

RESTRICTED SPEED

A speed that will permit stopping within one half the range of vision short of train, engine, railroad car, stop signal, derail or switch not properly lined, employes or railroad equipment on track, not exceeding 10 mph.

**"If you can't
do it safely,
Don't Do It"**

SPEED TABLE

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Mins.	Sec.		Mins.	Sec.	
2	00	30.0	5	00	12.0
2	05	28.8	5	30	10.9
2	10	27.7	6	00	10.0
2	15	26.7	6	40	9.0
2	24	25.0	7	30	8.0
2	30	24.0	8	34	7.0
2	45	21.8	10	00	6.0
3	00	20.0	12	00	5.0
3	30	17.1	15	00	4.0
4	00	15.0	20	00	3.0
4	30	13.3	30	00	2.0



**NAPA VALLEY
RAILROAD
TIMETABLE**

1



**EFFECTIVE MONDAY, JANUARY 1, 1989
AT 12:01 A. M.**

V. M. DeDOMENICO

Chief Executive Officer

J. C. McCORMACK

President & C.O.O.

NAPA VALLEY RAILROAD

OFFICERS

R. R. JACHENS Superintendent of Operations
 G. VELASQUEZ JR. Superintendent - M of W

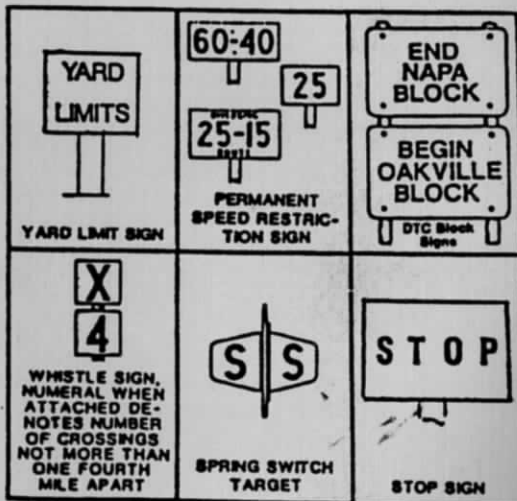
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EXPLANATION OF CHARACTERS

- B - General Orders/Bulletins.
- C - Office of Communication
- K - Standard Clock
- P - Telephone
- Q - Radio Communication
- S - Station Stop
- T - Turning Facility
- Y - Yard Limits
- W - When shown by a station name, water is available for locomotives.
- N - When preceding the footage of a spur, only entered from the north.
- S - When preceding the footage of a spur, only entered from the south.



NAPA VALLEY RAILROAD COMPANY
Napa Line

Northward ↓		STATIONS	↑ Southward	
Station Stop	Siding Feet	Napa Line		Mile Post
	2535	Rocktram (SPT) .7		66.8
		Begin Napa Valley R.R. 1.9		67.5
	2000	Soscol .4		69.4
S		Napa 2.0		69.8
		Union 6.2		71.8
S	2000	Yountville 3.5	D	78.0
		Oakville 1.9	T	81.5
	1500	Rutherford 2.7	C	83.4
		Thomann 1.5		86.1
S	1200	St. Helena 1.1		87.6
		Krug Y		88.7
(21.2)				

MAXIMUM AUTHORIZED SPEED FOR TRAINS

Between	Napa Line	All Trains
Rocktram and Krug		
66.8 and 69.9	10
69.9 and 87.0	30
87.0 and 88.7	10

SPEED ON OTHER THAN MAIN TRACK 10

RULE 480. DIRECT TRAFFIC CONTROL DESIGNATED LIMITS:

South M.P.	Block Name	North M.P.
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Napa Line

69.9 Napa	78.2
78.2 Oakville	83.5
83.5 St. Helena	87.0

THINK
BEFORE
YOU ACT

**SPECIAL INSTRUCTIONS
 NAPA LINE**

STATION	TRACK	TYPE	REMARKS
8.10	1	SPUR	
8.11	1	SPUR	
8.12	1	SPUR	
8.13	1	SPUR	
8.14	1	SPUR	
8.15	1	SPUR	
8.16	1	SPUR	
8.17	1	SPUR	
8.18	1	SPUR	
8.19	1	SPUR	
8.20	1	SPUR	
8.21	1	SPUR	

SAFETY EVERYWHERE
ALL THE TIME

RULE 103(L). SECUREMENT.

Equipment other than locomotives Two hand brakes South end.

Running around equipment at Soscal or St. Helena One hand brake South end.

Locomotive(s)..... All hand brakes applied.

Any equipment left unattended at Yountville. All hand brakes applied.

Except in preparing train for departure, employe releasing any of these brakes must apply an equal number to replace them.

RULE 103(T). MOVEMENTS INTO SPUR TRACKS: All movements will be stopped before entering building on engine house tracks tracks #1 and #2 at MP 69.3, Soscal. Employe will protect move through the house tracks.

RULE 104(3). MAIN TRACK SWITCHES: Normal position for main track switches at Yountville will be lined around Yountville pocket. This track is to be considered the main track and all applicable rules will apply.

RULE 109(C). Walking inspection as specified in this rule will not be required at bridge over Bale Slough, MP 84.11, account no handrails or walkways.

**NAPA VALLEY RAILROAD
Special Instructions**

RULE 103(L). SECURING CARS OR ENGINES:

Following is added:

When hand brakes are required, a sufficient number of hand brakes, but not less than two where there are two or more cars, must be applied, unless specified otherwise by timetable.

When practicable to do so, when single freight cars are set out for other than loading or unloading purposes, they must be left coupled to other cars already set out or on tracks protected with derails, rail skids, facing point switches or ascending grade toward main track.

WHEN AN ENGINE IS LEFT UNATTENDED:

- (1) Reverser must be removed.
- (2) Generator field switch off.
- (3) Unit(s) isolated.
- (4) Hand brake must be fully applied on each unit.
- (5) Independent brake and automatic brake must be released to ensure engine is secure and then fully re-applied.
- (6) Cab doors and windows must be locked, if so equipped with locks.
- (7) When engine is shut down, open battery switch and turn radio circuit breaker off.

RULE 104(A). APPROACHING MOVEMENT:

Following is added:

When making yard movements on any work lead or an adjoining track, the movement will have the right to move on the track for which the switches are properly lined. If switch is lined against the movement, or for an adjacent connected track, the movement must not proceed until it is safe to do so. Position of the switches will govern the right of movement regardless of whether switches are spring, rigid or variable.

RULE 483. RELEASING DTC BLOCK AUTHORITY:

Following is added:

If a DTC Block cannot be released by radio, the DTC Block form will be completed showing the time the train cleared the DTC Block as the release time. The DTC Block form will be placed in the designated location before ending tour of duty.

**YOU ARE
"SAFE AS YOU THINK"**

NAPA VALLEY RAILROAD
Special Instructions

1. SPEED OR PLACEMENT RESTRICTIONS

A locomotive that is NOT listed in these tables must NEVER be operated in a train unless it is specifically authorized by a train dispatcher. Authorization must include the maximum speed.

Locomotive Number	Max. Speed	Starting T.E. (Lbs.)	WEIGHT
50	25	22,000	89,200
51	45	57,275	229,100
70	93	64,500	258,000
71	93	64,500	258,000
72	93	64,500	258,000
73	93	64,500	258,000

2. LOAD LIMIT

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

Maximum Load Limit 263,000 pounds

3. ADDITIONS AND REVISIONS TO THE GENERAL CODE OF OPERATING RULES

DEFINITION RESTRICTED SPEED.

Following is revised:

A speed that will permit stopping within one half the range of vision; short of train, engine, railroad car, stop signal, derail or switch not properly lined, employes or railroad equipment on track, not exceeding 10 MPH.

RULE B.

Following is added:

Operation on the trackage of the Napa Valley Railroad will be governed by the General Code of Operating Rules.

RULE 3.

Following is added:

Time may be compared from Pacific Telephone. Telephone Number: (707) 767-8900.

RULE 10(E). PERMANENT SPEED SIGNS:

Following is added:

Reduce Speed signs will be placed 1/4 mile in advance of restrictions.

**Be Alert And
Don't Get Hurt**



KRUG
ST HELENA

THOMANN

RUTHERFORD
OAKVILLE

YOUNTVILLE

UNION

NAPA
SOSCOL

ROCKTRAM

**SPECIAL INSTRUCTIONS
NAPA LINE**

RULE K. Impaired side clearance M.P. 69.3, Soscol Engine House tracks #1 and #2.

RULE N. Operation on Southern Pacific trackage will be governed by Southern Pacific rules and regulations under the General Code of Operating Rules and Southern Pacific Timetable and General Orders.

RULE 14. ENGINE BELL:
Following is added:

(1) All crossings shall be warned by the ringing of the bell. The bell ringing shall commence at the 1/4 mile marker and ring continuously until the lead locomotive has past over crossing. Where crossings are closer than 1/4 mile, the bell shall ring continuously between crossings.

RULE 15(L). REQUIRED WHISTLE SIGNALS:
Indication is revised to read:

(1) All public crossings shall be further warned by sounding of the Interurban whistle, except at the following crossings where the air horn shall be used.

Jackson St.	Oakville Grade
Main St. & Central Ave.	Dowell Lane
Lincoln Ave.	Zinfandel Lane
Hwy. 29 / Redwood Rd.	Dwyer Rd.
Stice Lane	Hwy. 29 / White Hall Ln.

(2) As conditions warrant, the cadence, intensity, and duration of the whistle or horn sounding shall be at the discretion of the locomotive engineer.

RULE 93. YARD LIMITS.

MP	Napa Line	MP
67.5	69.9
87.0	88.7

RULE 103(A). AUTOMATIC CROSSING DEVICES.

All Northbound movements must STOP at Stop Signs and allow automatic warning devices to operate twenty seconds before entering crossing at Soscol Ave; M.P. 69.4.

All Southbound movements must STOP at Stop Signs on team tracks and allow automatic warning devices to operate twenty seconds before entering crossing at Soscol Ave; M.P. 69.4.

**NO JOB IS SO IMPORTANT NOR ANY
SERVICE SO URGENT THAT WE CANNOT
TAKE THE TIME TO PERFORM OUR WORK
SAFELY**

RULE 11. UNATTENDED FUSEE:
Following is added:

Unattended burning fusee will not apply to the track on which the train is moving when displayed beyond the first rail of an adjacent track.

RULE 24. ENGINE IDENTIFYING NUMBERS:
Following is added:

Trains will be identified by engine number.

RULE 81. INITIATING MOVEMENT:
Is revised to read:

Before initiating movement on main track, a crew member must ascertain from the train dispatcher any track conditions that will affect their movement.

Track conditions that are received will be in effect for the entire tour of duty unless cancelled by the train dispatcher.

RULE 82(A). RECEIVING CLEARANCE:

Rule 82(A) does not apply.

RULE 99. FLAGGING RULE:
Specified Flagging Distance

MAXIMUM SPEED FOR ANY TRAIN	FLAGGING DISTANCE
30 MPH or less	1 Mile

RULE 103(F). BLOCKING PUBLIC CROSSINGS:
Is revised to read:

A public crossing must not be blocked longer than 10 minutes when it can be avoided.

SAFETY JOB #1

NAPA VALLEY RAILROAD
Special Instructions

RULE 616. HAZARDOUS MATERIALS:

Following is added:

Each employe whose duties are prescribed by these rules must have properly inserted in the back of the General Code of Operating Rules Book three pages of instructions titled "HAZARDOUS MATERIAL INSTRUCTIONS".

RULE 616(A). TRAINS HANDLING HAZARDOUS MATERIALS:

New rule is added:

Trains handling cars placarded "EXPLOSIVES A", "POISON GAS", "RADIOACTIVE" or tank cars containing a product classified as FLAMMABLE GAS or the individual commodities ANHYDROUS AMMONIA, CHLORINE, HYDROGEN CHLORIDE, HYDROGEN FLUORIDE OR SULFUR DIOXIDE, must be given a rolling inspection by outbound crew.

EXCEPTION: The above will not apply to cars carrying vans or containers placarded "EXPLOSIVES A", "POISON GAS", or "RADIOACTIVE".

RULE 622. SAFETY RULES:

Trainmen and Enginemen must have a copy of the Safe Work Practices booklet. Employes must adhere to the safe work practices described in the booklet and the following additions:

1. All employes, except those working exclusively in offices, must wear shoes that afford maximum protection while on duty. Open-toed, canvas, lounging and jogging-type shoes or any shoes that are constructed with a continuous flat sole are prohibited.
2. Employes must expect the movement of trains, engines or cars at any time, on any track, in any direction.
3. Employes must not get on equipment except when required in the performance of their duty.
4. Crew members must forbid unauthorized employes from getting on or off moving equipment.
5. Employes are prohibited from getting on roof of cars except when necessary to make repairs, seal, inspect or service them.
6. Crew members must not be on open top cars which are in the process of being loaded or unloaded, or ride on open top cars which are known to be partially loaded or unloaded.
7. Employes must not place any part of their body between lading and end or side of car.
8. When equipment is moving over street crossing or in a street, employe must not ride on sill steps, lower rungs of ladders, leading end of engines, caboose steps or vestibule steps of cars.

**IT TAKES ONE MINUTE TO WRITE A SAFETY RULE
ONE HALF HOUR TO HOLD A SAFETY MEETING
ONE WEEK TO PLAN A SAFETY PROGRAM
ONE MONTH TO PUT IN OPERATION
ONE YEAR TO WIN A SAFETY AWARD
ONE LIFETIME TO BE A SAFE WORKER**

**BUT ONLY ONE SECOND TO DESTROY ALL THIS
WITH ONLY ONE ACCIDENT**

KEEP SAFETY IN MIND AT ALL TIMES

NAPA VALLEY RAILROAD
Special Instructions

9. Employes must not remain in bay windows of caboose on side next to track on which a train, engine or car is passing, or being passed.
10. Employes must not step on rail, switch or frog.

RULE 623. AIR BRAKE RULES:

Each employe whose duties are prescribed by these rules must have properly inserted in their General Code of Operating Rules that section labelled "Air Brake Rules" numbered 901 through 925.

RULE 631. OPEN TOP LOADS:

Items (1), (2) and (5) only apply when train's make up and length will permit.

RULE 801. DECEASED:

Is revised to read:

In case of a non-accidental death on a train, the deceased must be left at the first station where services of a coroner are available unless otherwise directed by civil authorities.

In cases of death due to an accident and the deceased is physically entangled in the train, the train must not be moved until released by the coroner. If the deceased is not entangled in the train, train may be moved after the coroner has been notified and responsible company employe is left on the scene to safeguard the deceased, evidence and property.

In all cases, the proper public officer must be notified promptly and a report must be made to the Superintendent.

RULE 806. REPORTING:

Following is added to first paragraph:

Employe and his immediate superior must thereafter, without delay, and prior to completion of tour of duty, complete required reports on prescribed forms and furnish other required statements to proper authority.

4. REVISIONS TO HAZARDOUS MATERIAL INSTRUCTIONS

INSTRUCTION 1. Part 6 is revised to read:

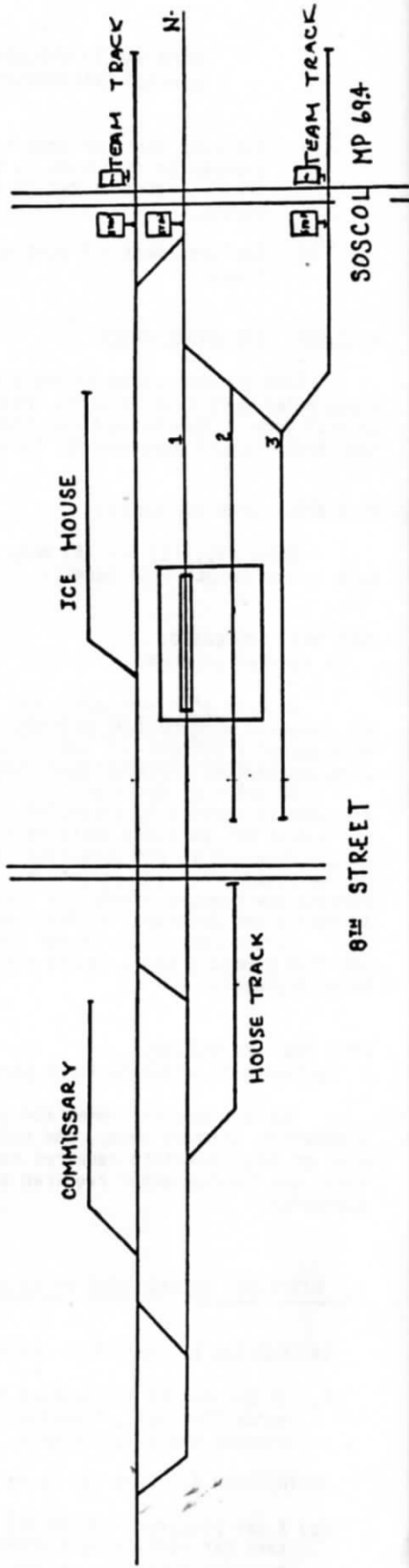
6. If the car is a placarded empty tank car, the words "residue", "residue last contained" must precede the shipping name.

INSTRUCTION 4. Part (a) is revised to read:

- (a) A car placarded EXPLOSIVES A or POISON GAS, a tank car containing FLAMMABLE GAS, or a flat car carrying a trailer or container displaying any hazardous material placard must not be cut off in motion nor be coupled into by any car moving under its own momentum.

**STOP INJURIES
BEFORE ONE STOPS YOU**

SOSCOL ROUNDHOUSE



NAPA LINE

