
							TO		TBKF YPO					
			202.9	203		0.0	TO	OROVILLE (Yard)	TBKF YPO	114.5	185.4			
			205.1	205		2.2	4687	2.2	P	112.3	183.2			
			213.9	214		7.0	6285	4.8	P	107.5	178.4			
			220.0	220		13.1	6385	6.1	P	101.4	172.3			
			226.0	226		19.1	6515	6.0	P	95.4	166.3			
			234.9	235		28.0	6785	8.9	P	86.5	157.4			
			239.5	240		32.6	5976	4.6	P	81.9	152.8			
			243.5	244		36.6		4.0	P	77.9	148.8			
			247.6	248		40.7	4064	4.1	P	73.8	144.7			
			255.6	255		48.7	6741	8.0	P	65.8	136.7			
			260.1	260		53.2	4657	4.5	P	61.3	132.2			
			264.5	265		57.6		4.4	P	56.9	127.8			
			270.5	270		63.6	9810	6.0	P	50.9	121.8			
			273.7	274		66.8	4233	3.2	P	47.7	118.6			
			277.3	277		70.4	4180	3.6	P	44.1	115.0			
			281.5	281		74.6	7518	4.2	FPY	39.9				
			287.9	288	118.9	81.0	3791	6.4	P	33.5				
			296.4	296	127.4	89.5	4632	8.5	P	25.0				
			301.9	302	132.9	95.0	7870	5.5	P	19.5				
			310.4	310	141.4	103.5	4832	8.5	P	11.0				
			318.7	319	149.7	111.8	4158	8.3	P	2.7				
			321.4	321	152.4	114.5	TO Yard	2.7	BKF YPO	0.0				

Traffic Control System in effect Oroville Yard to Portola inclusive. See Rule 540.
 Equation MP 205.47 equals MP 209.51, which are identical points. Equation is a result of Oroville line change being 4.04 miles shorter than original route.

Eastward

FIFTH SUBDIVISION

Westward

		Second Class Leave Daily Ex. Sunday	Mile Post	Station Numbers	Miles from Portola	TIME TABLE NO. 3 JULY 28, 1974 STATIONS ↓ SIDING CAPACITY IN FEET			Miles from Winnemucca			
		220 LOCAL FREIGHT										
		AM 3.45	321.4	321	0.0	TO Yard	PORTOLA	BKF YPO	210.9			
		4.00	327.5	328	6.1	5770	6.1 HAWLEY	P	204.8			
		4.25	339.1	339	17.7	6245	11.6 CHILCOOT	P	193.2			
		4.35 AM	341.8	342	20.4	3000	2.7 RENO JCT.	YP	190.5			
			345.6	346	24.2	6126	3.8 SCOTTS	P	186.7			
			362.6	363	41.2	6369	17.0 DOYLE	P	169.7			
			371.7	372	50.3	4193	9.1 HERLONG (Cal.)	P	160.6			
			383.5	384	62.1	6162	11.8 FLANIGAN (Nev.)	P	148.8			
			384.4	384	63.0		0.9 SP CONNECTION	P	147.9			
			393.7	394	72.3	6162	9.3 SAND PASS	P	138.6			
			404.7	405	83.3	6152	11.0 SANO	P	127.6			
			416.3	416	94.9	5647	11.6 REYNARD	P	116.0			
			430.8	431	109.4	6160	14.5 PHIL	P	101.5			
			437.9	438	116.5	6289	7.1 GERLACH	KYP	94.4			
			451.2	451	129.8	6145	13.3 TREGO	P	81.1			
			461.3	461	139.9	6150	10.1 CHOLONA	P	71.0			
			470.6	471	149.2	6158	9.3 RONDA	P	61.7			
			479.4	479	158.0	6167	8.8 FLOKA	P	52.9			
			487.6	488	166.2	6156	8.2 ANTELOPE	P	44.7			
			496.6	497	175.2	6163	9.0 JUNGO	P	35.7			
			508.6	509	187.2	6148	12.0 GASKELL	P	23.7			
			519.2	519	197.8	6145	10.6 RAGLAN	P	13.1			
			532.3	532	210.9	Yard	13.1 WINNEMUCCA	BK PY	0.0			
		Arrive Daily Ex. Sunday										
		220										

Traffic Control System in effect Portola to Winnemucca inclusive. See Rule 540.
Division point between Eastern and Western Divisions is MP 384.38.

Eastward

SEVENTH SUBDIVISION

Westward

		First Class	Mile Post	Station Numbers	Miles from Elko	TIME TABLE NO. 3 JULY 28, 1974 STATIONS ↓ SIDING CAPACITY IN FEET			Miles from Roper			
		Leave Daily				Yd. Lmts. TO-R	BK FPY					
		6 SP Psgr.										
	F	PM 9.37	665.4	665	0.0		ELKO (SP Conn.)		264.9			
			683.1	683	17.7		17.7 SP CONNECTION	P	247.2			
		9.54	683.3	683	17.9	5844	0.2 ELBURZ	P	247.0			
		10.10	700.0	700	34.6	5769	16.7 DEETH	P	230.3			
			701.0	701	35.6		1.0 SP CONNECTION	P	229.3			
		10.25 PM	713.6	714	48.2		12.6 ALAZON (SP Conn.)	P	216.7			
			717.7	718	52.3	6198	4.1 WELLS	P	212.6			
			728.1	728	62.7	6123	10.4 RUBY	P	202.2			
			738.2	738	72.8	6160	10.1 VENTOSA	P	192.1			
			747.2	747	81.8	6153	9.0 SPRUCE	P	183.1			
			757.5	758	92.1	6183	10.3 SAGE	P	172.8			
			765.9	766	100.5		8.4 NN CROSSING	I	164.4			
			766.4	766	101.0	6198	0.5 SHAFTER (NN Conn.)	P	163.9			
			772.4	772	107.0	6160	6.0 SILVER ZONE	P	157.9			
			781.1	781	115.7	6143	8.7 CLIFSIDE	P	149.2			
			788.9	789	123.5	6152	7.8 PILOT	P	141.4			
			798.6	799	133.2	6143	9.7 OLA (Nev.)	P	131.7			
			806.6	806	141.2	6215	8.0 WENDOVER (Utah)	PY	123.7			
SEVENTH SUBDIVISION CONTINUED ON PAGE 11.												

Be governed by current timetable, bulletins and rules of Southern Pacific Company, on SP track between Alazon and Elko.

Feet Capacity	Mile Post	SP Co. Stations	Station Number
2350W...P	564.8	Osino	565665 (Spur)
.....P	573.1	Elburz (WP Conn.)	683
7600.....P	576.7	Halleck	577683
5500.....P	589.6	Deeth	590683
.....P	591.1	WPRR Connection	701

* Automatic Block Signal System extends from Elko to Alazon, Eastward only.
Traffic Control System in effect Alazon to Eastward Interlocking Home Signal, Pollard Jct., MP 927.2. See Rule 540.

Eastward

SEVENTH SUBDIVISION, CONTINUED

Westward

			Mile Post	Station Numbers	Miles from Elko	TIME TABLE NO. 3 JULY 28, 1974 STATIONS ↓ SIDING CAPACITY IN FEET			Miles from Roper			
			806.6	806	141.2	6215	WENDOVER	PY	123.7			
			815.5	816	150.1	6143	8.9 SALDURO	P	114.8			
			825.1	825	159.7	6143	9.6 ARINOSA	P	105.2			
			834.9	835	169.5	6160	9.8 BARRO	P	95.4			
			845.3	845	179.9	6150	10.4 KNOLLS	P	85.0			
			854.2	854	188.8	6161	8.9 CLIVE	P	76.1			
			866.1	866	200.7	6146	11.9 LOW	P	64.2			
			878.6	878	213.2	8080	12.5 DELLE	YP	51.7			
			892.9	893	227.5		14.3 ELLERBECK	P	37.4			
			897.1	897	231.7	6168	4.2 BURMESTER	YP	33.2			
			911.44	911	246.04		14.3 SMELTER (WP-UP Jct.)	P	18.9			
			911.9	912	246.5	2350	0.5 KCC TRANSFER	P	18.4			
			913.2	913	247.8	6050	1.3 GARFIELD	P	17.1			
			926.6	927	261.2		13.4 WP-UP JUNCTION	P	3.7			
			926.7	927	261.3		0.1 WP-UP JUNCTION (10th West)	P	3.6			
			927.2	927	261.8		0.5 POLLARD JCT.	IP	3.1			
			928.6	929	263.2		1.4 UP CROSSING	AI	1.7			
			930.3	930	264.9	Yd. Lmts. TO	1.7 ROPER (Salt Lake City)	BKF YPO	0.0			
						Additional Stations UP Trackage						
			768.3	768911		GARFIELD						
			779.2	779911		BUENA VISTA						
			779.9	780991		INDUSTRIAL CENTER SPUR						
			35.3	2927	263.2	NORTH YARD						

For operations between SMELTER (WP-UP Jct.) and UP North Yard, Salt Lake City, be governed by current UP-WP Joint Pamphlet governing joint operation.

Traffic Control System in effect Alazon to Eastward Interlocking Home Signal, Pollard Jct., MP 927.2. See Rule 540.

See special instructions under heading "Seventh Subdivision" for instructions concerning movement between Pollard Jct. and Roper Yard.

**WESTERN DIVISION
SAN JOSE BRANCH**

EASTWARD		Miles from Niles Jct.	Capacity in Feet	TIME TABLE NO. 3 JULY 28, 1974 STATIONS SIDING CAPACITIES AND FACILITIES		Station Numbers	WESTWARD	
		0.0		NILES JUNCTION	YP	31		
		3.3	Spur 1 E 534	3.3 IRVINGTON	P	3031		
		4.9	488	1.6 INLAND STEEL	P	5031		
		6.8	Spur 1 E 545	1.9 WARM SPRINGS	P	7031		
		8.0	Spur 1 E 830	1.2 CURTNER	P	8031		
		11.5	E 3440 W 4515	3.5 MILPITAS	BKYP	12031		
		14.1	Spur 1 E 631	2.6 BERRYESSA	P	14031		
		17.5	Yard	3.4 SAN JOSE (Yard)	BKFTP	18031		
		19.6		2.1 VALBRICK (SP X'ing.)		19031		
		20.4		0.8 WILLOW GLENN (SP X'ing.)	I	20031		
		22.3		1.9 WEST SAN JOSE (SP X'ing.)		22031		
		23.0	Yard	.07 SAN JOSE (End of branch)		23031		

RULE 540. Traffic Control System extends from Niles Jct. to west yard limit San Jose (MP BR-15.25).

Yard limits San Jose MP BR-15.25 to MP BR-23.0.

RULE 340-A. Trains or engines may enter East or West Siding Milpitas from outside tracks without contacting dispatcher when it can be seen that it is safe to do so.

**WESTERN DIVISION
TRACY BRANCH**

	0.0	10688	TRACY	YP	73
	1.7	1746	1.7 KERLINGER	PO	2073
	1.92	1020	0.22 TEEKAY (End of Branch)		2073

RULE 201. Train order authority is not required on Tracy Branch and all movements on branch must be made at yard speed.

EASTWARD		WESTERN DIVISION RENO BRANCH				WESTWARD	
SECOND CLASS		Miles from Reno Junction	Capacity in Feet	TIME TABLE NO. 3 JULY 28, 1974 STATIONS SIDING CAPACITIES AND FACILITIES		Station Numbers	THIRD CLASS
220 Local Freight Leave Daily Ex. Sunday							219 Local Freight Arrive Daily Ex. Sunday
	AM 4.40	0.0	3000	RENO JUNCTION	YP	342	AM 10.50
	5.10	10.1	480	10.1 PEAVINE, (CAL.)		10342	10.18
	5.39	18.8	1229	8.7 ANDERSON		19342	9.51
	5.47	21.3	Spur 1E 1033	2.5 MARTIN		21342	9.43
	5.55	23.37	419	2.07 PANTHER		23342	9.35
	6.05	28.53	1202	5.16 NORTH RENO		29342	9.25
	6.13	30.3	632	1.77 COMSTOCK		30342	9.17
	6.14	30.6	Spur 1W 1933	0.3 SIERRA PACIFIC		31342	9.16
	6.15	30.7	Spur 1W 939	0.1 VAUGHN MILL NO. 1		31342	9.15
	6.20	31.2	Spur 1W 903	0.5 VAUGHN MILL NO. 2		31342	9.10
	6.23	31.42	Spur 1W 1033	0.22 ROCKY MOUNT NO. 1		31342	9.07
	6.25	31.57	Spur 1E 830	0.15 ROCKY MOUNT NO. 2		31342	9.05
	6.30 AM	33.1	Yd. Lmts. TO-R	1.53 RENO	O	33342	9.00 AM
	Arrive Daily Ex. Sunday						Leave Daily Ex. Sunday
	220						219

RULE T-82-A. Is modified to the extent that trains may be authorized at Portola to operate on the Reno Branch. No. 220 may leave Reno Jct. without clearance.

RULE 204. Train orders may be issued to trains at Portola which affect their movement on the Reno Branch.

North Reno. Trains moving on spur track to Bender Warehouse over Parr Blvd. Crossing, MP 28.2, must determine that crossing gates are down before entering crossing. Approach circuits on spur track to actuate gates extend about 30 feet from edge of crossing. If gates do not lower, crossing must be protected by flagman.

Sierra Pacific. Do not exceed 10 MPH approaching Valley Road Crossing, MP 30.7, on Sierra Pacific Spur. Signal approach circuits extend approximately 400 feet either side of crossing.

Rocky Mount No. 2. No derail, keep hand brakes set and do not leave cars east of first road crossing.

DERAIL located on main track at MP 31.69 which is 630 feet east of Rocky Mount No. 2, must be lined and locked for main track except when switching is being done on Vaughn Mill No. 1, Vaughn Mill No. 2, Rocky Mount No. 1, or on Rocky Mount No. 2 spurs. This derail must first be opened and locked open while switching is being done and not be relined for main track until switching is completed and cars properly coupled to engine, and have been charged to full air pressure.

Reno. Movements over street crossings east and west of Nevada Transportation Company warehouse must be protected by flagman.

Trains or engines must approach East 6th Street carefully. This crossing is protected by flasher lights and bell signals.

Flasher light and bell signals, 4th St.—Engines or cars must stop within 30 feet of and before fouling outer edge of sidewalks on either side of 4th Street, before entering or occupying either crossing from either direction.

Yellow marker lights installed on top of instrument case will be illuminated upon occupancy of track circuit and after 15 to 18 seconds will flash. Movement into or through the crossing may then be made. If yellow marker fails to light, flag protection must be provided unless signals are known to be operating. This to provide 20 second operation of signals prior to occupancy of crossing by engine or cars as required by Nevada State Law.

Cars or engines must not be spotted within signal circuit limits as indicated by illumination or flashing of marker lights on these instrument cases.

WESTERN DIVISION LOYALTON BRANCH

		0.0	5770	HAWLEY	P	328
		11.8	1554	11.8 LOYALTON		12328

RULE 201. Train order authority is not required on Loyalton Branch and all movements on branch must be made at yard speed.

Trains or engines moving over Highway crossing No. 4-E-12.4 Loyalton must come to a complete stop then be protected by a member of the crew in order to warn highway traffic that crossing is to be blocked.

EASTWARD

EASTERN DIVISION WARNER BRANCH

WESTWARD

			TIME TABLE NO. 3 JULY 28, 1974 STATIONS					
			Siding Capacities in Feet—Facilities—Station Numbers					
	0.0	6168	BURMESTER	YP	897			
	7.0	942	MARSHALL		7897			
	13.5	1254	CONN. TOOEE ARMY DEPOT		14897			
	15.5		WARNER		16897			

RULE 201. Train order authority is not required on Warner Branch and all movements on branch must be made at yard speed. Dispatchers phone located on east leg of wye Warner Branch at Burmester. Trains arriving from Warner Branch must be governed by Rule 340-A.

EASTERN DIVISION ELLERBECK BRANCH

	0.0		ELLERBECK	P	893			
	0.9	Spur 1E 998	USS&R CO. SPUR		1893			
	2.7		WYE	Y	2893			
	3.7	Spur 1W 345	FLUX		3893			
	4.7	Spur 1E 134	DOLOMITE		5893			

RULE 201. Train order authority is not required on Ellerbeck Branch and all movements on branch must be made at yard speed.

USS&R Co. Spur is on 1% grade, has derail 192 feet from switch. Engines or cars must not pass beyond PROTECTIVE SIGN. Cars left there must be properly secured.

Wye. East switch east leg of Wye must be left lined for straight track as derail.

Conveyor located on tail track east of east switch of run-around track has impaired side and overhead clearance, will not clear high car or engine, and trainmen must not ride cars east of impaired clearance sign.

Dolomite. Look out for poor footing both sides of track on curve just east of plant, and all tracks vicinity plant.

EASTERN DIVISION ROWLEY BRANCH

	0.0	8080	DELLE	YP	878			
	10.6	3380	ROWLEY	P	11878			
	11.2		END OF BRANCH		11878			

RULE 201. Train order authority is not required on Rowley Branch and all movements on branch must be made at yard speed.

Derails located on east end of run-around track and on both legs of wye Delle.

EASTERN DIVISION MARBLEHEAD BRANCH

	0.0	1738	MARBLEHEAD	P	871			
	4.66	1230	PLANT		5871			
	4.87		END OF BRANCH		5871			

RULE 201. Train order authority is not required on Marblehead Branch and all movements on branch must be made at yard speed.

Marblehead Branch. Normal position for the east connected spur 3491 feet east of Marblehead siding will be in a position lined and locked for the spur, and this switch must be left in this position also while switching at the plant. Trainmen must insure that all cars set out are properly secured. Derail located 108 feet west of west switch of run-around track at plant must be left in derailing position, except when train is being switched. Look out for drifted sand on rails of this branch.

ALL SUBDIVISIONS

All times shown are Pacific Daylight Time.

This is a consolidated Eastern and Western Division Timetable and also includes Sacramento Northern and Tidewater Southern. The following Sub-divisions and branches are under the supervision of the Eastern Division Superintendent at Elko:

That portion of Fifth Sub-division between MP 384.38 and Winemucca

Sixth Sub-division
Seventh Sub-division
Warner Branch
Ellerbeck Branch
Rowley Branch
Marblehead Branch

The following Sub-divisions and Branches are under the supervision of the Western Division Superintendent at Sacramento:

First Sub-division
Second Sub-division
Third Sub-division
Fourth Sub-division

That portion of Fifth Sub-division between Portola and MP 384.38.

San Jose Branch
Tracy Branch
Loyalton Branch
Reno Branch

Sacramento Northern and Tidewater Southern are under the jurisdiction of the Western Division Superintendent.

FIRST, SECOND, THIRD AND FIFTH SUBDIVISIONS

YARD OPERATIONS

OAKLAND — BETWEEN CLINTON AND EAST SWITCHING LIMIT

STOCKTON — BETWEEN WEST AND EAST SWITCHING LIMITS

SACRAMENTO — BETWEEN WEST AND EAST SWITCHING LIMITS

OROVILLE — BETWEEN WEST AND EAST SWITCHING LIMITS

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

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

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

(B) Certain switches within above limits are not electrically-locked or signalled. Switch crews using such switches within a block under work authority may leave and return to the main

track without additional authority from the train dispatcher, provided they have left a car or cars on main track or main track switch open with a man in charge.

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

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

STOCKTON YARD — BETWEEN MP 90.85 AND EAST SWITCH DINER SIDING

SOUTH SACRAMENTO — BETWEEN EAST AND WEST ABSOLUTE SIGNALS

PORTOLA — BETWEEN EAST AND WEST ABSOLUTE SIGNALS

RULE 547. Except when Signal Aspect per Rule 288 is displayed, permission may be granted by yardmaster upon authority from train dispatcher to use main track between the points named above. When such authority has been obtained, a Form U is not required and that portion of Rule 547 is modified accordingly.

FIRST SUBDIVISION

OAKLAND.

A. Before trains are authorized to move against the current of traffic between Clinton and Chestnut Jct. train dispatcher must first contact yardmaster Oakland Yard advising him of such impending train movement. After yardmaster has informed train dispatcher yard engines have been notified and track to be used will be clear, train movement against the current of traffic will be authorized as follows:

Westward: By signal indication per Rule 292-A at absolute signal Clinton.

Eastward: By train order form reading ".....use westward main track Chestnut Jct. to Clinton."

B. Yard engines must move with the current of traffic when practicable, using crossovers to move to other track to perform work. When not practicable to move with the current of traffic a short move may be made. When a long move against the current of traffic is necessary, conductor must receive information from dispatcher, either through yardmaster or direct, that no opposing train will be encountered.

C. Street Crossing at Third and Broadway must not be blocked.

D. Train and engine movements over Broadway Street crossing will be governed by vehicular traffic signals.

Eastward and westward trains and engines must approach Broadway Street expecting to find signals at STOP.

Trains and engines may proceed without stopping at Broadway Street on green traffic signal.

Lunar white light is located on near right-hand traffic light masts. When lighted, it indicates track circuit control is effective.

Eastward trains and engines, if stopped or delayed between Washington and Broadway Streets, and Westward trains and engines, if stopped or delayed between Webster and Broadway Streets, in excess of one minute and find traffic signals displaying red, must stop within ten (10) feet of curb line of Broadway Street and wait for green traffic signal. Should traffic signal fail to display green and lunar white marker is not lighted, flag protection over street crossing must be provided. Occupancy of the intersection by a train or engine will cause signals governing vehicular traffic to display red.

After having crossed Broadway Street, trains or engines must clear the circuits as soon as possible.

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

F. T.C.S. blocks within Oakland switching limits as follows:

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

G. Joint WP and SP drill track between Melrose and Elmhurst must not be used for meeting or passing trains.

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

HAYWARD.

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

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

Train dispatcher's telephone is located in booth adjacent to marker light mast.

(c) Westward trains or engines departing runaround track Hayward do not exceed three (3) MPH and make certain crossing gates are in the down position before entering "B" Street, Hayward.

CARPENTER. WP crews must not operate beyond sign reading "Stop. Western Pacific R. R. operations prohibited beyond this point." Sign is located approximately 350 feet inside gate on BART spur.

UNION CITY. Whipple Road Crossing, MP 25.64 must not be blocked while setting out, picking up or switching Carpenter.

FREMONT. Train dispatcher must be notified when cars are left on siding Fremont.

Train dispatcher's telephone located inside east end of station building.

NILES TOWER. RULE 670. Reverse movements may be made within interlocking limits without obtaining permission from the towerman provided a portion of the train or engine is between interlocking home signals.

NILES JCT. An electrically locked switch point derail has been installed near clearance point at west end of west leg of wye.

BRIDGE 35.09 ALAMEDA CREEK. "W" Sign - Whistle board is placed approximately one-quarter mile in advance of bridge. Whistle signal as prescribed by Rule 14.16, a succession of short sounds, will be sounded approaching bridge.

HEARST. Permasco car skates have been placed in the phone booth at West Hearst. When setting cars out on this siding these skates must be used. If cars already on siding, arrange to couple cars to be set out with the cars already there, resetting skates under outside pair of wheels of truck of first car on the down hill side. When coupling into car or cars on siding make coupling carefully and see skates removed before cars are pulled or pushed. When all cars are removed from siding replace the skates in the phone booth at West Hearst.

In addition to the use of Permasco car skates, a sufficient number of hand brakes must be set. Cars must be coupled if practicable. Wheels must be further blocked if necessary to prevent their movement.

RHODES and JAMIESON SPUR. Switch is electrically-locked and is protected by hand-throw derail. Derail is not electrically-locked and must remain in derailing position until release of electrically-locked switch is obtained. Derail actuates signals on main track when not in derailing position.

TREVARNO. Drill track. Switch is electrically-locked and is protected by hand-throw derail. Derail is not electrically-locked and must remain in derailing position until release of electrically-locked switch is obtained. Derail actuates signals on main track when not in derailing position.

TRACY.

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

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

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

(c) Siding Tracy included in signal circuits and must not be occupied or fouled unless authorized by an absolute signal indication or by permission of the Train Dispatcher.

ARMY SUPPLY DEPOT (LATHROP).

(a) At west end, normal position of all switches in switching lead lined for switching lead. Do not exceed 10 MPH on switching lead or interchange trackage with Army Supply Depot.

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

STOCKTON YARD. FIRST AND SECOND SUBDIVISION

Block limits are as follows:

East switch Wyche to MP90

MP 90 to MP 90.85

MP 90.85 to west switch Diner Siding

West switch Diner Siding to east switch Diner Siding

East switch Diner Siding to AT&SF Crossing

AT&SF Crossing to Weber Avenue Crossing

Weber Avenue Crossing to west switch Flora Street

West switch Flora Street to east switch Flora Street

East switch Flora Street to North Channel Line

North Channel Line to west switch Hammer Lane.

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

Eastward trains which head in at MP 90, call yardmaster on phone located near absolute signal for track instructions.

Eastward trains which head in at MP 90.85, call yardmaster on talk-back speaker for track instructions.

Clear radio instruction from yardmaster may be acted upon in lieu of calling on phone or speaker.

(b) Unless instructed by yardmaster, No. 3 lead will not be used for train movements.

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

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

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

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

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

(e) Flashing red indicator lights are located at MP 91.02 and at MP 91.88. When flashing, these indicator lights authorize switching movements between absolute signals at MP 90.85 and West Diner Siding MP 91.75 without contacting Train Dispatcher. All movements so authorized must be made at yard speed. It will not be necessary to wait five minutes before entering main track after opening non-locked switches in this block when flashing red aspect is displayed on the indicator.

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

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

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

SECOND SUBDIVISION

STOCKTON.

North Channel Line. Governed by absolute signals and electric lock. Eastward signal is a two-unit signal with "S" unit. When the "S" unit is illuminated electric lock is released and must be unlocked before switch is changed by hand operation. Work authority obtained under Rule 547 does not authorize use of this switch per Rule 550.

Engines and cars must be brought to a stop at Country Club Highway crossing and must be preceded by flagman over crossing.

Bridge over Smith Canal will not clear man on top of car.

THORNTON.

Sound Whistle Signal 14.11 approaching MP 114, Thornton Cannery.

An electrically-operated steel pedestrian bridge over cannery track, located about two car lengths west of Door No. 12. This bridge is controlled by electric switch pushbuttons inside a wall box, secured by switch lock, adjacent to bridge.

Before commencing switching on this track, crew must insure that bridge is in fully raised position. If bridge is in down position, press electric pushbutton marked "Raise" until bridge comes to rest in fully raised position.

SOUTH SACRAMENTO.

(a) Block limits are as follows:

East switch Pollock to west switch South Sacramento
West switch South Sacramento to east switch South Sacramento

East switch South Sacramento to absolute signal SP Crossing R Street

Absolute signal SP Crossing R Street to absolute signal west switch Haggin

Absolute signal west switch Haggin to absolute signal east switch Haggin

Absolute signal east switch Haggin to absolute signal Globe.

(b) Flashing red aspect displayed by indicator on signal mast beneath Sutterville overpass, authorizes switching movements between absolute signals at east and west ends of train yard without contacting train dispatcher. All movements so authorized must be made at yard speed. It will not be neces-

sary to wait five minutes before entering main track after opening non-locked switches in this block when flashing red aspect is displayed on the indicator.

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

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

(d) Dual control power operated split point derail in service at clear point east end siding. Derail operates in conjunction with power operated main track switch. When east switch is hand operated, power operated derail must also be hand operated. It is permissible for a yard engine to make an eastward move over it by signal indication, then, without reaching main track move westward without placing the derail in hand-throw position. However, if there are a series of such moves, the derail must be placed in hand-throw position to avoid hazard of train dispatcher changing lineup during the switching operations.

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

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

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

SACRAMENTO.

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

(b) Lunar white marker located on short mast about 100 feet west of westward absolute signal, 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.

TROWBRIDGE.

No electric lock mechanism on main track switch to spur. Rule 552 governs.

MARYSVILLE.

(a) Inside crossover switch on siding and hand-throw tandem derails on east end of tracks 1 and 2 are not electrically-locked and must NOT be operated before obtaining electric lock D-26.

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

SP Connection MP 180.42.

The hand-operated switch is east connected to main track, equipped with electric lock and protected by separate hand-operated derail located on turnout approximately 110 feet west of main track switch.

Instructions for operation of electric lock located in telephone box adjacent to main track switch. Electric lock switch must be

operated before derail, otherwise electric lock will not release. See Rule 550.

Eastward SP trains and engines at MP 180.42 must contact train dispatcher to obtain permission to operate electric lock and for instructions to move MP 180.42 to Oroville Yard. Westward SP trains and engines must contact train dispatcher for instructions to move Oroville Yard to MP 180.42.

SACRAMENTO NORTHERN CREWS

Eastward SN trains and engines at Haggin must contact train dispatcher for instructions to move Haggin to Globe or beyond.

SANKEY

Eastward absolute signal on SN is a two-unit signal. Upper unit governs movements to WP main track. Lower unit governs movements to Sankey.

MARYSVILLE

(a) SN trains or engines must contact train dispatcher for permission to enter siding and for instructions to move Marysville to Cleveland or beyond.

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

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

Absolute signal at Cleveland to west siding switch Marysville.

West siding switch Marysville to east siding switch Marysville.

East siding switch Marysville to Tambo.

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

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

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

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

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

OROVILLE YARD, SECOND AND THIRD SUBDIVISION

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

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

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

(C) Approach circuits for the flashing light signals protecting the Louisiana Pacific Crossing No. 4-203.9c on the Adelaide Spur have been shortened to 440 feet either side of crossing. All movements approaching this crossing must not exceed 10 MPH.

THIRD SUBDIVISION

RULE 105. Sidings on third subdivision, are included in signal circuits. None of these sidings may be occupied or fouled unless authorized by an absolute signal indication or by permission of the train dispatcher.

RULE 105-A. Westward trains occupying siding Camp Rodgers stop back 1000 feet from fouling point to comply with this rule.

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

Twain. Dual control power operated split point derail in service at clear point, west end Twain siding. Derail operates in conjunction with power operated main track switch.

When west switch Twain is hand operated, power operated derail must also be hand operated. Rule 545 will govern.

Permasco car skates on posts approximately 15 car lengths and 30 car lengths west of east switch Twain.

When setting out cars on this siding see they are used. If cars already on siding, arrange to couple cars to be set out with the cars already there, resetting skates under outside pair of wheels of truck of first car on the down hill side. When coupling into car or cars on siding make coupling carefully and see skates removed before cars are pulled or pushed.

When all cars are removed from siding crews making pick up will see skates are re-hung on post or pole in place provided.

In addition to the use of Permasco skates a sufficient number of hand brakes must be set. Cars must be coupled if practicable. Wheels must be further blocked if necessary to prevent their movement.

Keddie.

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

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

DRAGGING EQUIPMENT DETECTORS

West switch Poe. Indicator lamp 50 feet west of detector. **Signal 2238.** Indicator lamp 50 feet east.

When indicator lamp is actuated, it will display a lighted "D" and trains must be stopped promptly before reaching West Branch Bridge, and inspection made.

FOURTH SUBDIVISION

Permasco car skates at Moccasin, Greenville, Robbers Creek, Lodge Pole, and Little Valley.

When setting cars out on any of these sidings, see that they are used. If cars already on siding, arrange to couple cars to be set out with the cars already there, resetting skates under outside pair of wheels of truck of first car on the down hill side. When coupling into car or cars on siding, make coupling carefully and see skates removed before cars are pulled or pushed.

When all cars are removed from siding, crew making pickup will see skates are re-hung on post or pole in place provided.

In addition to the use of Permasco skates, a sufficient number of hand brakes must be set. Cars must be coupled if practicable. Wheels must be further blocked if necessary to prevent their movement.

Rule T-82-A. For the application of Rule T-82-A, Greenville will be regarded as the initial station for Eastward Regular Trains.

A clearance will not be required by Fourth Sub-division trains departing Keddie. Conductor, or engineer if there is no conductor, will contact train dispatcher prior to leaving Keddie on Fourth Subdivision to ascertain if any instructions concerning track or underfoot conditions or load dimensions are in effect between Keddie and Greenville.

Rules T-83-A, T-83-B. All trains register at Greenville by ticket.

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

(b) Upper unit of 2-unit absolute signal governs eastward movement from inside tracks Keddie to the Fourth Subdivision.

Absolute dwarf signal on Fourth Subdivision lead when displaying aspect per **RULE 288** will govern westward movement from Fourth Subdivision to siding or yard.

Greenville. Aspect per Rule 285 displayed by Eastward Absolute Signal at West Greenville authorizes movement to end of TCS at East Greenville.

Aspect per Rule 292-A displayed by Eastward and Westward Absolute Signals at West Greenville authorize movement into, and out of, siding Greenville. Siding Greenville is not included in signal circuits and all movements must be made at "Yard Speed". Westward Absolute Signal at East Greenville governs movement on main track to West Greenville. Siding Greenville must not be entered at East Greenville unless authorized by train Dispatcher.

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

Normal position junction switch lined for Western Pacific main track.

Westwood. No. 2 track and old electric siding connected with No. 2 track at west end will be used as siding.

Derails on west end old electric siding and house track must be kept in derail position except when being used. East switch of old electric siding must be left lined for siding.

Poison Lake. Switch point derail at clearance point west end of log loading track. This derail must be left in derailing position except when track is actually being switched.

THIRD AND FIFTH SUBDIVISIONS

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

(A) Signal aspect per Rule 288 displayed by automatic signals or indicators between east train yard switch MP 322.13 and west train yard switch MP 320.15, authorizes yard switching or engine movement on main track within these limits.

(B) The absence of signal aspect per Rule 288, or its removal, is an indication that the train dispatcher desires the main track cleared for through train movements.

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

(D) When a westward train or engine is stopped at absolute signal at east train yard switch, MP 322.13, or an eastward train or engine is stopped at absolute signal at west train yard switch, MP 320.25, by a STOP indication and train or engine is instructed by the train dispatcher to proceed under flag protection per

Rule 509.1.b, when next signal or indicator in advance can be seen displaying aspect per Rule 288, and intervening track to such signal can be seen to be clear, train or engine may pick up flagman and proceed at yard speed.

(E) Eastward absolute signals at west train yard switch are under electrically-coordinated joint control of train dispatchers for the Third and Fifth Subdivisions.

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

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

(F) Derail at west end of west siding is hand-operated independent of switch. Derail will actuate signals on main track when not in derailing position.

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

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

FIFTH SUBDIVISION

Tunnel 37. Slide detector fence in tunnel is interconnected with T.C.S. system. Trains passing absolute signal at East Chilcoat or West Scotts on Form B because of fence outage within the tunnel will be so advised by train dispatcher.

Trains so notified, must, in addition to complying with Rule 509, watch for rocks fouling the track and for possible fence wires hanging from the ceiling of the tunnel, while engine passes through tunnel. If wires are found to be hanging, stop immediately to avoid damaging the detector fence.

Westward trains having passed West Scotts on a clear or approach signal indication and finding automatic signal 3415 displaying aspect per Rule 291, be governed by the above instructions.

Gerlach. U. S. Gypsum Co. engine uses east end of siding Gerlach as a tail track when delivering or receiving cars from WP Co. When using siding Gerlach, approach east end of siding looking out for U. S. Gypsum Co. engine.

Switch at west leg of wye and Balloon Track is to be left lined and locked for Balloon Track. This does not relieve employees using this switch from knowing its position prior to use.

FIFTH AND SIXTH SUBDIVISIONS

Winnemucca. Rule T-82-A. No clearance is required at WP Winnemucca for movement to Fifth or Sixth Subdivisions. Crew member of WP trains will contact Train Dispatcher for instructions and verbal authority to depart Winnemucca. After such authority is received, movement will be governed by signal indication.

Train orders or other written instructions regarding track conditions, underfoot conditions load dimensions, train movement, work to be performed, or other instructions concerning Fifth and Sixth Subdivisions will be issued to Westward WP Trains at Elko and Carlin and to Eastward WP Trains at Portola. At Winnemucca, inbound engineer leave such information on locomotive and inbound conductor leave such information in desk drawer of caboose.

Elko. Westward WP trains require a WP clearance in addition to an SP clearance.

RULE 105. North siding Winnemucca is included in signal circuits and must not be occupied or fouled unless authorized by an absolute signal indication or by permission of the train dispatcher.

First track south of main track Winnemucca will be used as a siding for the meeting and passing of trains. All switches except main track switches must be left lined for this track when switches not in use.

OPERATION OF SP TRAINS BETWEEN FLANIGAN AND WESO INCLUSIVE FIFTH AND SIXTH SUBDIVISIONS

SP trains and engines are authorized to operate over WP tracks between Flanigan and Weso, subject to WP Rules, Timetable, Special Instructions, and Timetable Bulletins.

RULES T-82-A and 204. Wendel. SP trains will be authorized by clearance at Wendel which will be authority for movement on WP track Flanigan to Carlin. Train orders may be issued at Wendel which will affect movement Flanigan to Carlin.

Flanigan. Connection to SP at MP 384.4. Connection switch east connected and is equipped with a dual-control power-operated switch.

Westward absolute signal governing movement over connection is a two-unit signal. Upper unit governs movement to WP main track. Lower unit has "S" light indicators mounted on signal which indicate as follows:

"S" light illuminated to the right of the mast indicates route lined to SP connection.

"S" light illuminated to the left of the mast indicates route lined for WP into Flanigan siding.

Movement through connection to WP main track is governed by upper unit of absolute signal located at clear point west end SP double track Flanigan, (SP MP 336.51).

All signals governing movement through SP connection MP 384.4 are absolute signals under control of WP train dispatcher. "SA" and "P" apply to SP trains only. **WP Rule 509** applies.

SP trains may enter or leave WP track on PROCEED signal indication, without member of crew contacting train dispatcher, but must contact WP train dispatcher promptly if they are unable to comply with authority granted by signal aspect.

Winnemucca. Rule T-82-A. No clearance required. Clearance received at Carlin authorizes movement Weso to Flanigan. Clearance received at Wendel authorizes movement Flanigan to Carlin.

Weso. SP trains diverging from SP track to WP track Weso will be governed by instructions applicable to WP westward trains.

Carlin. Rules T-82-A and 204. Train orders may be issued to westward SP trains at SP Carlin which will affect their movement between Weso and Flanigan.

SIXTH SUBDIVISION

RULE T-97. Eastward extra trains must have train order or clearance authority for movement before leaving interlocking limits, Weso. See (K) **RULE T-97.**, SIXTH AND SEVENTH SUBDIVISIONS, Use of WP Portion of Paired Track between Weso Alazon, inclusive.

RULE 540. Weso. Westward trains may leave Weso without contacting the train dispatcher when westward interlocking signal indicates PROCEED and will retain their identity.

SIXTH AND SEVENTH SUBDIVISIONS

Use of WP Portion of Paired Track Between Weso and Alazon Inclusive

(A) Between Weso and Alazon, track of WP and SP will be used jointly. All eastward trains of both companies will use WP track, and all westward trains of both companies will use SP track, unless otherwise instructed by train order, except as provided in Sections (S) and (W) hereof.

(B) Current of traffic on WP track, Weso to Alazon, is eastward. Movements against the current of traffic must not be made except under flag protection or as authorized by train order.

Manual block may be established by train order to govern movements between given points, requiring trains to receive clearance reading, 'Block Clear' or 'Block Occupied', before entering the block.

Trains or engines must not be permitted to enter the block until all opposing movements have cleared the block.

Trains and engines receiving clearance showing 'Block Occupied' must move through the entire block at restricted speed, unless information is received from train dispatcher that block has been cleared.

Passenger trains must not be operated unless the block is clear.

Train dispatchers will use following form of train order to authorize movement of a westward train or to create a work extra.

Example 1: "Eng run extra on WP track to" with right over Eastward trains."
This order must be given to all opposing trains on WP track.

Example 2: "Eng works extra on WP track M until M between and"
This form of order must be given to trains before entering territory covered.

When moving westward on WP track between Alazon and Weso, maximum speed of passenger trains and light engines is 59 MPH, and for freight and mixed trains 49 MPH, but all other speed restrictions must be observed. 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.

(C) **RULE 19.** When the rear car of an SP passenger train is equipped with a combination oscillating red light and auxiliary green marker light, oscillating red light must be displayed by day as well as by night when train is on main track, and when so displayed, will be considered as markers. Oscillating red light must be extinguished and green marker light displayed when train has stopped clear of main track to be met or passed by another train.

(D) **RULE 20.** All sections except the last must display two green lights by day and night in place provided on the front of engine as classification signals.

RULE 21. Extra trains must display two white lights by day and night in place provided on the front of engine as classification signals.

When two or more engines are coupled only the lead unit will display classification signals.

RULE 24. Trains must be identified by engine number on lead or other unit in engine consist and the number designated for identification must be illuminated day and night. Other engine numbers must not be illuminated.

(E) **RULE T-82-A.** SP trains which are to operate east of Weso on WP must, unless otherwise instructed, receive WP clearance at Sparks.

A clearance authorizing an eastward SP first-class train at Sparks for movement over the WP at Weso will apply only to Carlin, where another clearance must be obtained authorizing train Carlin to Alazon.

(F) **RULES T-82-A and T-83** will not apply to SP trains at Elko, but they will be governed by train-order signal, and at Carlin will be governed by train register and second paragraph of Rule T-83-B.

(G) **RULES T-83-A and T-83-B.**

Weso. Eastward SP inferior trains arriving Weso may run ahead of superior trains Weso to Carlin when interlocking signal at Weso displays PROCEED indication. Under the same conditions, eastward inferior WP trains may run ahead of superior trains Weso to Alazon. This does not relieve inferior trains from providing flag protection if stopped or delayed. Eastward superior trains must run expecting to find inferior trains running ahead under these conditions.

Carlin. Register station for eastward first-class trains only. Registration will be by ticket and SP operator will enter same on joint register SP station Carlin.

Elko. Eastward SP first-class trains register by ticket. Other eastward SP trains will not register.

(H) RULE T-83-B. When an eastward schedule or section is checked on register at Sparks, or visual identification is made between Sparks and Weso, such identification or register check may be applied at Weso.

(I) RULE T-83-B. Second paragraph will not apply at Carlin to work extras and westward extras. Such trains must not leave Carlin until it has been ascertained whether all regular trains due have arrived or left.

(J) RULE T-96. Sections of regular trains may be created Weso to West Carlin or Carlin.

(K) RULE T-97. Eastward extras between Weso and Alazon may be authorized by clearance as follows:

Eastward SP extras may be authorized by clearance issued at Wendel or Sparks which will confer authority to run extra Weso to Carlin.

Eastward SP extras may be authorized by clearance issued at Carlin which will confer authority to run extra Carlin to Alazon.

Eastward WP extras may be authorized by clearance issued at Portola which will confer authority to run extra Weso to Elko.

Eastward WP extras may be authorized by clearance at Elko which will confer authority to run extra Elko to Alazon.

Any other eastward extra movements must be authorized by train order.

When necessary to annul the authority of an extra which has been authorized by clearance, a train order will be issued in the following form:

"Eng is annulled as an extra from"

(L) RULE 204. Train orders may be issued to eastward SP trains at Sparks which will affect their movement between Weso and Carlin.

Train orders may be issued to eastward SP trains on Sixth Subdivision which will affect their movement on the Seventh Subdivision between Elko and Alazon.

Train orders may be issued to westward SP and WP trains at SP Carlin which will affect their movement on WP between Weso and Flanigan, and Weso and Portola.

Train orders may be issued to Eastward SP trains at Wendel which will affect their movement between Weso and Carlin.

Train orders may be issued to Eastward WP trains at Portola which will affect their movement between Weso and Elko.

(M) RULE 221. Applies only to eastward SP trains at Elko.

(N) RULES 509 and 510. When a block signal indicates STOP (in either direction) trains will be governed by Rules 509 or 510.

Signals in paired track territory which are not equipped with number plates are STOP signals. When these signals display STOP indication, member of crew will contact train dispatcher in accordance with Rule 509.

At Preble, Barth, Elburz and Deeth, when signals indicate STOP and train dispatcher knows there is no opposing movement involved, he may orally authorize train to proceed at restricted speed to the next governing signal.

When member of crew is unable to contact train dispatcher within five minutes, train may proceed at restricted speed to the next governing signal without sending a flagman ahead.

(O) West Carlin. Main track detour switch at MP 643.4 is interlocked.

Interlocking limits extend from home signal MP 643.4, located 100 feet west of remote-controlled switch, to dwarf home signal, located 350 feet east on main track, governing westward movements, and to dwarf home signal, located 350 feet east on detour, governing westward movements to main track.

If signals indicate STOP be governed by Rule 663. If route is not properly lined, call signal operator and obtain authority to operate this dual-controlled switch by hand.

SP passenger trains and light engines are authorized to use WP main track at Carlin providing Signal 643.4 indicates proceed on WP main track. If signal 643.4 indicates movement over west detour to SP yard, such trains will enter detour and proceed to SP yard at Carlin.

West Carlin detour extends from remote-controlled switch on WP main track at West Carlin to connection with SP main track at west end of Carlin yard.

(P) Carlin. When trains on which crew changes are made at Carlin, are departing, they must move at restricted speed until reaching a point where next signal indication can be clearly seen and intervening track can be seen to be clear.

All SP switch movements on WP main track between West Carlin and East Carlin must be made with authority of WP train dispatcher and under provisions of Rule 99.

(Q) East Carlin. Detour extends from East lead on SP to East Carlin on WP. Movements over dual-controlled power operated switch are governed by absolute signals bearing the letter "A". Trains or engines finding these signals displaying aspect per Rule 292 will be governed by WP Rule 509.

When these signals display an indication permitting eastward movement, signal authorizes SP eastward inferior trains to run ahead of eastward superior trains from East Carlin to Alazon, being governed by signal indications displayed. Eastward superior trains must run expecting to find inferior trains moving in advance East Carlin to Alazon authority of the eastward absolute signal indication. This does not relieve inferior trains from providing flag protection if stopped or delayed.

(R) Eastward SP freight trains and other trains when so directed, also engines moving between WP and SP yards will use East Carlin and/or West Carlin detours.

(S) Elko. Crossover, Third St. WP Elko yard. Inside siding switch of crossover electrically-locked. Release of electric lock must be obtained before main track switch is lined. Instructions for operating the lock are posted in electric lock case.

Dwarf signal governing westward movements, located between main track and siding, at MP 665.5. Approach lighting circuit starts 300 feet east of Signal 6655.

When engine on eastward train on main track passes the limits of restriction at MP 666.4, speed may be increased to 30 MPH until the rear of the train passes the speed restriction limits at MP 666.4.

(T) Spring switch, 12th Street, east end of old main track, WP Elko yard, normally lined for eastward main track and may be trailed through eastward onto main track.

Trains or engines trailing through spring switch old main track to main track East Elko must not exceed 20 MPH.

Eastward trains leaving Elko on old main track finding Signal 6660 displaying aspect per Rule 291, must stop short of signal and operate push button. Eastward trains leaving Elko on main track finding Signal 6662 displaying aspect per Rule 291 must stop and operate push button when there is an eastward train on old main track. Instructions for operating push buttons are posted in push button housings.

Telephone located on instrument case south side of tracks opposite Signal 6662 for purpose of contacting train dispatcher when Signal 6660 or 6662 does not clear promptly after push button operation. If signal continues to display aspect per Rule 291 after expiration of time release interval, train may proceed at restricted speed after obtaining permission from train dispatcher.

Westward trains and engines must stop and examine switch points before moving over spring switch, East Elko.

Dwarf signal located 250 feet west of spring switch at east end old main track Elko, governs movements against current of traffic on main track to dwarf signal 6655 located at 4th St., Elko.

(U) East detour extends from SP siding to WP freight yard, Elko.

(V) Westward WP freight trains and other trains when so directed, also engines moving between WP and SP yards will use East Elko and/or West Elko detours.

(W) **Weso.** T.C.S. controlled by WP train dispatcher. Westward home signal governs movements through interlocking limits and to enter T.C.S. on WP main track. When STOP indication is displayed and movement via WP is desired, WP Rule 509 will apply. When STOP indication is displayed and movement via SP is desired, SP Rule 776 will apply.

("A" applies to WP only and "SA" applies to SP only.)

Switches on SP end of crossovers are dual-control. Permission of WP train dispatcher is required for hand operation, governed by WP Rule 545.

Spring switches on WP end of crossovers are normally lined for WP track. WP Rule 104-D applies.

Electric lock on west crossover spring switch releases when the power switch on this crossover has been reversed by the WP train dispatcher.

Obtain permission from the WP train dispatcher for movement from WP track to SP track over crossovers and be governed by SP Rule 776.

Westward movement from WP A.B.S.S. to WP "enter T.C.S." will be made by signal indication. If signal fails to display proceed indication WP Rule 509 will apply.

Instructions for operation of dual-control switches and electric switch locks are posted in telephone booths located at interlocking signal.

(X) **Alazon.** C.T.C. controlled by SP dispatcher. Eastward home signal governs movements through interlocking limits and to enter T.C.S. on WP main track. When STOP indication is displayed and movement via WP is desired, WP Rule 509 will apply. When STOP indication is displayed and movement via SP is desired, SP Rule 776 will apply.

("A" applies to WP only and "SA" applies to SP only.)

Dual-control switches are under control of SP dispatcher. When necessary to hand-throw these switches, permission must be obtained from dispatcher and be governed by SP Rules 771 and 772.

West switch of crossover between SP and WP main track is a spring switch and normal position is for SP main track. Movements over this switch must be made in accordance with SP Rule 535.

(Y) **RULE T-86.** WP inferior trains may run ahead of superior trains from Elko to Alazon. Eastward superior trains must run expecting to find inferior trains running under these conditions. This does not relieve inferior trains from providing flag protection if stopped or delayed. This shall not apply to engines using main track within Elko Yard limits.

ENGINE WHISTLE SIGNALS

Weso: Westward WP trains on SP track must sound whistle signal

o — — at sign reading "WP WHISTLE" located at SP MP 425.10 approaching Tule.

Carlin: Westward: Approaching east end yard:
SP freight trains, o — o,
WP trains, — o.

Alazon: Eastward WP trains must sound whistle signal
o — — at sign reading "WP WHISTLE" located at MP 706 Pole 21.

WESTWARD AUTOMATIC BLOCK SIGNAL SYSTEM CIRCUITS

(a) Signals 6511 (200-ft. east of Tunnel 42), and 6497 (200-ft. east of Tunnel 41), and Signal 6475 at MP 647.50 are controlled from east absolute signals at East Carlin Detour; "Block System Limit" signs are opposite clearing points East Carlin Detour.

(b) Signals 6369 (100 feet east of Tunnel 40) and 6357 (624 feet east of Tunnel 39); "Block System Limit" sign opposite Signal 6352, controlled from 2400 feet east of MP 632.

(c) Signals 6313 (3650 feet west of MP 632) and 6287. "Block System Limit" sign opposite Signal 6274, controlled from 1000 feet east of MP 623.

SEVENTH SUBDIVISION

Alazon. RULE 540. Eastward trains may leave Alazon without contacting the train dispatcher when eastward interlocking signal indicates PROCEED and will retain their identity.

Wells. Engines must not exceed 10 MPH on straight track and 5 MPH on turnouts in UP yard.

Trains having work to do, must clear road crossings east of WP depot, cutting train if necessary.

Shafter. Engines must not exceed 10 MPH on straight track and 5 MPH on turnouts in NN yard and are prohibited from using NN rip track. Nevada Northern crossing must not be blocked while switching.

Flood detectors. Located on south side of track at twenty-five points between MP 788.46 and MP 797.50, interconnected with signal system.

RULE 204. WP train orders may be issued at Roper and Elko which cover speed restrictions and track conditions on UP portion of joint track between Smelter and North Yard.

POLLARD JCT. AND ROPER YARD INSTRUCTIONS

Eastward and westward freight trains will enter and leave D&RGW running tracks through interlocking between Pollard Jct. and 1st So. St., Salt Lake City. Trains must keep to the right. Movement against current of traffic on these two running tracks will be made in accordance with D&RGW Operating Rule 93. Eastward trains arriving Roper, unless otherwise instructed, will stop at 21st So. St. and get head in from yardmaster through the two-way speaker located near 21st So. St.

Audible annunciator located 430 feet west of 13th South St. A sign reading, "Grant Tower Annunciator" has been installed at this location and the following whistle signals will be given:

WP trains and engines departing. o o o o .

Ogden trains and engines departing _____ .

WP engines moving Roper to North Yard. o o .

When operating in joint yard territory east of T.C.S. limits, Pollard Jct. (MP 927.2), WP crews will obey instructions of terminal officers, including D&RGW officers having supervision over the terminal and, in addition to WP rules, will be governed by D&RGW Rule 93, which reads as follows:

"Yard limits will be indicated by yard limit signs and designated in the time-table.

Within yard limits the main track may be used, clearing first class trains as prescribed by the rules. In case of failure to clear the main track, protection must be given as prescribed by Rule 99.

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

All except first class trains must move within yard limits at reduced speed, unless the track is seen or known to be clear.

D-93. Within yard limits when running against the current of traffic or on a portion of Two or More Tracks used as single track, all trains and locomotives must move at reduced speed, unless the track is seen or known to be clear."

REDUCED SPEED. A speed that will permit stopping short of another train or obstruction, or anything that may require the speed of a train or locomotive to be reduced.

FIRST SUBDIVISION, SAN JOSE BRANCH

NILES JUNCTION.

(a) Westward Automatic Signal Number 08 located MP Branch 0.8 just east of Morrison Canyon Road governs approach to absolute signal at Niles Jct. and may display aspects per Rules 281, 285 or 291.

(b) Trains in excess of 40 car lengths including caboose which find this signal displaying aspect per Rule 291 or Rule 285 must stop and contact train dispatcher for instructions.

(c) Trains must not block Morrison Canyon Road or Pickering Avenue unnecessarily.

(d) When aspect per Rule 283 is displayed on westward main track absolute signal, East Niles Junction, this will authorize movement from Niles Junction to Curtner.

(e) Tail of wye switch hand operated, normally lined for east leg of wye. Trains or engines using west leg of wye must do so at yard speed and must not operate tail of wye switch or pass clearance point without permission of train dispatcher.

MILPITAS.

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

(b) Absolute signals installed at crossovers, MP BR-11.65, just east of office building. When instructed by the train dispatcher to line crossover switches to enter west or east siding, both switches to crossover to be used must be lined before any portion of train or engine passes absolute signal and thereafter, to enter siding only, trains may pass absolute signal displaying aspect per Rule 292.

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

Dwarf signals located adjacent to crossover govern crossover movements to main track only and do not apply to siding movements. Except when in use for movement through crossover these signals will be dark.

(c) Derail on west leg of wye located at clearance point. Derail on east leg of wye located 392 feet west of main track switch.

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

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

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

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

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

San Jose Yard.

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

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

INTERLOCKING PLANTS AND SIGNALS AND RAILROAD CROSSINGS NOT INTERLOCKED

Refer to Rule 6-A., pages 28 and 29, Operating Rules 1971 and add AI-automatic interlocking.

MP 5.8-SP Crossing and MP 5.9-Chestnut Junction, Magnolia Tower. Interlocking. Towerman on duty.

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

Westward: Two unit home signal on westward main track 700 feet east of crossing; upper unit governs movement to WP yard; lower unit to OT interchange. Color-light dwarf signal 490 feet east of crossing governs movement from eastward main track to WP yard.

Eastward whistle signals:

East yard to eastward main track, — .

to westward main track, — o — .

No. 1 track, east yard, to eastward main track, o — .

to westward main track, o — o .

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

MP 7.7 Clinton, SP Crossing. Interlocking, Remote-Controlled. Spring switch located 60 feet west of Crossing at end of double track normally lined for westward main track and may be trailed through eastward on eastward main track.

Home signal east of crossing is a single unit signal with "S" unit on mast. This signal will display aspects per Rule 292, 292-A, and 288. All westward movements through this interlocking will be authorized by flashing red aspect per Rule 288. "S" Unit must be illuminated per Rule 292-A before spring switch is reversed. Trains or engines moving from eastward main track to westward main track, or vice versa, must move beyond home signal and receive proper signal indication for reverse movement. If authorized to pass this signal in STOP position, in addition to observing Rule 663, spring switch must be examined and points found to fit properly for movement desired. That part of Rule 663, referring to waiting time, is modified to three minutes instead of ten minutes at this Crossing.

MP 10.6 and MP 10.7 Melrose, SP Crossings. Interlocking. Remote-Controlled.

That part of Rule 663, referring to waiting time, is modified to five minutes instead of ten minutes at this crossing.

MP 13.7 Elmhurst, SP Crossing. Interlocking. Remote-Controlled.

RULE 509 also applies. That part of Rule 663, referring to waiting time, is modified to five minutes instead of ten minutes at this Crossing.

MP 30.3 Niles Tower, SP Crossing. Interlocking. Towerman on duty.

MP 42.7 and MP 42.97 Radum, SP Crossing. Interlocking. Automatic.

That part of Rule 663, referring to waiting time, is modified to five minutes instead of ten minutes at this Crossing.

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

MP 74.05, SP Crossing. Interlocking. Automatic.

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

Signals are approach clearing. If train or engine fails to reach home signal within eleven minutes after proceed aspect is

displayed, train or engine must expect to find STOP aspect displayed. Secondary clearing circuits extending 500 feet in approach to home signals, must be occupied before signal may again display proceed aspect.

MP 84.45 SP Crossing. Interlocking. Remote-Controlled. Under control SP Train dispatcher.

When interlocking signals display STOP aspect and reason not apparent, contact SP train dispatcher. When westward home interlocking displays STOP aspect, westward trains will stop to clear Lathrop highway crossing.

WP emergency release box located adjacent to crossing must be operated when instructed to do so by SP train dispatcher or when instructed by SP train dispatcher to flag through interlocking. If unable to contact SP train dispatcher and no trains can be seen or heard approaching, operate emergency release and observe rules 663 and 509.

When switching is done on main track at West Lathrop or crossover west end of Army Supply Depot track, SP train dispatcher must be notified by telephone, length of time to be used so signal lineup may be changed if necessary and must also be notified when switching is completed.

MP 90.5 Ortega, Hunter Street Line, SP Crossing. Interlocking. Remote-Controlled.

Movements over SP Crossing will be made in accordance with signal indication.

Westward interlocking signal is also absolute signal. RULE 509 also applies.

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

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

MP 93.2 AT&SF Tower, AT&SF Crossing. Interlocking. Towerman on duty.

RULE 509 also applies. Limits of AT&SF Stockton Tower include that portion of main track and siding on the AT&SF to Fresno Street and signal indications will supersede the superiority of trains for both opposing and following movements on the same track. The movement of trains and engines in these limits will be supervised by the Tower who will issue instructions as may be required. The Tower must be advised in advance of any known condition that will delay the train or engine or prevent it from making usual speed.

Speed limit between Stockton Tower and Fresno Street 20 MPH.

Following fixed signals and indications are effective in above specified territory:

Red — Stop and communicate with Tower for instructions.

Flashing Red — Proceed prepared to stop short of train obstruction or switch not properly lined but not exceeding 20 MPH.

Red over Yellow — Same as Flashing Red.

Telephones to AT&SF Tower located in booth at Hazelton Avenue Lead, Commerce Street and Fresno Street.

WP train dispatchers telephone located in booth at Hazelton Avenue Lead.

Absolute signal governing movement from Hazelton Avenue Lead may display aspect per Rules 288 or 292 for movement to WP main track at MP 93.2. When aspect per Rule 288 is displayed, proceed to next governing signal.

Signal governing movement from Commerce Street and Fresno Street to AT&SF main track or siding may display aspect per Rules 288 or 292. When aspect per Rule 288 is displayed, this authorizes movement to AT&SF main track and siding.

When aspect per Rule 292 is displayed, crew must contact Tower for instructions.

Last governing signal on AT&SF main track and siding will authorize movement to WP main track. If aspect per Rule 292 is displayed, authority for movement may be obtained through towerman.

Dwarf signals at Center Street govern movement from AT&SF main track and siding to Commerce Street.

Following whistle signals will be observed:

From WP to AT&SF enroute Hazelton Avenue 0 0 0 — .

From WP to AT&SF enroute Commerce Street and beyond — 0 .

From AT&SF to WP main track and WP main track either direction..... — .

MP 93.8 Weber Avenue, SP Crossing. Interlocking. Remote-Controlled.

RULE 509 also applies. That part of Rule 663, referring to waiting time, is modified to five minutes instead of ten minutes at this Crossing.

MP 95.1 El Pinal, SP Crossing. Interlocking. Remote-Controlled. Under control of SP train dispatcher.

When interlocking signals display STOP aspect and reason not apparent, contact SP train dispatcher.

SP dispatchers telephone and WP emergency release box located adjacent to crossing. Emergency release must be operated when instructed to do so by SP train dispatcher or when instructed by SP train dispatcher to flag through interlocking. If unable to contact SP train dispatcher and no trains can be seen or heard approaching, operate emergency release and observe Rules 663 and 509.

MP 138.0 "R" Street, SP Crossing. Interlocking. Remote-Controlled.

RULE 509 also applies. Low dwarf absolute signal bearing letter "A" located 80 feet east of "S" Street on west leg of wye governs movement from west leg of wye to main track only and does not apply to movements to California Builders Supply spur. When switch is lined for movement to California Builders Supply spur, this signal will display aspect per Rule 288.

Interlocking Home signals located 75 feet west and 200 feet east of SP Crossing west leg of wye govern movements over SP Crossing only. When these signals display aspect per Rule 288, movement may be made over SP Crossing at yard speed. If aspect per Rule 288 is not displayed, Rule 663 will apply and waiting time modified to three minutes.

Switches leading to California Builders Supply spur and CAL-PAK 15 spur are manually operated. These switches will be lined and locked normally for through movements on west leg of wye. Movements into and out of these spurs can be made without contacting train dispatcher.

Rule 670 is modified at this location to permit reverse movements to be made within interlocking limits provided a portion of switch cut or engine is between interlocking home signals.

That part of Rule 663, referring to waiting time, is modified to three minutes instead of ten minutes at this Crossing.

RULE 509 also applies.

MP 152.5 Sankey, SN Crossing and Connection.

RULES 509 and 546 apply. Westward absolute signal is a two-unit signal. Upper unit governs movements on WP main track. Lower unit governs movements to SN main track.

MP 180.2 Binney Junction, SP Crossing. Remote-controlled. Under control SP train dispatcher.

When interlocking signals display STOP aspect and reason not apparent, contact SP train dispatcher.

SP dispatchers telephone and WP emergency release box located adjacent to crossing. Emergency release must be operated when instructed to do so by SP train dispatcher or when instructed by SP train dispatcher to flag through interlocking. If unable to contact SP train dispatcher and no trains can be seen or heard approaching, operate emergency release and observe Rules 663 and 509.

MP 765.9 NN Crossing. Interlocking. Remote-controlled. Rules 509 and 663 apply.

When using dual-control switch west end Shafter siding in hand-throw position, movement must be made in accordance with Rules 545 and 663.

Derail installed in NN connection at clearance point for Shafter siding. Connection switch and derail equipped with electric locks which normally are in release position. If lock fails to release when padlock is removed, follow instructions in phone booth nearby.

MP 927.2 Pollard Jct.

Interlocking.
Grant. Towerman on duty.
WP Rules apply

D&RGW RULE 290.

Aspect

Name.

Red over red over lunar,
or red over lunar,
or lunar.

Restricting

Indication

Proceed at restricted speed:

(1) Within ABS to next signal governing in the same direction.

(2) At interlocking outside ABS through interlocking limits.

(3) Onto non-signaling track until entire train is through turnout.

D&RGW RULE 508. The absence of a light or white light displayed where a color or lunar light should be, on an ABS, must be regarded as the most restrictive indication that can be given by that signal.

The following signals may display lunar aspect: Signal 66A governs movements entering Roper Yard from north and west; Signal 66B governs movements entering spurs lined to south or eastbound track to Roper Yard; Signal 68B governs movements departing Roper Yard to north and west; Signal 72 governs westbound movements out of Roper Yard on the eastbound running track; Signal 74 governs movements west out of Saucer No. 2.

MP 928.6 UP Crossing. Interlocking. Automatic.
WP Rules apply.

SAN JOSE BRANCH

MP 19.6 Valbrick, SP Crossing. No Interlocking.

MP 20.2 Willow Glenn, SP Crossing. Interlocking.

Home signals 225 feet east and west of Crossing. No approach signals.

All trains must come to STOP at home signals, and a member of crew go to Crossing and carefully follow instructions pasted inside of derail lock box at Crossing before proceeding over Crossing.

MP 22.3 West San Jose, SP Crossing. No interlocking.

Protection by Stop Boards. All trains, engines and cars shall come to a STOP before proceeding across this Crossing and shall not thereafter proceed until it has been ascertained that no trains, engines or cars are approaching from either direction upon the conflicting route within a distance and at a speed which will in any way render them liable to conflict with the movement about to be made over the Crossing.

Southern Pacific Company shall have precedence in the use of the Crossing.

RULE 302. AUTOMATIC HOT BOX DETECTOR

Automatic Hot Box Detector is in service at MP 556.90.

Hot Box Indicator is located on Signal 5596.

"Wait" Indicator is located on Signal 5550.

Hot Box Locator is located at Red House.

Hot Box Indicator will normally display a flashing "H" until approaching train has been checked. If no hot journal has been found, indication will change to steady "H".

Flashing "H" indication will not change if a hot journal has been found and the train must stop at Red House.

The automatic locator at Red House will indicate the location of the hot box in the train in accordance with posted instructions.

"Wait" indicator on Signal 5550 will normally display a steady "W".

If train ahead has a hot journal, Signal 5550 will indicate aspect per Rule 291 and a flashing "W".

If flashing "W" continues after train has stopped, communicate with train dispatcher for further instructions. If unable to communicate with train dispatcher, train may, after waiting five minutes, pass flashing "W" and be governed by Rule 291.

An indicator lamp is mounted on the Hot Box Detector house. If head end of train finds the indicator lamp displaying a steady light, Hot Box Detector is in service. If indicator lamp is out, Hot Box Detector is out of service. If rear of train finds the indicator lamp displaying a flashing light, a hot box has been found.

RULE 302. HOT BOX DETECTORS ARE IN SERVICE AT THE FOLLOWING LOCATIONS:

MP 358.34 between Red Rock and Doyle

Westbound "H" indicator located MP 354.3

Eastbound "H" indicator located MP 360.2

Westbound trains stop at West Red Rock

Eastbound trains stop at East Doyle

MP 387.1 between Flanigan and Sand Pass

Westbound "H" indicator located MP 385.3

Eastbound "H" indicator located MP 390.5

Westbound WP trains stop at West Flanigan

Westbound SP trains stop at SP connection Flanigan MP

384.4

Eastbound trains stop at East Sand Pass

MP 434.25 between Phil and Gerlach

Westbound "H" indicator located MP 431.92

Eastbound "H" indicator located MP 436.93

Westbound trains stop at West Phil

Eastbound trains stop at East Gerlach

MP 475 between Ronda and Floka

Westbound "H" indicator located MP 472.5

Eastbound "H" indicator located MP 477.5

Westbound trains stop at West Ronda

Eastbound trains stop at East Floka

MP 503.8 between Jungo and Gaskell

Westbound "H" indicator located MP 501.1

Eastbound "H" indicator located MP 507

Westbound trains stop at West Jungo

Eastbound trains stop at East Gaskell

MP 585.80 between Ellison and North Battle Mountain

"H" indicator located on Signal 5880. Trains stop at East

Rennox

MP 615.4 between Dunphy and Beowawe

"H" indicator located MP 617.6. Trains stop at East Beowawe.

MP 693.5 between Elburz and Deeth

"H" indicator located MP 697.2. Trains stop at West Deeth.

MP 733 between Ruby and Ventosa

Westbound "H" indicator located MP 730.14

Eastbound "H" indicator located MP 735.4

Westbound trains stop at West Ruby

Eastbound trains stop at East Ventosa

MP 783.3 between Clifside and Pilot

Westbound "H" indicator located MP 781.5 (East Clifside)

Eastbound "H" indicator located MP 785.5

Westbound trains stop at West Clifside

Eastbound trains stop at East Pilot

MP 830 between Arinosa and Barro

Westbound "H" indicator located MP 827.7

Eastbound "H" indicator located MP 832.2
 Westbound trains stop at West Arinosa
 Eastbound trains stop at East Barro
 MP 860.4 between Clive and Low
 Westbound "H" indicator located MP 856.4
 Eastbound "H" indicator located MP 864
 Westbound trains stop at West Clive
 Eastbound trains stop at East Low

MP 893.7 between Delle and Burmester
 Westbound "H" indicator MP 891.3;
 Eastbound "H" indicator MP 895.8;
 Westbound Trains stop at West Switch Timpie;
 Eastbound Trains stop at East Burmester.

Hot Box indicator will normally display a flashing "H" until approaching train has been checked. If no hot journal is found, the indicator will change to a steady "H".

If "H" indicator is still flashing when passed, a hot journal has been found. Train will reduce speed to 15 MPH and prepare to stop at inspection point shown. In addition, member of crew on engine will call train dispatcher to ascertain if hot box graph shows any extremely high deflections. If so, train should, if practicable, stop short of initial switch of siding where inspection is to take place. If train dispatcher observes any high deflections on hot box graph, he should initiate call to the head end of train involved without waiting to receive a call.

Train crew will communicate with train dispatcher for location of hot journal. He will advise the side of the train noted, the car count ahead of caboose or behind the engine and the axle number from the head end of the car. The crew must check the car shown, also the car ahead and the car behind that car. It will not be necessary to inspect the entire train with the following exception:

When multiple alarms are seen on the graph, this condition can be caused by heavy braking of the train while passing the detector account sparks generated by the brake shoes, and also by abnormal operation of the carrier system. It is easily possible for a genuine hot box to be missed under these conditions and the train must therefore be inspected.

A light out in the "H" indicator must be regarded as a flashing "H".

When a train is stopped by a hot box detector, and if member of crew is unable to contact train dispatcher, entire train must be inspected. When inspection has been completed, Hot Box indication will have been complied with and no further attempt to communicate with train dispatcher concerning hot box indication need be made.

**MAXIMUM SPEEDS
 IN MILES PER HOUR
 Between**

First Subdivision

	WMX and Other Trains Designated, Not Over 80 Tons Per Operative Brake	1 Trains Not Exceeding 100 Cars or 5500 Tons	2 Trains Exceeding 100 Cars or 5500 Tons
Chestnut Jet. and SP Crossing MP 7.2	15	15	15
Over SP Crossing MP 7.2	10	10	10
SP Crossing MP 7.2 and SP Crossing MP 7.7 Clinton	15	15	15
SP Crossing MP 7.7 Clinton and SP Crossing MP 10.6	20	20	20
SP Crossing MP 10.6 and MP 15.2 Williams St. San Leandro	35	35	35
MP 15.2 Williams St. San Leandro and MP 23.93	60	60	50
MP 23.93 and MP 24.8	45	45	35
MP 24.8 and MP 29.25	60	60	50
MP 29.25 and MP 34.4	40	40	30
MP 34.4 and MP 38.8 curve at SP underpass	45	45	35
MP 38.8 and MP 52.3	45	45	45
MP 52.3 and MP 58.2	40	40	30
MP 58.2 and MP 67.0	45	45	35
MP 67.0 and MP 90.4	50	50	50
MP 90.4 and MP 90.85	45	45	35
MP 90.85 and MP 94.2	20	20	20
Other Tracks	10	10	10

**MAXIMUM SPEEDS
 IN MILES PER HOUR
 Between**

Second Subdivision

	WMX and Other Trains Designated, Not Over 80 Tons Per Operative Brake	1 Trains Not Exceeding 100 Cars or 5500 Tons	2 Trains Exceeding 100 Cars or 5500 Tons
MP 90.85 and MP 94.2	20	20	20
Other Tracks	10	10	10
MP 94.2 and MP 95.2 over SP crossing	40	40	30
MP 95.2 and MP 97.3	50	50	45
MP 97.3 and MP 115.35 Mokelumne River Bridge	60	60	55
MP 115.35 Mokelumne River Bridge and MP 116.7	50	50	40
MP 116.7 and MP 131.8	60	60	55
MP 131.8 and MP 135.2	40	40	40
MP 135.2 and "C" St. Sacramento	20	20	20
"C" St. Sacramento and MP 140.6	35	30	25
MP 140.6 and MP 166.25	60	60	55
MP 166.25 and MP 166.6 Bear River Bridge	50	50	50
MP 166.6 and MP 177.5 Eastward	60	60	55
MP 166.6 and MP 178.6 Westward	60	60	55
MP 177.5 and MP 179.0 Eastward	40	40	30
MP 178.6 and MP 179.0 Westward	40	40	30
MP 179.0 and MP 181.1 over SP Crossing	45	45	30
MP 181.1 and MP 201.7	60	60	55
MP 201.7 and MP 201.9 on curve	40	40	35
MP 201.9 and MP 205.47	45	45	35
Entering or leaving Oroville Yard on other than main track	8	8	8

Third Subdivision

Entering or leaving Oroville Yard on other than main track	8	8	8
MP 201.9 and MP 205.47	45	45	35
MP 205.47 and MP 224.25	50	50	40
MP 224.25 and MP 227.3	35	35	35
MP 227.3 and MP 232.2	50	35	35
MP 232.2 and MP 320.3	25	25	25
West Wye Switch Keddie, diverging route	15	15	15
MP 320.3 and MP 321.7	20	20	20

Fifth Subdivision

MP 320.3 and MP 321.7	20	20	20
MP 321.7 and MP 323.7	40	40	30
MP 323.7 and MP 340.3	60	60	50
MP 340.3 and MP 374.0	40	40	40
MP 374.0 and MP 384.2	65	60	50
MP 384.3 WP-SP Conn. using turnout	-	20	20
MP 384.2 and MP 390.7	60	60	50
MP 390.7 and MP 397.8	45	45	35
MP 397.8 and MP 404.7	55	55	40
MP 404.7 and MP 488.3	65	60	50
MP 488.3 and MP 489.9	55	55	45
MP 489.9 and MP 494.5	40	40	30
MP 494.5 and MP 494.9	45	45	35
MP 494.9 and MP 495.6	55	55	45
MP 495.6 and MP 506.0	65	60	50
MP 506.0 and MP 527.0	50	50	50
MP 527.0 and MP 530.7 Winnemucca	65	60	50
MP 530.7 and MP 536.0	55	55	45

MAXIMUM SPEEDS IN MILES PER HOUR Between	WMX and Other Trains Designated, Not Over 80 Tons Per Operative Brake	1 Trains Not Exceeding 100 Cars or 5500 Tons		2 Trains Exceeding 100 Cars or 5500 Tons	
Sixth Subdivision					
MP 530.7 Winnemucca and MP 536.0	55	55	45		
Using turnouts, Weso	25	25	25		
MP 536.0 and MP 561.5		65	60		
MP 561.5 and MP 563.3		50	50		
MP 563.3 and MP 604.0		65	60		
MP 604.0 and MP 610.2		50	50		
MP 610.2 and MP 617.75		65	60		
MP 617.75 and MP 624.5		50	50		
MP 624.5 and MP 628.3		65	60		
MP 628.3 and MP 636.8		50	40		
MP 636.8 and MP 637.7		55	45		
MP 637.7 and West Carlin		60	50		
West Carlin and East Carlin		50	50		
Using turnouts, West and East Carlin ...		15	15		
East Carlin and MP 650.4		60	50		
MP 650.4 and MP 650.8		50	40		
MP 650.8 and MP 664.4		65	55		
MP 664.4 and MP 665.4 Elko Yard		—Yard Speed—			

Seventh Subdivision					
MP 665.4 and MP 666.4 Elko Yard		15	15		
MP 666.4 and MP 674.8		50	50		
MP 674.8 and MP 683.1		50	45		
MP 683.1 and Alazon		65	60		
Using cross-over Alazon	25	25	25		
Alazon and MP 717.1	60	60	45		
MP 717.1 and MP 727.4	65	60	45		
MP 727.4 and MP 747.2	40	40	40		
MP 747.2 and MP 753.2	50	50	50		
MP 753.2 and MP 755.2	45	45	35		
MP 755.2 and MP 758.7	60	60	45		
MP 758.7 and MP 765.78 (NN Crossing)	65	60	45		
Over NN Crossing	60	55	45		
MP 765.78 and MP 773.4	65	60	45		
MP 773.4 and MP 775.3	60	30	25		
MP 775.3 and MP 784.5	30	30	25		
MP 784.5 and MP 799.5	45	45	35		
MP 799.5 and MP 800.0	40	40	30		
MP 800.0 and MP 808.1	45	45	45		
MP 808.1 and MP 840	50	50	50		
MP 840 and MP 864.3	60	60	50		
MP 864.3 and MP 868.8	50	50	50		
MP 868.8 and MP 875.0	60	60	50		
MP 875.0 and MP 880.0	40	40	40		
MP 880.0 and MP 912.1	50	50	50		
MP 911.44 WP-UP Conn. using crossover	35	35	35		
MP 912.1 and MP 912.6 (WP)	50	50	45		
MP 912.6 and MP 925.6 (WP)	50	50	50		
MP 925.6 and MP 926.6 (Via WP)	25	25	25		
MP 926.6 and Pollard Jct.	20	20	20		
Pollard Jct. and Roper Yard	15	15	15		

Trains approaching interlocked crossings must reduce to speed shown before engine passes home signal.

On curves speed will be reduced below the maximum or restrictions provided, where necessary, on all Subdivisions and branches, to insure safety.

MAXIMUM SPEEDS IN MILES PER HOUR Between	MAXIMUM SPEEDS	
	1	2
Fourth Subdivision		
MP 0.0 and MP 1.1	15	15
MP 1.1 and MP 6.19	25	25
MP 6.19 and West Switch Green- ville	40	35
West Switch Greenville and East Switch Greenville	20	20
East Switch Greenville and MP 34.55	25	25
MP 34.55 and MP 43.52	30	25
MP 43.52 and MP 78.71	45	45
MP 78.71 and MP 93.4	25	25
MP 93.4 and MP 98.1	30	25
MP 98.1 and MP 106.53	25	25
MP 106.53 and MP 111.81	30	25

Unless otherwise advised, trains on Fourth Subdivision will operate at speeds shown under Column 1.

MAXIMUM SPEEDS IN MILES PER HOUR Between	
San Jose Branch	
MP 0.0 and MP 0.3	15
MP 0.3 and MP 7.5	35
MP 7.5 and MP 10.5	25
MP 10.5 and City Limits San Jose MP 15.7	20
MP 15.7 and MP 23 within City Limits, San Jose	12
Tracy Branch	12
Loyalton Branch	15
Reno Branch	
Reno Jct. and MP 30	25
Martin Spur	10
MP 30 and Reno	15
SP-WP Interchange Connection, Reno	5
Ellerbeck Branch	15
Warner Branch	20
Rowley Branch	45
Marblehead Branch	20

On curves speed will be reduced below the maximums or restrictions provided where necessary, on all Subdivisions and Branches to insure safety.

PASSENGER TRAINS

Passenger trains will not exceed posted speeds, except as specified for Sixth and Seventh Subdivisions.

Sixth Subdivision		
MP 536.0 and MP 628.3	Posted speed plus	5 MPH
MP 628.3 and MP 637.7	Posted speed	
MP 637.7 and West Carlin	Posted speed plus	10 MPH
West Carlin and MP 650.8	Posted speed	
MP 650.8 and MP 664.4	Posted speed plus	5 MPH
except thru turnouts Weso and Carlin.		
MP 664.4 and MP 665.4	Yard speed	

PASSENGER TRAINS — Continued

Seventh Subdivision

MP 665.4 and MP 666.4	Posted speed plus 20 MPH
MP 666.4 and MP 674.8	Posted speed plus 5 MPH
MP 674.8 and MP 683.1	Posted speed
MP 683.1 and Alazon	Posted speed plus 5 MPH

except thru turnouts Alazon.

For Maximum Speeds Westbound on WP see paragraph (B), under use of WP portion of paired track between Weso and Alazon inclusive.

**OTHER MAXIMUM SPEEDS
All Subdivisions and Branches**

Maximum MPH

Engines operated in a movement other than from the leading control unit in the direction of movement. On curves and approaching highway or street crossings at grade	20
Where conditions require, speed must be further reduced to insure safety.	
Through turnouts, crossovers, on sidings and on all inside tracks* (except as otherwise provided for)	10
*On inside tracks when curvature or other conditions require, speed will be further reduced to insure safe operation.	
Through turnouts with power-operated switches in reverse position, Kohler to Wyche inclusive, except east leg of wye switch, Niles Junction. Westward trains leaving Stockton Yard, after receiving signal from rear to indicate rear end has passed Tidewater Southern Jet. Hammer Lane, Phillips, Del Paso to Craig inclusive, East switch Oroville, Elsey, James, East switch Pulga, Virgilia, East switch Portola to East switch Winnemucca inclusive, West switch Wells to Pollard Jet., inclusive, and through sidings at the stations and within the limits listed above	20
Trains handling WP derrick No. 37 - straight track	35
On curves 5 MPH less than speed prescribed but not exceeding	30
Trains handling derricks (other than WP derrick No. 37).	30
Third and Fourth Subdivisions.....	25
San Jose Branch (To east switch Milpitas).....	20
East switch Milpitas to end of Branch.....	10
Tracy Branch.....	10
Reno Branch.....	20
Loyalton Branch.....	10
Marblehead Branch.....	10
Rowley Branch	20
Ellerbech Branch.....	10
Warner Branch	10
Trains handling power shovels, cranes, except cranes 40, 89 and 90, rotary plows, or pile drivers on own wheels Third and Fourth Subdivisions.....	20
All other subdivisions and Branches.....	25
Trains handling cranes with booms leading, or spreaders in reverse movement.....	25

**OTHER MAXIMUM SPEEDS
All Subdivisions and Branches
Continued**

Maximum MPH

Trains handling Cranes 40, 89 and 90 Third and Fourth Subdivisions and Branches.....	25
All other subdivisions	35
Trains handling WP Car Series 10301 to 10400	45
Trains handling loaded air dump cars	25
Scale test cars on own wheels must be handled next to caboose and trains handling such cars will not exceed Between Oakland and Roper	30
Between Keddie and Bieber	25
Branches	20
North Channel Line, Stockton	10
Hot Box detectors, when stop is required by continuing flashing "H" to designated stop point.....	15
Trains handling coiled steel in movement Geneva, Utah to Pittsburg, Calif. as follows: Consist including 25 or less such cars.....	Column 2
Consist including 26 or more such cars, none of which are UP	45
Consist including 26 or more such cars, some of which are UP	40
Loaded cars of steel in this movement are to be entrained on or near head end of train.	
Trains handling ore in open top cars.....	Column 2
Trains handling piggybacks of flatbed trailers loaded with articulated dozers	Column 2

See bottom page 37 for restrictions on MofW cars to 30 MPH and movement in local freight or work trains only.

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

WESTERN PACIFIC

Class	Unit HP	Engine Maximum Speed	Class	Unit HP	Engine Maximum Speed
1501-1503	1500	65	701-713	1500	65
913-926	1500	65	725-732	1750	65
551-564	1000	35	2001-2010	2000	71
559-564			3001-3022	2500	71
in multiple	1000	30	3501-3544	3000	71
601-608	1200	30	3051-3071	3000	75
SN ENGINES			2251-2265	2250	75
SN 401-402	600	35	TS ENGINES		
SN 607	1200	30	TS 745	1000	35
SN 711-712	1500	65	TS 746-747	1000	50

Foreign railroad diesel units, when used, will be permitted maximum speeds but will not exceed maximum speed stencilled in cab of each unit.

Trains handling engines dead in train must not exceed the maximum speed for such class engine.

MISCELLANEOUS

Locomotive consist at head end of trains must not exceed six operative units. Any units in excess of six must be isolated.

Operative dynamic brake on head end of trains must not exceed four 6-axle units, six 4-axle units, or any combination thereof which totals 24 axles.

Diesel engines may be operated through water when its depth does not exceed three inches, measured from top of rail, at a speed not exceeding five miles per hour.

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

Backing a train, except work trains locals and road switchers, must be done only on an emergency basis with direct permission of Chief Dispatcher, train dispatcher or proper officer.

When necessary to back a train, including locals and road switchers, reduce the working locomotive consist to not more than three units by isolating all units above three units with working units against the train.

Plow ends of 702 and 2001 must not be coupled against other diesel units.

HANDLING SPREADERS 6, 7 and 13

When the plow end of Jordan Spreaders 6, 7 and 13 are to be coupled to other cars or engines, an empty flat car must be placed next to plow end, to prevent damage to engine or equipment.

TRACKS ON WHICH ENGINE MOVEMENTS RESTRICTED See page 40 for restrictions on certain Eastern Division spurs.

Location and Description of Track	Class of Engine	Prohibited
RADUM.....	All	Beyond frog on all tracks except 1 and 2
MARYSVILLE Old SN freight Connections	All	Beyond frog.
CRAIG, Outfit Spur	All	Beyond restricting sign.
OROVILLE Ehman Spur	All except one unit.	Beyond restricting sign.
GRAYS FLAT	THREE axle trucks	Entire spur
SLOAT, Chip Track	All	Beyond chip loader
POISON LAKE Log Loading Track	All	Beyond 1125 feet from derail.
PORTOLA, Scale Track	All	Live rail.
PORTOLA, Scale Track	All, except one unit.	Dead rail.
SULPHUR	All	Beyond 300 feet east of ore ramp.
JUNGO	All	West of loading ramp No. 1 or 2 spur.
BLAIR, Scale Track.....	All	Live rail
LAKE POINT.....	All over 4 units	Beyond frog
SALTUS	All	Morton Salt RR.
TERMINAL	All	Beyond 2nd gate.
ROPER YARD, Scale Track 21	All	Live rail.

BRANCHES

Tracy Branch	All	Beyond frog.
Spur MP 0.5	All	Live Rail
RENO, Scale Track	All over 4 units.	Entire Branch
RENO and LOYALTON BRANCHES 3051 and 3501 Class Units &	All over 2 units.	Between Flux and Dolomite
ELLERBECK BRANCH....	All over 2 units.	

Engines must be separated from any loaded cars by at least 1 empty while handling cars over Smith Canal drawbridge, North Channel Line, Stockton.

The movement of freight cars and cabooses onto or over turntables is prohibited except by Mechanical Department personnel.

SPURS AND COMMERCIAL TRACKS

STATIONS	MILE POST	CONNECTED	Capacity In Feet	Station No.
SAN LEANDRO	14.69	Both Ends	435	15
ESTUDILLO	16.14	Both Ends	3850	16
CARPENTER	24.9	Both Ends	1688	25
UNION CITY	25.9	Both Ends	1888	26
DECOTO	26.6	1 W	170	27
PABRICO				28
Pacific States Steel	27.8	Both Ends	3690	
PLEASANTON	41.7	1 W	500	41
RADUM	43.4	Both Ends	1758	43
RHODES and JAMIESON	44.6	1 E	2337	45
TREVARNO				
Interchange	49.0	1 W	1402	49
Drill Track	49.16	1 W	6434	1049
LOX	50.3	1 W	1850	50
LYOTH				
U.S.Q.M. & SP Conn.	73.8	1 W
(Spur leads from east end Tracy siding)				
COCHRAN	75.6	Both Ends	759	76
ARMY SUPPLY DEPOT (LATHROP)	85.76	Both Ends	6241	86
FRENCH CAMP	88.35	Both Ends	1557	88
KINGDON	104.6	Both Ends	897	104
TERMINOUS JCT.	105.3		..	105
Track 1		1 W	1200	..
Track 2		1 W	3360	..
VILLINGER	107.8	1 W	641	108
GLANNVALE	118.5	1 W	624	118
LAGUNA CREEK	129.76	1 E	130	129
BOMBAY	146.6	1 E	510	147
TROWBRIDGE	161.7	1 W	1306	162
VISTA ROBLES	198.8	1 E	1604	198
GRIZZLY	246.1	1 E	528	246
ROCK CREEK	249.1	1 E	902	249
TOBIN	253.1	Both Ends	2782	253
GRAY'S FLAT	272.6	1 W	546	273
INDIAN CREEK	3.1	1 W	781	3281
CHENEY	13.9	1 E	1045	14281
CHENEY (South)	13.9	Both Ends	438	14281
POISON LAKE	70.4	1 W	301	70281
WILLOW SPRINGS	89.8	1 W	448	90281
LITTLE VALLEY LUMBER CO.	95.4	1 W	387	96281
RED ROCK	352.2	1 W	1028	353
SULPHUR	474.5	1 W	2070	475
GOLCONDA	548.8	1 E	6020	548
RED HOUSE	562.97	1 E	5375	562
KNIGHT	570.1	1 E	316	570
RUSSELL	582.5	1 E	341	583
RENOX	591.3	1 E	5860	591
DUNPHY	610.12	1 E	5340	610
CLURO	627.14	1 E	5335	627
DUGGAN	631.9	1 E	1018	632
CARLIN	644.6	1 E	1296	645
TONKA	650.1	1 E	1248	650
HUNTER	656.97	1 E	6065	656
TULASCO	708.8	1 E	1026	709
TOBAR	733.5	1 W	818	734
BLAIR	808.7	1 W	4070	809
SILSBEE	811.6	1 W	2287	812
ARAGONITE	861.5	1 E	440	862
MARBLEHEAD	870.8	Both Ends	1737.7	871
TIMPIE	885.7	Both Ends	3608	886
SOLAR	893.4	1 W	2246	894
LAKE POINT	906.3	1 E	5030	906
GARFIELD PIT	911.7	Both Ends	3397	912
SALTUS	915.0	1 W	441	915
TERMINAL	922.1	1 W	960	922
BUENA VISTA	924.07	1 W	4731	924

Except as otherwise indicated, footage figures shown are for the tracks directly connecting to the main track and do not include additional auxiliary trackage.

TUNNEL LOCATIONS

Tunnel Number	West Portal Mile Post	East Portal Mile Post	Length Feet
1	32.12	32.94	4320.9
2	33.39	33.47	407.3
3	57.67	57.75	414.7
4	224.66	225.12	2410.0
5	227.34	227.90	2922.5
6	228.14	228.63	2583.0
7	229.54	230.38	4406.5
8	230.42	232.11	8856.3
9	236.37	236.48	551.8
10	237.01	237.05	231.8
11	237.33	237.37	223.8
12	237.69	237.70	51.4
13	244.92	244.96	195.9
14	246.25	246.29	244.9
15	250.10	250.69	3117.81
16	257.43	257.54	600.9
17	257.85	257.91	324.5
18	258.08	258.11	150.1
19	258.16	258.19	164.0
20	258.32	258.38	291.5
21	258.85	258.93	405.0
22	259.55	259.61	306.1
23	262.87	263.11	1257.7
24	263.89	264.01	616.1
25	265.20	265.23	186.4
26	271.58	271.66	446.0
27	278.42	278.49	364.4
28	278.96	279.06	608.6
29	279.19	279.30	587.8
30	279.55	279.65	537.5
31	280.08	280.21	687.3
32	280.37	280.48	595.2
33	283.06	283.30	1270.7
34	283.71	283.77	304.6
35	297.18	298.57	7343.7
36	316.00	316.14	762.7
37	340.34	341.47	6001.7
39	635.37	635.57	1080.7
40	636.8	636.86	322.0
41	649.24	649.68	2341.8
42	650.71	650.91	1071.7
43	753.69	754.76	5675.9

KEDDIE TO BIEBER

Tunnel Number	West Portal Mile Post	East Portal Mile Post	Length Feet
1	0.00	0.12	685.9
2	0.97	1.08	588.3
3	2.61	2.73	621.0
4	3.39	3.47	470.2
5	3.71	3.76	278.7
6	21.03	21.24	1103.0

YARD LIMITS

WEST MP	EAST MP
WP Mole	Oakland 7.7
BR-15.25	San Jose BR-23.0
663.6	Elko 666.76
926.06	Salt Lake City Yard Limit Signs
K-111.2	Bieber BN-86.5
	(3.1 miles east of station)
BI-32.43	Reno End of Branch

SWITCHING LIMITS

WEST MP	EAST MP
7.7	Oakland 13.78
28.5	Fremont 31.38
	Niles Junction (San Jose Branch) BR-0.82
70.14	Tracy 73.05
89.34	Stockton 96.59
133.4	Sacramento 140.69
177.62	Marysville 180.24
201.44	Oroville 210.04
280.0	Keddie 282.47
	Keddie (4th Subdivision) K-0.48
319.94	Portola 323.09
437.03	Gerlach 439.45
530.02	Winnemucca 533.6
21.3	North Reno (Reno Branch) 30.5
642.96	Carlin 647.13
764.96	Shafter 767.73
805.28	Wendover 808.31
926.06	Salt Lake City

TABLE OF WEIGHT LIMITATIONS

BETWEEN	AND	GROSS WEIGHT (Car & Contents)
WESTERN PACIFIC (All tracks)		263,000
Except Following:		
Oakland	San Francisco	220,000
San Jose	San Jose Freight Depot	220,000
Loyalton Branch		220,000
Warner Branch		220,000
Bridge 99.75		240,000
(North Channel Line)		
Rough and Ready Island Bridge	5 MPH Max. with	263,000
(Port of Stockton)	15 MPH Max. with	251,000
SACRAMENTO NORTHERN		
Concord	Clyde	263,000
Clyde	Sacramento	263,000
Sacramento	Swanston	263,000
Sacramento	Woodland	263,000
Sacramento	Cannon	263,000
Yuba City	Pearson	263,000
Yuba City	Chico Airport	263,000
Sankey	Rio Linda	263,000
Sacramento	Oxford	220,000
Cannon	Montezuma	220,000
Cannon	Saxon	220,000
Cannon	Fairfield	220,000
Cannon	Vacaville	263,000
Colusa	Sutter	220,000
Sutter	Tarke	169,000
TIDEWATER SOUTHERN		
Stockton	Turlock	263,000
Manteca Branch		263,000
Chemurgic Branch		263,000

Note: Greater weights may be handled by authority of Director-Transportation.

WATCH INSPECTORS

Location	Name	Title
Oakland	Allphin Jewelers	Watch Inspector
Oakland	Leslies Jewelry	Watch Inspector
San Jose	Frank Scholes	Watch Inspector
Stockton	W. K. Bank & Son	Watch Inspector
Modesto	W. P. Shoemaker's	Watch Inspector
Fremont	Easley Jewelry	Watch Inspector
Sacramento	Grebitus & Son	Watch Inspector
Roseville	Martin's Jewelers	Watch Inspector
Oroville	Chuck's Time Shop	Watch Inspector
Quincy	Rollo Jewelers	Watch Inspector
Winnemucca	Dan Ramasco	Watch Inspector
Elko	Blohm Jewelers	Watch Inspector
Salt Lake City	H. B. Miller Co.	Watch Inspector
Salt Lake City	Burrell Jewelry	Watch Inspector

SACRAMENTO NORTHERN

FIRST SUBDIVISION			FIRST SUBDIVISION			SECOND SUBDIVISION		
Mile Post	TIME TABLE NO. 3 JULY 28, 1974 STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	Mile Post	TIME TABLE NO. 3 JULY 28, 1974 STATIONS SIDING CAPACITIES AND FACILITIES	Station Number	Mile Post	TIME TABLE NO. 3 JULY 28, 1974 STATIONS SIDING CAPACITIES AND FACILITIES	Station Number
37.21	CLYDE	37093	4.21	Yard 205 VACAVILLE	605140	WOODLAND BRANCH		
39.03	Yard 1.82 680 PORT CHICAGO	39093	7.60	Yard 4.21 VACAVILLE JCT. Y	508140	92.40	Yard WESTSIDE BK	92140
41.19	Yard 2.16 NICHOLS	41093	7.87	Yard 2.34 PY CANNON, JCT. SPCO	SPT Co. Rules - Joint Track	92.30	Yard 0.10 ABS BRODERICK Y	92140
42.46	Yard 1.27 830 McAVOY	42093				1.55	1.55 MIKON, SPRR AIP Crossing	302140
43.59	1.13 SHELL POINT	44093				2.73	660 1.18 LOVDAL	303140
44.92	Yard 1.33 510 WEST PITTSBURG Y	45093				16.57	Yard 13.84 TO WOODLAND	317140
46.24	1.32 AT&SF Crossing						(16.67)	
46.95	Yard 0.71 PITTSBURG B	47093				RIO LINDA BRANCH		
47.39	0.44 AT&SF Crossing		94.98	Yard 0.51 HAGGIN, JCT. WPRR P	140	109.649	1185 SANKEY	153
48.06	0.67 AT&SF Crossing		95.49	Yard 0.50 SACRAMENTO PBY		109.17	0.479 SANKEY (WPRR X'ing)	153
48.46	Yard (10.85) EAST PITTSBURG JCT. AT&SF P	48093	94.99	(42.46)		104.41	1W 260 4.76 ELVERTA	104141
			DOZIER BRANCH			PEARSON BRANCH		
			92	6.94	Yard CANNON Y	458140	129.70	260 PEARSON
	Yard STOCKTON YARD	92	64.55	965 6.94 DOZIER Y	465140	132.36	405 2.66 ALICIA	132176
	Yard SOUTH SACRAMENTO	136	74.12	1425 9.57 LIBFARM	474140	134.40	1160 2.04 CLEVELAND, JCT. WPRR P	176
HOLLAND BRANCH			79.71	355 5.59 SAXON	480140		(4.70)	
92.30	Yard ABS BRODERICK Y	92140	MONTEZUMA BRANCH					
91.56	Yard 0.74 WESTGATE OAI	92140	49.98	MONTEZUMA	750140			
86.95	2160 4.61 RIVERVIEW	87140	51.97	786 1.99 MOLENA	752140			
5.89	730 5.89 CLARKSBURG	206140	57.78	1W 320 5.81 RIO VISTA JCT.	758140			
10.51	700 4.62 GREENDALE	211140	64.55	700 6.77 DOZIER Y	465140			
13.20	1245 2.69 SORROCA	213140	FAIRFIELD BRANCH					
14.26	1005 1.06 VALDEZ	214140	8.69	VACAVILLE JCT. Y	508140			
15.77	680 1.51 OXFORD	216140	11.86	3.14 FAIRFIELD	513140			

RULE 201. Train order authority is not required between Clyde and Pittsburg, between Vacaville and Cannon and on the following branches; Holland, Dozier, Montezuma, Fairfield, Woodland, Rio Linda and Pearson. All movements must be made at yard speed.

Dozier Branch. A barricade has been placed across main track 3000 feet east of east switch Lib Farm and main track east of this point is temporarily out of service.

For movements over SPT Co. and ATSF trackage be governed by their respective rules and timetables. See pages 33 and 34.

Read down station column for eastward movement and read up for westward.

SACRAMENTO NORTHERN

SECOND SUBDIVISION

ADDITIONAL STATIONS

Mile Post	TIME TABLE NO. 3 JULY 28, 1974 STATIONS ↓ SIDING CAPACITIES AND FACILITIES			Station Number	STATIONS			
	Yard	Mile Post	Station Number		Mile Post	Station Number	Facilities	
94.99	Yard			139	MONTEZUMA BRANCH Creed-Atlas Powder Co.			
95.49	Yard	0.50		140	SACRAMENTO YARD Sacramento-Yolo Port West Sacramento Swanston			
96.44	Yard	0.95		141	PEARSON BRANCH Reed			
					HOLLAND BRANCH Central			
					WOODLAND BRANCH Conaway Hebron			
					<p>RULE 201. Train Order authority is not required on Tarke Branch and all movements on branch must be made at yard speed.</p> <p>RULE 201. Train Order authority is not required between Colusa Jct. and Live Oak and between Durham and Chico.</p> <p>RULE T-83-A. Colusa Jct. is designated as register station for extra trains operating between Colusa Jct. and Chico.</p> <p>Extra trains must not leave Colusa Jct. until it has been ascertained from the train register that all preceding extra trains via the route have completed their trip and registered time and date of arrival at Colusa Jct.</p> <p>RULE T-83-C. Will have been complied with when identification is ascertained by the above provisions.</p> <p>Train register for Colusa Jct. is located in building at Bridge & Plumas Sts., Yuba City.</p> <p>For movements over SPT Co. Trackage, be governed by SPT Co. Rules and Timetable. See Pages 33 and 34.</p>			
136.31	Yard			179				
137.27	ABS	0.96		137179				
138.56	Yard	1.29		138179				
139.43	Yard	0.87		139179				
139.77	Yard	0.34		140179				
149.31		9.54		149179				
177.29				177179				
181.54		4.25		181179				
182.02	Yard	0.48		182179				
183.03	Yard TO	1.01		183179				
184.35	Yard	1.32		184179				
		(86.72)						
TARKE BRANCH								
0.00	Yard			140179				
5.24	Yard	5.24		205179				
10.28	Yard	5.04		210179				
		(10.28)						
Read down for eastward, read up for westward.								

SACRAMENTO NORTHERN

SPECIAL INSTRUCTIONS GENERAL

Applicable instructions appearing in other portions of this timetable will be observed on Sacramento Northern in addition to instructions appearing in Sacramento Northern section.

RULE 10-H, first paragraph — Amended:

A metal banner at right of track displaying yellow indicates that trains must reduce speed over track to 10 miles per hour until rear of train has passed temporary resume speed signal unless otherwise directed by train order or bulletin. Such signal must be placed one-fourth ($\frac{1}{4}$) mile before the location is reached where speed of trains must be reduced.

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

RULE 17-D. First line of this rule is extended to include the word "Amber" as well as the word "White." Reverse movements over grade crossings must be protected per the provisions of this rule by engineer operating the oscillating white (or amber) light, reversing handle located inside the locomotive cab roof as necessary so that this light is displayed in the direction of movement prior to entering the crossing.

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 or fusee 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 or fusee is continuously displayed at the rear until movement is completed.

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

RULE 21 of the Operating Department Rules is suspended.

RULE T-72. Westward trains are superior to Eastward trains of the same class.

RULE T-82-A. Trains will be authorized at their initial stations and at intermediate stations by permission of the Train Dispatcher. A written clearance is not required unless train orders are issued.

MISCELLANEOUS

(a) 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.

(b) 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. If occupying intersection when such emergency vehicles approach, clear crossing and then stop.

Civil, Military or Funeral processions must not be obstructed.

(c) The following regulations will govern movement of Sacramento Northern trains and engines on joint track between Front Street and "R" Street, Sacramento, on single track crossing of the Interstate 5 freeway overpass bridge:

Wait indicators located East and West ends of joint track. Trains and engines must stop at the "W" indicators.

Operation of pushbutton will extinguish "W" indicator and flashing white light will authorize movement over the route to opposing "W" indicator. If, after receiving flashing white light, movement over the route is not made, cancel button is provided.

Should "W" indicator be found extinguished or flashing white light cannot be activated by operation of pushbutton,

movements must be made with caution protecting against opposing trains or engines.

Pushbutton located on case of "W" indicator. Advance pushbutton provided east of Third Street for Westward movements to minimize blocking 3rd Street crossing.

Switches on the joint track are equipped with targets to indicate their normal position and when movement is completed must be left properly lined.

(d) Slow Orders pertaining to unusual conditions other than speed will be handled verbally and subsequently issued in a white "C" Notice for SN only on Monday of each week. These notices will be posted in regular Notice book.

Conductors and/or engineers will call dispatcher before commencing trip to determine if there are any orders.

JOINT TRACK

(a) Sacramento Northern trains and engines use Santa Fe tracks between Stockton and Pittsburg.

Trainmen and Enginemen using Santa Fe tracks 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.

Bulletin books containing Santa Fe, Valley Division, TM bulletins governing train operations are maintained at the Trainmen and Enginemen's locker room at South Sacramento and at the Pittsburg depot. Trainmen and enginemen and others concerned must consult the Santa Fe bulletins before departing on trains operating over Santa Fe tracks.

(b) Sacramento Northern trains and engines use Southern Pacific tracks between Cannon and 19th Street, Sacramento.

Sacramento Northern movements between Haggin and Westgate are made on Southern Pacific between 19th Street and Sacramento-Yolo Port RR connection.

Southern Pacific also uses Sacramento-Yolo Port RR between Broderick and Southern Pacific main line.

At 19th Street and at Port RR connection stop clear of fouling point and contact SP yardmaster for permission to enter SP tracks. Before entering SP at 19th Street, it must be known by observation that there is no movement closely approaching the track to be occupied.

Southern Pacific third rail between 19th and 23rd Streets, Sacramento, and east leg of wye between its connection with SP third rail and SN main track at 20th and B Streets will be used by SN crews to turn engines and cars. Permission of SP yardmaster must be obtained before entering third rail.

Southern Pacific uses Sacramento Northern tracks between junction switches of Sacramento-Yolo Port RR east and west of Broderick. All movements on the joint track at Broderick will be governed by block signals whose indications supersede the superiority of trains. Indicators at entrance switches indicate track occupancy. 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, train or engine must wait five (5) minutes and then be preceded by flagman through joint track area.

Flag protection to rear is not required on joint track at Broderick or on Sacramento-Yolo Port RR connection. All movements must be made at yard speed not exceeding ten (10) MPH.

(c) Speed of trains handling loaded air dump cars on Southern Pacific is restricted to twenty-five (25) MPH.

(d) Sacramento Northern trains and engines use Southern Pacific tracks between Live Oak and Durham.

SACRAMENTO NORTHERN

Hand operated switches equipped with electric locks located at SP MP 152.20 and SP MP 152.21. Live Oak, provide access to SP main track for movements between Live Oak and Durham. Signals governing movements to SP main track located in advance of junction switches.

Hand operated switch equipped with electric lock located at SP MP 178.2, Durham, provides access to SP main track for movements between Durham and Live Oak. Sign reading DO NOT FOUL MAIN TRACK WITHOUT DISPATCHER'S PERMISSION located in advance of junction switch.

Contact SP Train Dispatcher for permission to operate electric locks. Instructions for operation of electric locks located in telephone boxes adjacent to junction switches.

(e) Trainmen and Enginemen using Southern Pacific tracks will be governed by SP Co. Transportation Dept. Rules and Special Instructions and must have copy of Southern Pacific book of rules, current timetables with special instructions, and switch key in their possession while on duty on Southern Pacific.

Bulletin Books containing Southern Pacific Western Division and Sacramento Division timetable bulletins are located at Westside, Sacramento Yard. Southern Pacific Sacramento Division timetable bulletins are located at Yuba City. These bulletins must be reviewed before operating over trackage of SPT Co.

(f) Sacramento Northern trains and engines use Western Pacific tracks as follows:

Between South Sacramento and Stockton yard.

R Street line, Sacramento, between Front Street and east wye switch at WP MP 138.2.

Between WP MP 138.2 and Marysville.

See pages 17 and 18 under headings "SACRAMENTO", "MARYSVILLE" and "SACRAMENTO NORTHERN CREWS".

FIRST SUBDIVISION

(a) **Port Chicago, Main St., Crossing No. 8-39.2:**

Stop boards on both sides of crossing.

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 has protected traffic on the crossing.

(b) 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.

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.

(c) 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 Co. 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 14.12.

Distance warning signs located 1000 feet from crossing.

(d) Sacramento Northern industrial lead taking off of the main track approximately $\frac{3}{4}$ mile west of Pittsburg crosses industrial lead track of A.T. & S.F. Ry, 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. Ry. have precedence in the use of the crossing.

(e) **Harbor Street, Pittsburg; M.P. 47.37**

No train, engine, motor or car shall be operated over said crossing of Harbor Street unless said train, engine, motor or car is brought to a stop and traffic on the highway is protected by a member of the train crew or other competent employee acting as a flagman.

(f) A.T. & S.F. Ry. 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. Ry. have the preference at this crossing.

(g) At a point 360 feet east from the curb line of Columbia St., 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 U.S. 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.

(h) Eastward trains will make air brake test as prescribed in Rule 1117, Initial Terminal Road Train Air Brake Test, at Pittsburg, before entering Santa Fe main track.

(i) Trains and engines approaching highway crossings on the Rice Mill Lead and River Spur at MP 92.35, Westside, Sacramento yard, will allow not less than twenty (20) seconds to elapse from time flashing light crossing signals start operating before engines or cars enter the highway traffic lanes. Indi-

SACRAMENTO NORTHERN

cators are installed on the crossing signal masts which govern movements in the Westward direction only and operate in conjunction with the highway crossing signals.

When train or engine occupies approach circuit, indicators will, after a lapse of twenty (20) seconds, display a flashing yellow aspect indicating that the crossing signals are operating and train or engine may proceed.

If the flashing light indicators fail to operate, allow not less than twenty (20) seconds to elapse before entering the highway crossing.

(j) Trains and engines operating on Sacramento-Yolo Port Railroad trackage will stop at 15th Street, Westgate, and no movement made over this crossing until a flagman has proceeded to the crossing and ascertained that it is safe to proceed.

(k) Eastward trains will make air brake test as prescribed in Rule 1117, Initial Terminal Road Train Air Brake Test, before entering Southern Pacific main track at Cannon.

(l) Old junction switch at Riverview must be left lined and locked for Holland Branch main track.

SECOND SUBDIVISION

Pearson, MP 130.9, Highway Crossing:

All trains, engines and cars must come to a top 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 lighted fusee, day or night from the leading end of engine or car until front end of engine or car passes over the crossing.

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.

YUBA CITY, MP 137.5:

The "B" lead, track 99, crosses the main track at grade on the east side of Bridge & Plumas Streets. Movements on "B" lead, track 99, will have priority in use of the crossing and trains and yard engines on the main track will approach the crossing prepared to stop if the crossing is occupied or a conflicting movement is approaching the crossing on the intersecting track.

BRIDGE & PLUMAS STREETS, YUBA CITY:

Traffic signal pre-emption equipment is installed and in service at intersection of Bridge and Plumas Sts., Yuba City. Track circuits connected to the traffic signals extend approximately 100 feet each side of the crossing on main and "B" lead tracks, except that on main track east of crossing, track circuit extends approximately 150 feet east of the edge of Bridge Street and are so arranged when a train or engine occupies the circuit, traffic signals will be pre-empted and will,

after a predetermined time, change to flashing-red indication. When traffic signals display a flashing red indication, and it is safe to do so, train or engine may proceed over the crossing. When switching or through movements are to be made on the main track affecting vehicular traffic on Bridge Street, wait for the traffic signals to display flashing-red indication before proceeding into the vehicular traffic lanes on Bridge Street.

COOPER AVE., YUBA CITY. Two cantilever type flashing light signals in service. Trains or engines approaching crossing on main track must observe that amber light installed on top of signal instrument case adjacent to the crossing which operates in conjunction with the automatic crossing signals is flashing before entering the crossing. If the amber light is **not** flashing, stop and flag the crossing.

Movements over the crossing on other than the main track will be governed as follows:

(1) Stop clear of crossing. When the amber light displays a steady aspect, it indicates that engine or cars are in the track circuit that controls the flashing light signals. When the amber light displays a flashing aspect, it indicates that the crossing protection has been in operation for the required twenty seconds.

(2) Wait until steady aspect of amber light changes to a flashing aspect (after about 20 seconds).

(3) Proceed over crossing on flashing aspect in accordance with traffic conditions.

(4) In the event the amber light is inoperative, stop clear of the crossing for twenty seconds and then flag across.

CHICO: (a) On city streets, trains and engines must use caution where movements are made against current of vehicular traffic and must stop if necessary before crossing vehicular traffic lanes.

(b) Track circuits connected to the traffic signals are installed on Main Street and Park Avenue, Chico. Traffic signals are located at each of the intersections between First Street and Humbolt Street (just west of 9th St.) and at the intersections of 12th, 14th and 16th Streets.

The track circuits extend approximately 40 feet on each side of the intersections and are so arranged that when an engine or train occupies the circuit, traffic signals are preempted and signals governing movements on Main Street and Park Avenue will display a flashing yellow aspect and those governing movements on the intersecting streets will display a flashing red aspect. The flashing aspects will continue until the rear of the train clears the track circuit at the intersection.

Movements on Main Street and Park Avenue will proceed without stopping when the flashing yellow aspect is displayed.

(c) The following regulations apply to movements on Main St., Chico:

Trains, cuts of cars, or single cars or locomotives shall not be permitted to stop or stand on any track located in Main St., except to do so for vehicular traffic, traffic signals, or in the event of emergencies such as derailments, mechanical failures and the like.

Train and engine movements are prohibited on Main Street, Chico, between the hours of 7:00 a.m. and 7:00 p.m.

Freight trains are limited to engine and 20 cars on Main Street, Chico.

(d) Trainmen are prohibited from riding on the side of engines and cars between MP 184.5 and MP 185.8 on the Esplanade at Chico.

(e) A lighted red fusee must be placed at the rear of all eastward movements on city streets in Chico.

(f) Engines so equipped will display oscillating or revolving light for all movements within Chico yard limits. In addition, a lighted fusee will be displayed on leading end of engine when moving on city streets.

SACRAMENTO NORTHERN

INTERLOCKING PLANTS AND SIGNALS

MP 109.17, SANKEY, WP CROSSING AND CONNECTION.

Sacramento Northern:

Eastward — Inoperative distant semaphore signal located 3385 feet west of absolute signal.

Absolute Signal is a two-unit signal. Upper unit governs movements to WP main track. Lower unit governs movements on SN to Sankey.

Westward — Absolute Signal governs movements to SN Rio Linda Branch.

Western Pacific:

Westward — Absolute Signal is a two-unit signal. Upper unit governs movements on WP main track. Lower unit governs movements to SN Rio Linda Branch.

Dual control switches provide entrance to and crossing over WP main track. Instructions for operating Dual Control switches by hand are posted in telephone booth adjacent to the crossing.

Speed on approach curves and through turnouts of Dual Control switches shall not exceed 10 miles per hour.

When train or engine is stopped by Absolute Signal displaying STOP indication, a member of the crew must contact WP Train Dispatcher. Rules 509 and 546 apply.

WOODLAND BRANCH. MP 1.55 MIKON, SP CROSSING INTERLOCKING.

Home signals located 500 feet east and west of crossing.

Inoperative fixed yellow signal arms located 2,000 feet from home signals.

Speed of trains shall not exceed fifteen (15) MPH between approach signals and home signals.

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 at the crossing locked with 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.

Instructions for operating time release are posted in time release box at crossing and are as follows:

1. Rotate time release handle (clockwise) as far as possible, and hold in that position for approximately three seconds; then release handle.

2. After time interval of 4'30" red light in time release box should be displayed; indicating time release has completed timing function.

3. If home signal does not indicate proceed, and red indicator light in time release box is displayed, train may proceed over crossing, complying with Rule 663.2d. Note-Red indicator light at Mikon Crossing in lieu of "yellow" indicator light referred to in Rule 663.2d.

4. If home signal does not display proceed indication and red indicator light in time release box is not displayed after time release has completed movement; train may proceed across crossing, complying with Rule 663.2e.

HOLLAND BRANCH, BASCULE BRIDGE, INTERLOCKING:

Bascule type drawbridge at MP 90.66 west end of Westgate, Sacramento Yard. This is a combination rail and highway bridge. Normal position of lift span is closed and locked for train movements and vehicular traffic.

Automatic interlocking governs movements on the bridge:

Two indication color light interlocking home signals displaying red and green aspects located 522 feet west of the bridge and 524 feet east of the bridge. APPROACH LIGHTED.

Approach signal for eastward movements displaying yellow aspect only per Rule 285, located 1551 feet west of the eastward home signal. This signal is approach lighted at a point 562 feet west of the signal. No approach signal for westward movements.

Approach circuits extend 2635 feet west and 1201 feet east of bridge.

All movements approaching and passing over the bridge will be made at yard speed, not exceeding ten (10) MPH.

If automatic interlocking home signal does not display a proceed indication, train or engine must be brought to a stop. Before passing home signal at Stop, the following regulations must be observed:

(1) Member of the crew will inform the Lockmaster or his Assistant that signal is at Stop and movement will be made under flag protection. (Applies only when Lockmaster or his Assistant is on duty).

(2) A member of the crew will examine the rail locks at the west end of the lift span of the bridge to determine that the locks are in normal position with the bridge in proper surface and alignment for rail movement.

(3) Unless Lockmaster or his Assistant informs the crew that bridge is about to be raised, train or engine may proceed with caution on signal of member of crew acting as flagman.

Release mechanism adjacent to signal relay case at east end of the bridge and rail locks at west end of the lift span MUST NOT be operated by trainmen or enginemen.

YARD LIMITS

WEST MP	YARD	EAST MP
38.6	Port Chicago	39.7
40.6	Nichols-McAvoy	43.25
44.5	Pittsburg	48.6
49.7	Montezuma Branch	64.6
4.2	Vacaville-Cannon	6.7
7.6	Fairfield Branch	11.86
90.4	Sacramento	96.4
1.85	Woodland Branch	0.0
11.5	Conaway-Woodland	16.7
102.5	Rio Linda-Elverta	104.7
129.7	Pearson Branch	134.4
134.7	Marysville-Yuba City	139.6
139.6	Colusa Jct.	140.2
0.0	Tarke Branch	0.5
4.9	Sutter	5.6
181.8	Chico	188.8

INTERCHANGE TRACKS

Clyde-Pt. Chicago	—Naval Ammunition Depot R.R.
Port Chicago	—A.T. & S.F. Ry.
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.

SACRAMENTO NORTHERN

SIDE AND OVERHEAD OBSTRUCTIONS

(Not Standard Clearance)

Chico—Trees, side and overhead.
 Clarksburg—Sugar plant eaves—side.
 Sacramento—Subway, side and overhead.

LOCOMOTIVE RESTRICTIONS: WP Locomotive series 3051 and 3501 and foreign locomotives of same or greater weight including all 6 axle locomotives are restricted from use on Sacramento Northern trackage unless special authority for their use is received from the proper officer. Between Sutter and Tarke, all locomotives prohibited except SN 401 and 402.

SPEED RESTRICTIONS — In Miles Per Hour

First Subdivision

Clyde to Pittsburg	20
Norman Road, MP 37.8	15
Main St., Port Chicago, MP 39.2	Stop and Flag
West Pittsburg, wye tracks	5
ATSF Crossing, MP 46.24	15
Montezuma St. MP 46.66 to Pittsburg MP 48.06	15
Pittsburg All Street crossings	10
ATSF Crossing Harbor St. MP 47.39	Stop and Flag
ATSF Crossing Columbia St. MP 48.06	Stop and Flag
Cannon to Vacaville Jct. MP 7.60	20
Vacaville Jct. to Vacaville MP 4.21	20
19th St. Sacramento	Stop and Flag
Washington St. Sacramento	Stop and Flag

Holland Branch

Bascule Bridge (MP 90.66) to Riverview (MP 86.95)	25
Over Bascule Bridge	10
Linden Road Crossing MP 89.7	Stop and Flag
Davis Road Crossing MP 88.5	Stop and Flag
Riverview (MP 86.95) to Oxford (MP 15.77)	15

Dozier Branch

Cannon to Saxon	20
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Montezuma Branch

Dozier to Montezuma (MP 49.98)	15
Gum Grove Highway Crossing (MP 53.9)	Stop and Flag

Fairfield Branch

Vacaville Jct. to Fairfield (MP 11.86)	15
Highway Crossing MP 10.6	Stop and Flag

Sacramento Yard

MP 90.66 to MP 96.44 (Globe)	15
WP Conn "C" St. to CPC 11	5
Swanston Line	15
Del Paso Blvd. Crossing No. 8E-0.5	5
Sacramento-Yolo Port RR	10

SPEED RESTRICTIONS — In Miles Per Hour

Second Subdivision

Yuba City to Live Oak	30
Marysville (MP 136.31) Jct. WP RR (Westward Trains)	Stop
Marysville, all street crossings	Stop and Flag
MP 136.31 to Paloro (MP 138.56)	12
MP 137.08, SP Crossing (except on proceed signal from flagman)	Stop
MP 138.56 to MP 139.77	15
Live Oak City limits (MP 148.22 to MP 149.38)	10
Durham to Chico	30
MP 177.5 Highway Crossing (Durham)	Stop and Flag
MP 180.1 Sarona Highway Crossing	15
Stirling Jct. SP Crossing (MP 182.02)	Stop
Chico City Limits (MP 183.09 to MP 185.75) .	12
Airport Line (MP 185.75 to MP 189.13)	12

Woodland Branch

Broderick (MP 92.30) to Woodland (MP 16.57)	30
MP 1.55 SP Crossing (Mikon)	Stop
Rose Orchard Highway Crossing (MP 2.1) ...	15
Kiesel Highway Crossing (MP 8.0)	15
Fremont Trestle (MP 10.17 to MP 11.71)	15
Woodland City Limits (MP 16.24 to end of track)	12

Rio Linda Branch

Sankey (MP 109.649) to Rio Linda (MP 105.10)	15
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Pearson Branch

Cleveland (WP Jct.) to Pearson (MP 129.70)	15
MP 134.40 to MP 134.3	10
MP 130.9 Highway crossing	Stop and Flag

Tarke Branch

Colusa Jct. to Tarke (MP 10.28)	15
Sutter Highway Crossing (MP 5.1)	Stop and Flag
Bridge 9.28 (Butte Slough)	10

When handling loads with gross weight exceeding 220,000 on Woodland Branch, between Yuba City and Live Oak and between Durham and Mulberry, do not exceed 20 MPH.

WESTERN PACIFIC

The following WPMW (Maintenance of Way) cars are restricted to a maximum speed of 30 MPH and are restricted to movement in local freight or work trains unless otherwise specifically authorized by Chief Train Dispatcher:

(Living Qr)	WPMW 0250	thru	WPMW 0289	Incl.
(Outfits)	WPMW 0312	thru	WPMW 0997	Incl.
(Tanks)	WPMW 1059	thru	WPMW 1593	Incl.
(Gondolas)	WPMW 6101	thru	WPMW 6131	Incl.
(Box)	WPMW 8101	thru	WPMW 8111	Incl.
(Flat)	WPMW 8502	thru	WPMW 8560	Incl.
(Flat)	WPMW 8601	thru	WPMW 8646	Incl.
(Air Dumps)	WPMW 11001	thru	WPMW 11040	Incl.

TIDEWATER SOUTHERN

Mile Post	TIME TABLE NO. 3 JULY 28, 1974 STATIONS ↓ SIDING CAPACITIES AND FACILITIES	Station Number	
0.0	Yard PRBKOY STOCKTON YARD	92	
1.7	Yard P ORTEGA, JCT. WPRR	90	
3.3	1405 1.6 SHARPS LANE	3092	
5.2	Yard P 2170 MANTECA JCT.	5092	
6.2	1W 1605 1.0 TURNER	6092	
12.5	1625 6.3 ATLANTA	12092	
14.2	Yard P 1040 SIMMS	14092	
15.4	1W 690 1.2 CARROLTON	15092	
17.0	1160 1.6 ALBA	17092	
19.8	1390 2.8 ESCALON	20092	
25.6	Yard P 840 McHENRY	26092	
29.5	Yard Limits { 2310 0.6 1.5 1.1 1W 1635	3.9 AURORA	29092
30.1		NORTH YARD JCT.	30092
31.6		MODESTO PRB Joint Track	32092
32.7		S.P. CROSSING PI	
33.2		MOORE	33092
41.6	1240 8.4 HATCH	42092	
44.7	KEARNEY	45092	
47.9	Yard RBK TURLOCK (47.9)	48092	

MANTECA BRANCH

0.0	Yard P MANTECA JCT.	5092
5.1	Yard P 1040 MANTECA	205092
6.6	Yard 1.5 SOUTH MANTECA	207092

CHEMURGIC BRANCH

0.0	Yard Limits {	HATCH Y	42092
2.9		CHEMURGIC	303092

Read down for eastward, read up for westward.

RULE 201. Train Order authority is not required on Manteca and Chemurgic Branch and all movements must be made at yard speed.

RULE T-83-A. Modesto, MP 35, is designated as register station for extra trains operating between MP 35 and Turlock.

Extra trains arriving or departing to or from points East of MP 35 will register and must not leave Modesto, MP 35, on eastward movement until it has been ascertained from the train register that all preceding extra trains via the route have completed their trip and registered time and date of arrival at MP 35.

Rule T-83-C will have been complied with when identification is ascertained by the above provisions.

Train Register is located in phone booth at MP 34.7.

RULE T-72. Westward trains are superior to eastward trains of the same class.

TIDEWATER SOUTHERN

SPECIAL INSTRUCTIONS GENERAL

Applicable instructions appearing in other portions of this timetable will be observed on Tidewater Southern in addition to instructions appearing in Tidewater Southern section.

Slow orders pertaining to unusual conditions, other than speed, will be handled verbally and subsequently issued in a white "C" Notice for TS only on Monday of each week. These notices will be posted in regular Notice book.

Conductors and/or Engineers will call Dispatcher before commencing trip to determine if there are any orders.

RULE 11. During the hours of darkness, or when visibility of motorists is impaired by weather conditions, the front brakeman on all trains entering or leaving the Modesto Yard at 9th and E Streets must drop a lighted fusee to the pavement as near the center of the intersection as possible.

RULE 17-C. Headlight must be dimmed while moving over 9th Street, Modesto.

RULE 17-D. First line of this rule is extended to include the word "Amber" as well as the word "White." Reverse movements over grade crossings must be protected per the provisions of this rule by engineer operating the oscillating white (or amber) light, reversing handle located inside the locomotive cab roof as necessary so that this light is displayed in the direction of movement prior to entering the crossing.

RULE 21 of the Operating Department is suspended.

RULE T-72. Westward trains are superior to eastward trains of the same class.

RULE 103 (B). When leaving cars on main track or passing tracks at Escalon or Aurora, all private crossings must be left open.

RULE 104. Main track switches in yards must be left lined and locked for main track. Switch leading to S.P. transfer, Modesto, must be kept lined for transfer, except when using Lyng spur. Switches in joint M&ET-TS Yard, Modesto, must be kept locked and lined for lead tracks.

STOCKTON: Tidewater Southern trains and engines use Western Pacific tracks in Stockton Yard.

STOCKTON YARD:

(a) Normal position for switch between No. 2 and No. 3 leads at the west end of the leads is lined for No. 2 lead.

(b) Normal position for switch between No. 1 and No. 2 leads at west end of leads is lined for No. 2 lead.

(c) Normal position for switch leading to Tidewater Southern main track off No. 1 lead is lined for No. 1 lead.

ORTEGA: Arrival time at Stockton Yard will be determined by the actual time of arrival at Ortega. This time will be used for:

1. Reporting arrival to the train dispatcher.
2. Wheel reports.
3. Delay reports and final terminal delay.

MODESTO. (a) Tracks in Modesto between E. Street and Tuolumne River Bridge and Joint yard are operated jointly with the M&ET Co.

(b) **M&ET Crossing 9th and B Sts.** Trains and engines of M&ET shall be brought to a stop and crew shall ascertain that no conflicting movement is being made or about to be made before fouling this crossing. Trains of TS shall have precedence over movements of M&ET in the event of simultaneous arrival at the crossing.

(c) All movement on 9th Street, Modesto, will be governed by traffic signal indication except at 9th and B Streets where traffic lights are synchronized with track circuit and when trains enter circuit lights go red on both 9th and B Streets to stop vehicular traffic and allow trains to proceed through intersection. Trains must not stand in circuit but should proceed so as to reduce delay to vehicular traffic to a minimum.

Traffic signals on Ninth St. will be set to flash amber for Ninth St. and red for cross street during off-peak periods as follows:

Ninth at D, G, H, I and J — 11 p.m. to 6 a.m.

Ninth at K and L — 10 p.m. to 7 a.m.

Ninth and B — 11 p.m. to 6 a.m.

At 9th and P Streets traffic signals are synchronized with track circuits. Trains and engines will not foul the intersection until signals governing movement through the intersection display flashing red. Signal timing circuits are so arranged that flashing red will not be displayed until after the end of a normal green period for 9th Street traffic.

(d) City ordinances require trains and yard engines within 100 feet of an intersection to stop immediately on the approach of any police, ambulance or fire apparatus sounding siren or signal gong, except they may 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.

ROAD CROSSINGS: No train, engine or car shall be operated over any crossing where special signs appear reading: STOP — FLAG HIGHWAY TRAFFIC or CAUTION — FLAG HIGHWAY TRAFFIC unless same be first brought to a stop or caution observed (as indicated by sign) and traffic on crossing protected by member of train crew or other competent employee acting as flagman.

INTERLOCKING PLANTS AND SIGNALS

MP 32.7 — SP Crossing — Remote Controlled.

Remote controlled interlocking signals are located each side of crossing and are under the control of the Southern Pacific Train Dispatcher.

Approach circuits 500 ft. in advance of interlocking signals indicate to the Southern Pacific Train Dispatcher the approach of a Tidewater Southern train.

Approach signals consisting of a single reflectorized semaphore arm, 45 degrees above horizontal, located 1432 feet east and 600 feet west of home signal. Proceed from approach signals complying with Rule 285 and proceed through crossing upon proper signal indication at home signal. Diesel engine throttle must be placed in off position while locomotive is moving over crossing frog.

If signals fail to indicate proceed after a reasonable time, a member of the train crew must contact the Southern Pacific Train Dispatcher by telephone located at the crossing.

Emergency time release box is located adjacent to the crossing. The box is marked T.S. Ry. and locked with a switch padlock. Instructions for the operation of the emergency release are posted in the box.

The emergency release must only be operated when instructed to do so by the Southern Pacific dispatcher or if conditions are such that the Southern Pacific dispatcher cannot be contacted. The release may be operated only after it has been determined that no trains can be seen or heard approaching on the SP tracks. Rule 663 will govern after the emergency release has been operated.

Any defect in connection with this interlocker must be reported immediately to the Southern Pacific Train Dispatcher that he may notify signal maintainer. SP telephone line circuit switch is located inside the telephone booth above the door.

Operators of motor cars must stop at Southern Pacific crossing and when there is more than one man on the car the crossing will be flagged. Operator must know there are no Southern Pacific trains approaching before going over crossing.

TIDEWATER SOUTHERN

WEST MP	YARD LIMITS YARD	EAST MP
0.0	Stockton	2.3
3.0	Manteca Jct.	5.8
0.0	Manteca Jct. (Branch)	0.3
4.2	Manteca	6.6
13.5	Simms	15.2
25.3	McHenry	26.3
28.7	Modesto	35.0
0.0	Chemurgic Branch	2.9
46.0	Turlock	47.9

INTERCHANGE TRACKS

Stockton — WP
SP
ATSF ^e
CCT
ST&E
Modesto — SP
M&ET
Turlock — SP

RAILROAD SURGEONS

G. B. Harter, M.D.	Local Surgeon	Modesto, Calif.
F. N. Hatch, M.D.	Local Surgeon	Modesto, Calif.
R. C. Hatch, M.D.	Local Surgeon	Modesto, Calif.
R. D. Husband, M.D.	Local Surgeon	Modesto, Calif.
R. R. Treadwell, M.D.	Local Surgeon	Modesto, Calif.
J. W. Collins, M.D.	Local Surgeon	Turlock, Calif.
E. H. Johnson, M.D.	Local Surgeon	Turlock, Calif.
R. C. Winters, M.D.	Local Surgeon	Manteca, Calif.

Note. See also list of Railroad Surgeons on inside front cover.

LOCOMOTIVE RESTRICTIONS: WP locomotives series 3051 and 3501 and foreign locomotives of same or greater weight including all 6 axle locomotives are restricted from use on Tidewater Southern trackage unless special authority for their use is received from the proper officer.

SPEED RESTRICTIONS — In Miles Per Hour

Ortega, MP 1.7 to Turlock, MP 47.9	35
MP 14.2—Simms Highway Crossing	20
MP 17.0—Alba Winery Spur Highway	
Crossing	Stop and Flag
MP 22.53 to MP 23.13—Stanislaus River	
Bridge and Curve East & West of	
Bridge	20
McHenry, MP 25.6 to Modesto City Limit	
MP 27.2	20
MP 27.2 to 9th & "P" Sts., Modesto	15
Modesto—No. Yard	10
Tully Road	Stop and Flag
Coldwell Ave.—Lyng Spur	Stop and Flag
Modesto—Between 9th & "P" and 9th &	
"A" Sts.	10
Modesto—9th & "A" St. to MP 35.1	20
MP 32.7—SP Crossing	15
MP 41.3—Hatch—Highway Crossing	15
MP 43.7 and Turlock City Limits	20
Turlock City Limits	10
Broadway St. Crossing	Flag
Chemurgic Branch	20
Manteca Branch	20
Manteca City Limits	10
Spreckles Highway Crossing	Stop and Flag
Maximum speed through turnouts, crossovers, on	
sidings and other inside tracks	10

(On curves speed will be reduced where necessary to insure safety).

WESTERN PACIFIC

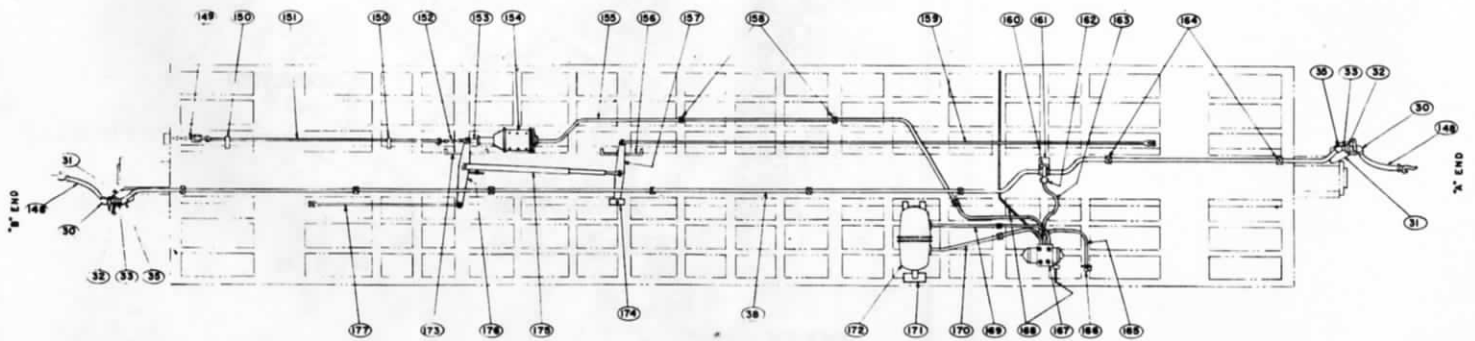
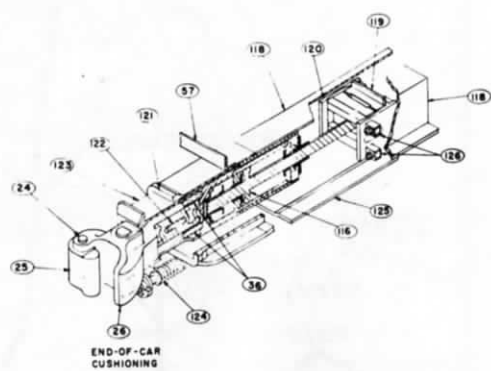
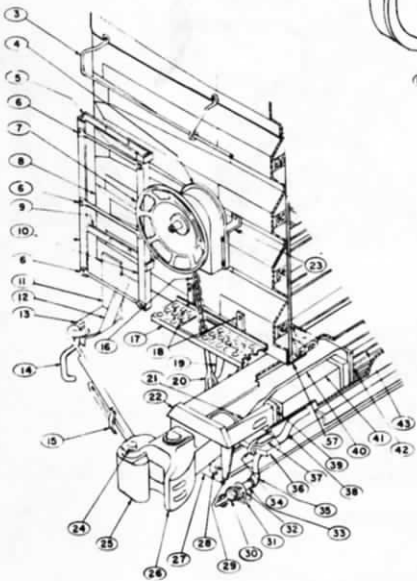
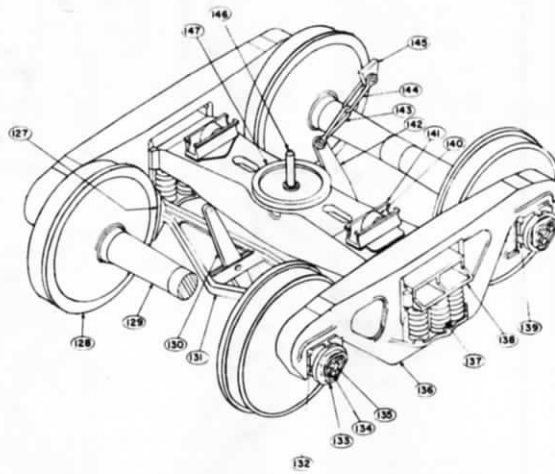
ADDITIONAL TRACKS ON WHICH ENGINE MOVEMENTS RESTRICTED. Also see page 29. Engine movements are restricted on the following spurs to the number of feet shown from clearance point.

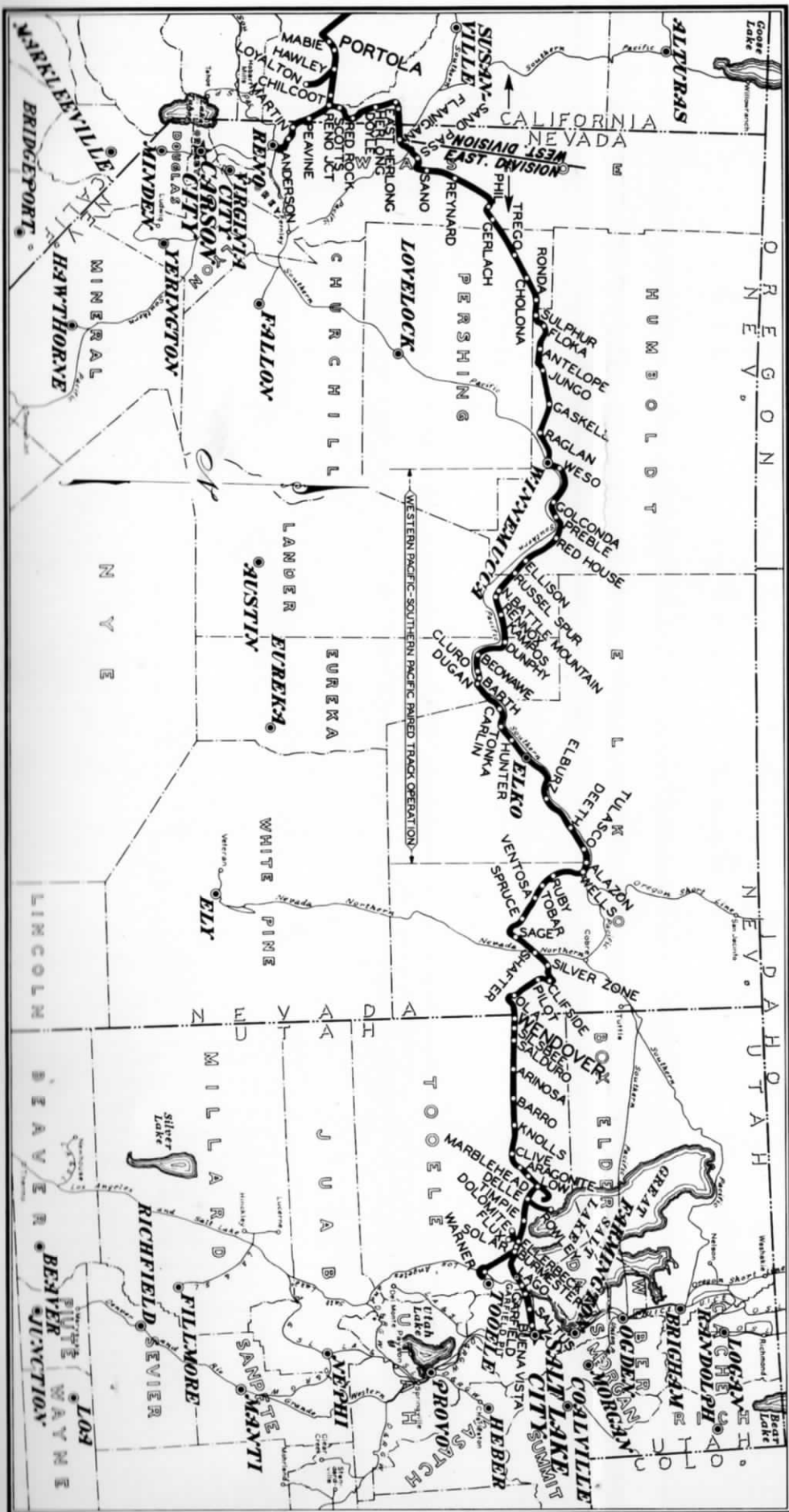
Sand Pass	310
Sano	200
Reynard	200
Phil	500
Trego	200
Cholona	200
Floka	230
Antelope	300
Gaskell	250
Raglan	200
Ellison	150
Kampos	800
Duggan	400

Tonka	600
Elko (Texaco)	1 Un. only, entire spur.
Elko (Vogeler)	300
Elburz	700
Tulasco	700
Sage	600
Silverzone	450
Clifside	216
Ola	200
Barro	280
Clive	371
Low	580

CAR CHART

3. Horizontal end handhold
4. Hand brake housing
5. End ladder support--top
6. End ladder tread
7. Hand brake wheel
8. Steel end--bottom
9. End ladder support--bottom
11. Uncoupling lever bracket
12. Uncoupling lever bracket support
13. Uncoupling lever support
14. Telescoping uncoupling rod
15. Uncoupling lever guide
16. Hand brake chain
17. End platform (combined crossover and brake stop)
18. End platform support
19. Bell crank
20. Vertical hand brake rod
21. Front draft gear stop
22. Striker
23. Hand brake housing support
24. Coupler knuckle pin
25. Coupler knuckle
26. Tye E coupler head
27. Coupler carrier
28. Coupler wear plate
29. Striker flange
30. Angle cock
31. Angle cock support
32. Angle cock "U" bolt
33. Nipple
34. Draft key washer
35. 45° elbow
36. Draft key
37. Draft key retainer
38. Brake pipe 1 1/4" (Train line)
39. Follower block
40. Coupler yoke
41. Draft near
42. Rear draft near stop
43. Rear draft gear stop reinforcement
110. Hydraulic piston
118. Center sill
119. Back stop plate
120. Rear lun casting
121. Striker casting
122. Coupler key
123. Cushioning unit
124. Restoring mechanism
125. Inspection plate
126. Rear cross key
127. Brake shoe
128. Wheel
129. Axle
130. Truck live lever
131. Brake beam
132. Roller bearing adapter
133. Roller bearing end cap
134. End cap retaining bolt
135. End cap locking plate
136. Truck side frame
137. Truck spring
138. Truck bolster
139. Roller bearing assembly
140. Truck side bearing roller
141. Truck side bearing housing
142. Truck dead lever
143. Clevis at dead lever
144. Clevis at dead lever fulcrum
145. Dead lever anchor--underframe mounted
146. Center pin
147. Truck center plate cast integral with truck bolster
148. Air hose
149. Hand brake chain at bell crank
150. Hand brake rod guide
151. Hand brake rod
152. Hand brake chain at cylinder
153. Cylinder push rod
154. Air brake cylinder
155. Cylinder pipe, 3/4"
156. Floating lever guide
157. Floating lever
158. Pipe clamp, 3/4"
159. Top rod "A" end
160. Branch pipe tee
161. Branch pipe tee support
162. Combined silt collector and cut-out cock
163. Connection hose
164. Pipe clamp, 1-1/2"
165. Retainer pipe
166. Retainer valve
167. ABD Control valve
168. Release rod
169. Auxiliary reservoir pipe, 3/4"
170. Emergency reservoir pipe, 3/4"
171. Reservoir support
172. Combined auxiliary and emergency reservoir
173. Cylinder lever guide
174. Brake lever fulcrum
175. Brake slack adjuster
176. Cylinder lever
177. Top rod "B" end





RULE 10-I

RADIO COMMUNICATION

Oral authorization and acknowledgements between Foremen and Engineers for trains to pass "Red Conditional Stop" signs must be worded in the following forms:

Foremen's Initiation

THIS IS W.P. FOREMAN IN CHARGE OF THE WORK BETWEEN MP..... AND MP..... W.P. TRAIN ORDER NO. WE ARE IN THE CLEAR AND YOU MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF THE ORDER AT M.P.H.*

Engineer's Response

THIS IS ENGINEER W.P./S.P. TRAIN I MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF W.P. ORDER NO. BETWEEN M.P. AND M.P. AT (Speed)* REPEAT (Speed) MILES PER HOUR.*

Foreman must acknowledge Engineer's response as follows:

W.P./S.P. TRAIN, BETWEEN M.P. AND M.P. (Speed)* MILES PER HOUR, OK ON ORDER NO.

*Foreman may authorize train to proceed "at maximum authorized speed" if no speed restriction is required account Form W train order.

AVOID DAMAGE—SWITCH CUSTOMERS' CARS CAREFULLY

Damage to freight or car can be avoided by always keeping coupling speed within the safe range—NOT OVER 4 MILES PER HOUR—A BRISK WALK.

Handle freight carefully and keep our customers.

SPEED TABLE

TIME PER MILE	MILES PER HOUR
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