

SOUTHERN PACIFIC COMPANY



SACRAMENTO DIVISION SPECIAL INSTRUCTIONS

No. 7

EFFECTIVE SUNDAY, NOVEMBER 24, 1957

AT 12:01 A. M.,

PACIFIC STANDARD TIME

SUPERSEDING SPECIAL INSTRUCTIONS No. 6

THESE INSTRUCTIONS CONSTITUTE A PART
OF THE TIMETABLE CURRENTLY IN
EFFECT

W. D. LAMPRECHT,
General Manager.

E. D. MOODY,
J. A. MCKINNON,
Assistant General Managers.

C. H. GRANT,
General Superintendent of
Transportation.

J. M. HATCHER,
Superintendent of Transportation.

V. E. ANDERSON,
Superintendent.

⊙This symbol indicates change, except changes on
rating of engines pages are not so indicated.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

⊙**RULE A.** Transportation Department rule revisions from December 1, 1951 to and including April 1, 1957 are shown on pages 1 and 2 of the Rules and Regulations of the Transportation Department. Employees must have revised pages covering these revisions in their copy of the Rules and Regulations of the Transportation Department.

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

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

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

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

⊙**RULE 14(I).** Within the city limits of municipalities in California the use of engine bell under Rule 30 will be regarded as complying with requirements of Rule 14(I), except whistle must be sounded when it appears that thereby a possible collision may be avoided.

⊙**RULE 19.** Certain passenger cars have supplemental roof-line markers in addition to side electric markers. When such cars are on rear of train, the supplemental markers must be lighted by day as well as by night and duplicate the display to the rear of side electric markers.

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

Permanently installed electric marker lights located on top of cabooses must be lighted by day as well as by night to be considered as markers and within block system limits will display only one red light to the rear, except when train is turned out or running against the current of traffic on double track one red light and one green light to the rear will be displayed. Outside of block system limits one red light to the rear will be displayed, except when train is clear of main track to be passed by another train one green light to the rear will be displayed. Lights must be extinguished when train arrives at destination and has stopped clear of main track. Indications shown in Figures 1 to 8 will not apply.

Figure 7 is revised to read:

"Rear of Train by Night When on Siding to Be Passed by Another Train, Outside of Block System Limits."

⊙**RULE 19-A.** Is revised to read:

"Outside of block system limits, when markers display red lights to the rear at night, it is an indication that the main track is obstructed. A following train must approach with caution, and if the rear of train is clear of main track, it may proceed with caution to the point where the main track may be obstructed."

RULE 99-C. Will apply on Placerville, Walnut Grove, Yuba City, Oroville, Stirling City, Colusa and Knights Landing Branches.

RULE 283. Movements governed by semaphore type diverging route signals displaying "Proceed on Diverging Route," Figs. A and B, must be made with caution.

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

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM**PUSH BUTTONS**

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

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

ELECTRIC SWITCH LOCKS

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

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

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

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

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

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

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

MECHANICAL SWITCH LOCKS

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

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

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

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

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

GENERAL REGULATIONS

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

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

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

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

28. DF and DP class engines when moving without cars must, when possible, be operated from cab in direction of movement, except for short direct movements.

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

AIR BRAKE RULES

⊙**RULE 3.** On engines of DP-5, 6, 8, 9, 10 and 11 classes the safety valve in the discharge pipe must be set at 185 pounds.

Standard brake pipe pressure for No. 377 (PCE) and No. 378 (PCE) is 90 pounds.

RULE 13. Should all power units of an engine running light or while handling train become inoperative on a grade, light engine or train, after stopping, must be immediately secured with hand brakes and engine wheels secured by blocking or chains.

⊙**RULE 17.** Trains handled by DF-120 to 126 class engines must not use more than three units of dynamic brakes. Dynamic brake cable must be removed between third and fourth units in direction of movement and unit selector switch on lead unit placed in No. 3 position.

MISCELLANEOUS

⊙5. Helper service:

- Helper engines must not be placed behind wooden underframe equipment.
- Helper engines consisting of not more than two units may be placed behind caboose.
- Helper engines consisting of not more than four units may be placed immediately ahead of caboose.
- Helper engines must not be placed behind trailer-flat cars (SP 510500 to 510649) when such cars are handled in the rear ten cars of a train.

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

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

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

NOMINAL CLASS	RUNNING FORWARD		RUNNING BACKWARD WITH TRAIN OR LIGHT
	WITH TRAIN	LIGHT	
DF-1 to 12, except 6194, 6195, 6230, 6231, 6240, 6247, 6254, 6270 to 6283, 6286, 6288, 6293, 6300, 6301, 6307 to 6311, 6317, 6321, 6328, 6351, 6357, 6360, 6365, 8094, 8146, 8166, 8168, 8170, 8172 to 8174, 8178 to 8182, 8195, 8200, 8202, 8203, 8207, 8208, 8213, 8220, 8229, 8231, 8233, 8241, 8245, 8250, 8254, 8255, 8257	65	65	*30
6190 to 6193, 6202, 6203, 6206 to 6211, 6214 to 6219, 6222 to 6229, 6232 to 6239, 6378 to 6382, 6384, 6385, 6387 to 6392, 6394 to 6405, 6440 to 6445, 6447, 6450, 6451, 6455 to 6457, 8090 to 8093, 8102, 8103, 8106, 8107, 8109, 8110, 8115 to 8117, 8119, 8122 to 8126, 8130 to 8133, 8138, 8139, 8290 to 8303	55	55	*30
6383, 6386, 6393, 6446, 6448, 6450, 6452 to 6454, 8095, 8108, 8111, 8114, 8118, 8127 to 8129, 8134 to 8137	70	70	*30
DF-100, 114 (5288, 5289), 115, 119, 123, 126	79	79	**65
DF-114 (5279 to 5287, 5290 to 5293), 117	65	65	**55
DF-116, 118, 120, 121, 122, 124, 125	55	55	**70
DF-101 to 112	70	70	**60
DF-200 to 206	60	60	**55
DF-300 to 306	55	55	**65
DF-307	65	65	**60
DF-500, 501	60	60	**70
DF-603, 606	70	70	**70
DF-605, 607, 611	65	65	**65
DF-608, 609	75	75	**75
DF-610	65	65	**65
DP	79	79	*30
DS-1, 4, 5	45	45	45
DS-2, 3, 6 to 12	60	60	60
DS-100 to 108, 110, 111, 113 to 115, 117 to 122	60	60	**60
DS-109	65	65	65
DS-200, 201	35	35	35
Any engine not listed	35	35	25

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

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

***May operate at maximum speed of 60 MPH when handling No. 377 (PCE) and No. 378 (PCE).

Maximum speed of engines under following conditions, running under own steam, or hauled in train:

- When all weight has been removed from any one pair of drivers 20 MPH
- When all weight has been removed from only one wheel of any pair of drivers 30 MPH
- When engine truck is removed 20 MPH
- When main rod only is removed 30 MPH
- When side rod only is removed 30 MPH
- When both main and side rods are removed 20 MPH

⊙ Maximum speed of trains handling dead engines of S or SE class 20 MPH; other SPCo steam engines 40 MPH; and diesel engines the speed shown for same engine running forward light, except DS-200, 201 class must have traction motor brushes removed and speed restricted to 30 MPH.

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

⊙ Dead steam engines hauled in train and weighing 150,000 pounds or more on drivers must, as far as practicable, be cut in between 25 and 30 cars from the head end of the train but in no event less than 8 cars from engine handling the train. If weight is less than 150,000 pounds on drivers dead steam engines must be placed near rear of train.

⊙ Unless otherwise restricted, not more than two dead steam engines shall be moved in any one train and when so moved they must be separated by five cars. When an S or SE class and a road engine are moved dead in train, a steel under-frame freight car must be placed between them and S or SE class engine entrained with tender ahead.

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

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

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH MAIN TRACKS OTHER THAN BRANCHES	MPH MAIN TRACKS ON BRANCHES
Scale test cars	40	30
Cars with arch bar trucks	40	30
Steel pile-drivers	40*	30*
Relief outfits with steam derrick, except	35*	25*
(Relief outfits 7014 and 7025 must not be operated on any branch)		
Power shovel on own wheels	35*	25*
Ditchers on own wheels, except	35*	25*
SPMW-4044	25*	25*
Car-top ditchers, if blocking and tie-down cables are removed	35*	25*
K&J pedestal or center-hinged air-dump cars (except SPMW 5100 to 5289 loaded or empty)	35*	25*
Locomotive cranes		
With boom disconnected, heavy end forward	35*	25*
With boom disconnected, light end forward	20*	15
With boom in place, either end forward	25*	15
Rotary snow plows	25	15

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

OTHER MAXIMUM SPEEDS	MPH PASSENGER TRAINS	MPH FREIGHT AND MIXED TRAINS
Foreign steel-wheel cars not equipped with high speed trucks	60	55
Trains of deadhead equipment, with caboose	55	..
Passenger trains, with caboose	55	..
Engine and caboose only, except . . . . .	..	55
Must not exceed speed for same engine running forward light		
Engine, flanger and caboose only, except . . . . .	..	40
On curves . . . . .	..	30

SPMW cars equipped with K type brakes must not be handled in trains consisting of more than 50 cars and train must not exceed 40 MPH while handling such equipment.

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

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

When foreign steel-tired or all-steel wheel cars are picked up at points where no car inspectors are on duty, conductor must contact train dispatcher to determine applicable speed restriction for the movement.

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

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

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

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

SPECIAL INSTRUCTIONS—SACRAMENTO SUBDIVISION

⊙**RULE 826. Roseville:** Indicator lights located on tracks Nos. 71 and 72 at each end of PFE icing platform No. 1 and tracks Nos. 73 and 74 at each end of PFE icing platform No. 2 govern movements on these tracks as follows:

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

AIR BRAKE RULES

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

MP 131.70 to MP 123.00. One retaining valve for each 70 tons in train, except when handled by DF-101 to 108, 110, 112 to 126 class engines with dynamic brake in operation handling over 1750 tons, one retaining valve for each 125 tons in train.

FREIGHT TRAINS

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

RULE 25. Rear end test must be made immediately prior to leaving Placerville on westward trains.

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

Placerville to Folsom Jct.—50 tons.

TRAIN HANDLING

RULE 60. On freight trains using dynamic brakes, before entering or leaving siding, turnout or crossover on descending grade between Placerville and Folsom, dynamic braking force must be reduced to one half of the maximum and, if necessary, automatic brake applied sufficiently so that speed of 15 MPH will not be exceeded while engine is moving between points 500 feet before reaching and 1500 feet after passing turnout or crossover.

PASSENGER TRAINS

⊙**RULE 36.** When engineers change at Sacramento or Roseville, engineer on incoming train will leave brakes applied when train stops, and if continuity of brake pipe is not disturbed car inspector will note that rear brakes on train apply, then signal outgoing engineer to release brakes, noting that rear brakes of train release. Running test in accordance with Rule 39 must be made as soon as speed permits after starting.

MISCELLANEOUS

Sacramento: Stationmaster or his representative will inform conductor or member of crew when passenger train is ready to depart, except in the absence of stationmaster or his representative conductor of Nos. 21 and 22 will start train. Trainmen must be so distributed as to give proceed signal by hand or lamp.

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

Class of Engine	Restricted Tracks
All engines.	Folsom—Beyond engine restriction sign east of east yard limit sign.

11. Load limit (car and contents):

Sacramento-Roseville.....	251,000 pounds
Brighton-Elvas.....	251,000 pounds
Sacramento-Isleton.....	210,000 pounds
Sacramento-Brighton via R St.....	240,000 pounds
Brighton-Placerville.....	210,000 pounds
Folsom Jct.-Folsom.....	210,000 pounds
Citrus-Fair Oaks.....	210,000 pounds

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

13. LOCATION OF STOCK YARDS

Station	Capacity in cars
Washington.....	21 (Water)
Roseville.....	12 (Water)
Placerville Branch	
White Rock.....	30 (Water)
Walnut Grove Branch	
Walnut Grove.....	5 (Water)

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

Block indicators located at switches indicate track occupancy and switches are equipped with joint SNRy and SP switch locks.

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

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

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

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

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

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

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

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

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

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

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

MP	Location	Description
88.54	Sacramento.....	Sacramento River bridge...Side
92.15	Elvas.....	American River bridge...Side
(Placerville Branch)		
122.30	East of White Rock.....	Rock cut.....Side
126.40	Latrobe.....	Rock cut.....Side
126.50	East of Latrobe.....	Rock cut.....Side
128.60	East of Latrobe.....	Rock cut.....Side
139.17	East of Shingle Springs.....	Tunnel No. 1. Side and overhead
(Walnut Grove Branch)		
92.41	East of Baths.....	Bridge.....Side
111.42	Snodgrass Slough.....	Bridge.....Side

SPECIAL INSTRUCTIONS—SACRAMENTO SUBDIVISION

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

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

TERRITORY			PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	TERRITORY			PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP	MP	Column:	1	2	3	MP	MP	Column:	1	2	3
EASTWARD, SACRAMENTO TO ROSEVILLE:						WESTWARD, ROSEVILLE TO SACRAMENTO:					
88.54 to 89.50.....			10	10	10	106.70 to 106.08.....			15	15	15
89.50 to 90.00.....			25	25	25	106.08 to 102.50.....			35	35	35
90.00 to 91.61.....			35	35	35	102.50 to 93.00.....			79	55	70
91.61 to 92.56 (Interlocking & bridge).....			25	25	25	93.00 to 92.56.....			50	45	50
92.56 to 93.00.....			50	45	50	92.56 to 91.61 (Bridge & interlocking).....			25	25	25
93.00 to 102.50.....			79	55	70	91.61 to 90.00.....			35	35	35
102.50 to 106.08.....			35	35	35	90.00 to 89.50.....			25	25	25
106.08 to 106.70.....			15	15	15	89.50 to 88.54.....			10	10	10
EASTWARD, POLK TO ELVAS:						WESTWARD, ELVAS TO POLK:					
132.00 to 133.33.....			65	55	65	136.38 to 135.99 (Wye from Roseville).....			25	25	25
133.33 to 133.35 (end double track).....			25	25	25	★136.36 to 135.99 (Wye from Sacramento).....			20	20	20
133.35 to 136.00.....			40	35	40	135.99 to 133.33.....			40	35	40
136.00 to 136.36 (91.65) (wye to Sacramento).....			25	25	25	133.33 to 132.00.....			70	55	70
136.00 to 136.38 (92.03) (wye to Roseville).....			25	25	25	WESTWARD, PLACERVILLE TO BRIGHTON:					
EASTWARD, BRIGHTON TO PLACERVILLE:						149.70 to 149.07.....			..	10	10
94.67 to 94.74.....			..	15	15	149.07 to 139.30.....			..	20	20
94.74 to 111.10.....			..	30	30	139.30 to 139.00.....			..	10	10
111.10 to 139.00.....			..	20	20	139.00 to 111.10.....			..	20	20
139.00 to 139.30.....			..	10	10	111.10 to 94.74.....			..	30	30
139.30 to 149.07.....			..	20	20	94.47 to 94.67 (133.27).....			..	15	15
149.07 to 149.70.....			..	10	10	WESTWARD, FOLSOM TO FOLSOM JCT.:					
EASTWARD, FOLSOM JCT. TO FOLSOM:						..			..	20	20
..			..	20	20	WESTWARD, FAIR OAKS TO CITRUS:					
EASTWARD, CITRUS TO FAIR OAKS:						..			..	20	20
..			..	20	20	WESTWARD, ISLETON TO SACRAMENTO:					
EASTWARD, SACRAMENTO TO ISLETON:						..			..	15	15
89.59 to 114.50.....			..	20	20	121.90 to 114.00.....			..	20	20
114.50 to 121.90.....			..	15	15	114.00 to 89.59.....			..	20	20

★★**ICC Regulation.**

No. 377 (PCE) and No. 378 (PCE), when consist contains no restricted cars, may operate at speeds shown in Column 1, except maximum speed must not exceed 60 MPH.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through slip switches.....	10
Through turnouts on other than sidings.....	10
On branches.....	10
On "R" St. Sacramento, between Front St. and Brighton.....	10
On Mather Field spur.....	10
On back tracks or engine leads to Roundhouse, Sacramento.....	10
On American Can Company tracks, Elvas.....	10
On tracks serving McClellan Field (Plane-haven).....	10

SPECIAL INSTRUCTIONS—SACRAMENTO SUBDIVISION

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

NOMINAL CLASS	ENGINE NUMBERS	Polk and Roseville Sacramento and Roseville	Placerville to Folsom	Folsom to Placerville	Folsom to Brighton	Brighton to Folsom	Sacramento and Isleton
DP-4, 7	6000 to 6004, 6017, 6018, 5900 to 5909, 5916, 5917	3275 1250	.....	.....	.....	.....	.....
DP-5, 6, 8 to 11	6005 to 6016, 6055 to 6058, 5910 to 5915	3275	.....	.....	.....	.....	.....
DP-12	6019 to 6033, 5918 to 5924 6034 to 6045 6046 to 6054	.....	.....	.....	.....	.....	.....
DF-1 to 12	6138 to 6461, 8022 to 8303, except with 61:16 gear ratio with 60:17 gear ratio	3600 2975	.....	.....	.....	.....	.....
DF-100	5200 to 5202	.....	.....	.....	.....	.....	.....
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278	5000	1825	975	5000	4125	4775
DF-109, 111	4903 to 4905, 5250 to 5252	5000	.....	.....	.....	.....	.....
DF-114, 116 to 118, 120 to 122, 124, 125	5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493	5900	1850	1200	5650	3600	4850
DF-115, 119, 123, 126	5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507	.....	.....	.....	.....	.....	.....
DF-200 to 206	5100 to 5120	1925	.....	.....	.....	.....	.....
DF-300 to 304	4600 to 4623, 4700 to 4703	.....	.....	.....	.....	.....	.....
DF-305, 306	4624 to 4633	.....	.....	.....	.....	.....	.....
DF-307	4634 to 4645	.....	.....	.....	.....	.....	.....
DF-500, 501	4800 to 4815	.....	.....	.....	.....	.....	.....
DF-603, 605, 606, 607, 611	5600 to 5719, 5730 to 5799	.....	.....	.....	.....	.....	.....
DF-608 to 610	5720 to 5729	.....	.....	.....	.....	.....	.....
DS-1 to 8	1000 to 1032	1600	400	280	1150	725	1200
DS-9 to 12	1033 to 1090	.....	.....	.....	.....	.....	.....
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	2400	700	490	1925	1250	2000
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	3100	1250	590	3825	2425	2375
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	.....	.....	.....	.....	.....	.....
DS-200, 201	1900 to 1903	775	230	155	675	475	620

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

SPECIAL INSTRUCTIONS—MOUNTAIN SUBDIVISION

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

- 119.40 and 120.10
- 129.00 and 129.80
- 130.20 and 130.70
- 131.70 and 132.30
- 197.20 and 220.60
- 221.00 and 222.00
- 225.30 and 232.60
- 236.10 and 238.80

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

○RULE 10-J. Speed signs placed to the right of track in current of traffic direction but with two tracks intervening: Eastward at MP 106.94 reading 35-25, Eastward at MP 140.95 reading 30-25.

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

Speed signs to left of track for current of traffic movement: Westward at MP 208.75 reading 30-25.

RULE 14(e). As specified below, — — — — — will be indication that flagman may return from east: Roseville on East Valley Subdivision.

RULE 14(l). Westward trains will sound crossing whistle signal immediately after emerging from west portal of Tunnel No. 6, west of Eder.

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

West MP	Station	East MP
101.66	Roseville (Eastward and No. 2 Track)	110.87
101.66	" (No. 1 and Westward Track)	110.87
	" (Tehama line)	107.59
119.34	Newcastle (No. 2 Track)	120.82
118.74	" (No. 1 Track)	120.15
140.03	Colfax	142.94
169.11	Emigrant Gap	172.12
207.28	Truckee	209.09
241.63	Sparks	247.60

Yard limit signs located to left of track: Approaching Truckee in both directions.

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

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

Westward freight trains from Mountain Subdivision, after receiving proceed signal from yardman, may pass Signal 1065 displaying stop indication without stopping; and westward freight trains from East Valley Subdivision must not pass Signal 1063 unless proceed signal received from yardman.

Westward first-class trains and trains of passenger equipment from Mountain Subdivision, when engines are to be changed, must stop clear of point where East Valley Subdivision lead to yard tracks crosses No. 1 Track near MP 106.65.

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

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

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

Movement of trains in both directions between MP 106.64 and MP 106.78 on Mountain Subdivision, and between junction switch at MP 106.66 and MP 106.75 on East Valley Subdivision will be governed by signal indication which will supersede the superiority of trains, but movements must be made with caution, and only after block signal indicating proceed is displayed as prescribed below:

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

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

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

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

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

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

Switch position indicator located at: Roseville... Jennings Unit, switch in westward running track.

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

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

RULE 98. Railroad crossings at grade not interlocked: **Roseville:** Lead from yard to East Valley Subdivision main track crosses No. 2 Track and No. 1 Track of Mountain Subdivision near passenger station. Eastward freight trains from yard to East Valley Subdivision will be governed by Signal 1062, and westward freight trains from East Valley Subdivision to enter yard will be governed by bottom unit of Signal 1063 before fouling or moving over No. 2 Track and No. 1 Track.

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

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

○RULE 103-A. Westward trains stopping at Truckee must stop with engine east of Signal 2083 to avoid unnecessary operation of automatic warning device at Bridge Street.

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

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

Reno (On signal bridge with Signal 2437)

When illuminated this indicator will convey the following information:

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

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

SPECIAL INSTRUCTIONS—MOUNTAIN SUBDIVISION

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

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

On Signal	Approaching
1404	Colfax
1431	Colfax
2091	Truckee

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

Eastward	Protection	Westward
P-1214	Collision detector, highway underpass, MP 121.94	
P-1242	Collision detector, highway underpass, MP 125.53	
P-1374	Collision detector, highway underpass, MP 133.35	P-1347
P-1438	Slide detector fence MP 144.50	
P-1582	Slide detector fence, MP 159.50	P-1599 P-1601
P-2146	Slide detector fence MP 216.50	P-2181
P-2164		P-2165
P-2220	Slide detector fences, MP 222.28, MP 222.84	P-2239
P-2240	MP 223.85 and MP 224.20	P-2259

○**RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM**

Sparks: Upper unit of Signal 2452 on signal bridge governs main track movements on Eastward Track. Lower unit of Signal 2452 on signal bridge governs diverging route movement from Eastward Track across Westward Track into freight yard. Dwarf light Signals 2453 and 2459 govern main track movements on Westward Track.

Following main track not protected by block signals:
 Eastward, from 1400 feet east of engine lead switch at MP 245.5 to Signal 2462.
 Westward, from east switch of crossover forming end of double track to Signal 2459.

Dwarf light Signal 2455 governs movement from engine lead to Eastward Track. When this signal indicates "stop," engine must after stopping at signal, proceed only on hand signal from yardman. Yardman must not give signal to engineer until trains moving on Eastward Track have stopped or crossover switches are lined from Eastward Track into freight yard, protecting movement.

Signals 2470 and 2472 are equipped with push buttons. After properly operating push buttons, if signal fails to display green or yellow aspect, train may proceed as prescribed by Rule 509(d).

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

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

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

RULE 535. SPRING SWITCHES

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

Location	Normal Position
Roseville	East end east drill track No. 2 Track
Roseville	East end house track East drill track
Midas	West end siding No. 1 Track

Switch position indicators located at:

Roseville... Spring switch No. 2 Track, east end drill track.

Midas... Spring switch, west end siding.

Indicator does not indicate track occupancy but governs movements against current of traffic No. 2 Track. See Rule D-539.

○**RULE 605. INTERLOCKING**

Roseville: Limits as follows:

On main tracks between MP 102.50 and MP 106.64.

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

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

Norden: Limits extend on No. 1 Track and No. 2 Track from interlocking signals located on signal bridge, MP 191.75, west of train-order office to westward interlocking signals on signal bridge 1600 feet east of east switch of crossover MP 201.30, Andover.

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

Telephones are located in house at signal bridge, Andover, MP 201.30.

Run-around track—Trains or engines occupying run-around track must obtain permission from operator before lining switch to siding.

Spur track switches must not be lined for movement to siding without first obtaining permission from operator.

When interlocking signal located at MP 195.82 indicates "Stop", westward trains will call operator.

Repeater signal is located on left side of track governing westward movements from turntable lead to No. 2 Track.

Westward interlocking signal on No. 1 Track, 240 feet east of Norden station building connected with repeater signal on the left side of track for better visibility.

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

SPECIAL INSTRUCTIONS—MOUNTAIN SUBDIVISION

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and Requires Movement as Follows
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EASTWARD

M	7-ft. mast	Bowman	Proceed to Colfax
M	Signal Case	East end siding	
		Bowman	Enter No. 2 Track and proceed to Colfax.

(Does not relieve conductors or engineers of complying with Rule 513.)

M	1404	Colfax	Proceed to Gold Run.
S	1404	Colfax	Enter siding and contact operator.
M	1514	Gold Run	Proceed to Midas.

M	7-ft. mast	Midas	Proceed to Emigrant Gap.
M	1698	Emigrant Gap	Proceed to Norden.

W	7-ft. mast MP	241.80	Reno	Eastward passenger trains must stop west of Keystone Street, MP 242.11, and not proceed until it is known that westward passenger train at Reno passenger station has started moving.
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WESTWARD

M	2331	Verdi	Proceed to Truckee.
S	2091	Truckee	Enter westward siding.
M	1725	Emigrant Gap	Proceed to Midas.

M	1611	Midas	Proceed to Gold Run.
S	1611	Midas	Enter middle siding expecting to pass a train on main track.

W	1601	West end	Wait 15 minutes for following train or light engine to pass.
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M	1539	Gold Run	Proceed to Colfax.
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Trains desiring to enter siding at Midas and finding signal displaying stop indication and not displaying illuminated letter type indicator, must secure permission from train dispatcher.

GENERAL REGULATIONS

RULE 825. Portable rail skids are hung on posts at lower end of sidings at the following stations:

Bowman Gold Run Midas Emigrant Gap Verdi

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

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

○**RULE 826. Roseville:** Indicator lights located on tracks Nos. 71 and 72 at each end of PFE icing platform No. 1 and tracks Nos. 73 and 74 at each end of PFE icing platform No. 2 govern movements on those tracks as follows:

Green... Tracks may be used for train or switching movements.

Yellow... Tracks may be entered and engines, cars or cabooses added or detached, but cars must not be dropped or kicked against cars on those tracks.

Red... Tracks may be entered but cars on tracks must not be coupled to or moved. Trains made up on these tracks must not depart until it has been ascertained indicator displays green aspect.

Not Lighted... Must be considered as displaying most restrictive indication and icing platform foreman must be contacted for instructions before cars are coupled to or moved.

RULE 827. Freight trains without dynamic brakes in operation will stop between switches, as indicated, at the following stations for heat radiation, at which time train inspection will be made.

Eastward	Westward
MP 202.00	Troy
(Stop must be made west of Culvert 202.31)	Yuba Pass
Truckee	MP 164.30, West of Blue Canon
	Midas
	Gold Run
	Bowman

On freight trains between Lawton and Loomis, a member of the crew must observe track to rear of train for evidence of derailment or any other condition requiring immediate stopping of train. When practicable, members of crew must ride rear platform or in rear car on all trains and in a position to observe fire that may be set from moving train while passing through wooden-lined tunnels and over open-deck wooden trestles.

Freight trains with dynamic brake operating, may make continuous run Norden to Roseville, provided rolling inspection of train is made at Gold Run.

Train must approach east end of siding at Gold Run at speed not exceeding 8 MPH to allow brakeman to detrain on engineer's side, and must not exceed 8 MPH for length of train, and may then increase speed unless flashing white light appears on mast of Signal 1515.

Brakeman will make rolling inspection as train passes, and if defect requiring stopping of train is observed, will open relay box on post just east of Signal 1529 with switch key, and press button marked "Start", and hold it until white pilot light appears on the board, which will actuate flashing white light on Signal 1515 at west end of siding. Engineer must stop train when flashing white light appears, and must not again move the train until orally informed by conductor or brakeman that train is ready to proceed. After white light is actuated, it must be extinguished before train starts by pressing button marked "Cancel", but extinguishing the light will not authorize movement of train.

Train inspection light located at east end of siding on No. 1 Track will be illuminated on approach of westward train, and inspection is to be made at that point.

AIR BRAKE RULES

○**RULE 17.** Retaining valves must be used on freight and mixed trains without dynamic brakes in operation on descending grades as follows:

Norden to Truckee: One retaining valve for every 60 tons in train.

Summit to Yuba Pass: One retaining valve for every 70 tons in train.

Yuba Pass to Loomis: One retaining valve for every 50 tons in train.

Exception: If tonnage exceeds the number of tons specified for each retaining valve, trains may be handled Yuba Pass to Auburn with up to 55 tons, Auburn to Loomis with up to 60 tons, and Norden to Truckee with up to 62½ tons per operative retaining valve if necessary. Not necessary to turn down retaining valves at Loomis unless stop is made for other reasons.

Retaining valves must not be turned down on eastward freight trains at Truckee until engine has passed west switch of house track.

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

Norden to Truckee: With five dynamic brakes in operation handling over 6000 tons, one retaining valve for each 125 tons in train. With four dynamic brakes in operation handling over 5800 tons, one retaining valve for each 125 tons in train.

With three dynamic brakes in operation handling over 3750 tons, one retaining valve for each 125 tons in train.

Norden to Loomis: With four dynamic brakes in operation handling over 4125 tons, one retaining valve for each 125 tons in train.

With three dynamic brakes in operation handling over 3100 tons, one retaining valve for each 125 tons in train.

Helper engines placed at or near rear of freight trains handled by road engines with dynamic brakes in operation on head end will use dynamic brakes on descending grade. Additional tonnage in the same ratio per unit as specified for road engine may be handled without retaining valves.

Between Loomis and Truckee: With less than three dynamic brakes in operation, retaining valves as prescribed for trains handled by engines without dynamic brakes in operation will be used.

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

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

Summit to Loomis: All retaining valves.

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

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

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

FREIGHT TRAINS

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

RULE 25. Rear end test must be made immediately prior to leaving Norden on eastward freight trains; at Truckee and at Summit or Norden on westward freight trains, except when not required to stop for other reasons westward freight trains may, when means of communication available, make continuous run from Sparks to Roseville provided road engineer is assured by trainmen that air gage in caboose registers normal brake pipe pressure when passing Truckee and Norden.

From May 1st to November 1st westward freight trains when not required to stop at Truckee for other reasons may, when means of communication not available, make continuous run from Sparks to Norden provided air gage in caboose registers normal brake pipe pressure when passing Truckee. Trainmen, after noting required amount of air pressure on caboose gage, will give proceed signal to head end as caboose passes Eder tool house. If engineer does not receive required signal, train must be stopped and rear end test made.

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

- Norden to Truckee.....62 1/2 tons
- Summit to Yuba Pass.....70 tons
- Yuba Pass to Auburn.....55 tons
- Auburn to Loomis.....60 tons

except:

Freight trains handled by DF-101 to 126 class engine and with dynamic brakes in operation, may handle 75 tons per operative brake Auburn to Loomis.

TRAIN HANDLING

RULE 60. On freight trains using dynamic brakes, before entering or leaving siding, turnout or crossover on descending grade between Norden and Loomis and Norden and Lawton, dynamic braking force must be reduced to one

half of the maximum and, if necessary, automatic brake applied sufficiently so that speed of 15 MPH will not be exceeded while engine is moving between points 500 feet before reaching and 1500 feet after passing turnout or crossover.

PASSENGER TRAINS

⊙**RULE 36.** When engineers change at Roseville, engineer on incoming train will leave brakes applied when train stops, and if continuity of brake pipe is not disturbed car inspector will note that rear brakes on train apply, then signal outgoing engineer to release brakes, noting that rear brakes of train release. Running test in accordance with Rule 39 must be made as soon as speed permits after starting.

⊙**RULE 38. Sparks:** Incoming engineer on CITY OF SAN FRANCISCO will make automatic brake application of not less than 20 pounds and leave brakes applied. Inspector will note that rear brakes of train apply, then signal for release. Outgoing engineer will release brakes and inspector will note that rear brakes release.

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

MISCELLANEOUS

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

Class of Engine	Restricted Tracks
DF-1 to 12, DF-100 to 126, DF-300 to 306, DF-500, 501, DF-603, DP-4 to 11, DS-1 to 8.....	Rocklin—Team and house tracks.
DF-1 to 12, DF-101 to 126, DF-300 to 306, DF-500, 501, DF-603, DP-4 to 11, DS-100 to 118.....	Soda Springs—Spur tracks off spur.
“	Norden—Lumber spurs Nos. 3, 4, and 5 beyond derail.

11. Load limit (car and contents):
Roseville-Sparks.....251,000 pounds
Unless authorized by Superintendent, heavier loads must not be handled.

12. Tracks between Roseville and Sparks numbered, and unless otherwise authorized, will be used as double track as follows:
No. 1 westward trains, via Auburn and
No. 2 eastward trains, via Auburn, Nevada Street.

⊙**13. LOCATION OF STOCK YARDS**

Station	Capacity in cars
Roseville.....	12 (Water)
Rocklin.....	20 (Water)
Soda Springs.....	2 (Water)
Truckee.....	10 (Water)
Sparks.....	394 (Water)

24. Minimum clearances for rotary plows:
Rotary snow plows 7210 and 7222 equipped with wings will not clear snow sheds and tunnels when wings are extended.

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

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

Rotary snow plows equipped with wide wings must not meet or pass other rotaries so equipped, on adjacent track until it is known that proper clearance exists.

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

OPERATION OF TURNABLES

26. Yellow light signals on leads from turntable at Norden. These signals will indicate route to be used from turntable. If no aspect visible when engine is ready to leave turntable, telephone operator at Norden for instructions.

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

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

Marker posts are placed on each end of the turntable to aid in spotting engines.

Normal position turntable will be as follows:

Norden.....East approach to No. 2 Track.

Trainmen and enginemen using this turntable must leave it lined as shown above.

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

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

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

MP	Location	Description
(ROSEVILLE-SPARKS—EASTWARD)		
111.21	East of Rocklin.....	Antelope Creek Bridge.....Side
114.20	East of Rocklin.....	Tunnel No. 15.....Side and overhead
114.70	East of Rocklin.....	Tunnel No. 16.....Side and overhead
117.30	East of Lincoln Ave., Penryn.....	Tunnel No. 17.....Side and overhead
120.50	East of Newcastle.....	Tunnel No. 18.....Side and overhead
122.70	East of Newcastle.....	Tunnel No. 19.....Side and overhead
123.10	East of Newcastle.....	Tunnel No. 20.....Side and overhead
124.60	East of Nevada St., Auburn.....	Tunnel No. 21.....Side and overhead
131.20	East of Bowman.....	Tunnel No. 22.....Side and overhead
132.70	East of Clipper Gap.....	Tunnel No. 23.....Side and overhead
132.90	East of Clipper Gap.....	Tunnel No. 24.....Side and overhead
133.10	East of Clipper Gap.....	Tunnel No. 25.....Side and overhead
133.30	East of Clipper Gap.....	Tunnel No. 26.....Side and overhead
133.80	East of Clipper Gap.....	Tunnel No. 27.....Side and overhead
134.80	East of Applegate.....	Tunnel No. 28.....Side and overhead
135.90	East of Applegate.....	Tunnel No. 29.....Side and overhead
138.70	East of New England Mills.....	Tunnel No. 30.....Side and overhead
139.20	East of New England Mills.....	Tunnel No. 31.....Side and overhead
139.40	East of New England Mills.....	Tunnel No. 32.....Side and overhead
152.20	Gold Run, East of station.....	Water Column.....Side
164.30	East of Midas.....	Tunnel No. 1.....Side and overhead
166.60	Blue Canon, East of station.....	Water Column.....Side
177.87 to 198.91	Crystal Lake to Andover.....	Snowsheds and signals in Snowsheds.....Side and overhead
210.60	East of Truckee.....	Signal Bridge 2106.....Side
214.71	East of Truckee.....	Signal Bridge 2146.....Side
216.52	Boca.....	Signal Bridge 2164.....Side
218.05	East of Boca.....	Signal Bridge 2180.....Side
221.88	Wickes.....	Signal Bridge 2220.....Side
231.50	Verdi.....	Signal Bridge 2316.....Side
237.02	Lawton.....	Signal Bridge 2370.....Side
238.90	East of Lawton.....	Signal Bridge 2390.....Side
(SPARKS-ROSEVILLE—WESTWARD)		
238.90	West of Reno.....	Signal Bridge 2389.....Side
231.50	Verdi.....	Signal Bridge 2317.....Side
218.05	West of Wickes.....	Signal Bridge 2181.....Side
216.52	Boca.....	Signal Bridge 2165.....Side
214.71	West of Boca.....	Signal Bridge 2147.....Side
212.63	West of Boca.....	Signal Bridge 2125.....Side
198.91 to 177.87	Andover to Crystal Lake.....	Snowsheds and signals in Snowsheds.....Side and overhead
200.22	Andover.....	Tunnel No. 13.....Side and overhead
195.70	West of Eder.....	Tunnel No. 12.....Side and overhead
195.40	West of Eder.....	Tunnel No. 11.....Side and overhead
195.10	West of Eder.....	Tunnel No. 10.....Side and overhead
194.90	West of Eder.....	Tunnel No. 9.....Side and overhead
194.30	West of Eder.....	Tunnel No. 8.....Side and overhead
194.10	West of Eder.....	Tunnel No. 7.....Side and overhead
193.70	West of Eder.....	Tunnel No. 6.....Side and overhead
181.00	West of Troy.....	Tunnel No. 4.....Side and overhead
180.70	West of Troy.....	Tunnel No. 3.....Side and overhead
166.00	Blue Canon, East of station.....	Water Column.....Side
164.30	West of Blue Canon.....	Tunnel No. 1.....Side and overhead
122.66	West of Auburn.....	Rock Cut.....Side
122.52	West of Auburn.....	Rock Cut.....Side
122.20	West of Auburn.....	Bloomer Cut.....Side
122.00	West of Auburn.....	Rock Cut.....Side
111.21	East of Rocklin.....	Under structure.....Side

SPECIAL INSTRUCTIONS—MOUNTAIN SUBDIVISION

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

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

TERRITORY			PASSEN- GER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	TERRITORY			PASSEN- GER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP	MP	Column:	1	2	3	MP	MP	Column:	1	2	3
EASTWARD, ROSEVILLE TO SPARKS, No. 2 Track:						WESTWARD, SPARKS TO ROSEVILLE, No. 1 Track:					
106.70 to 108.12			35	25	35	247.14 to 245.12			20	20	20
108.12 to 113.00			70	50	70	245.12 to 244.16			45	20	45
113.00 to 141.70			50	45	50	★244.16 to 241.68 (Reno)			20	20	20
141.70 to 207.90			30	25	30	241.68 to 224.00			45	40	45
207.90 to 210.70			45	40	45	224.00 to 210.70			40	35	40
210.70 to 224.00			40	35	40	210.70 to 208.00			45	40	45
224.00 to 241.68			45	40	45	208.00 to 115.15			30	25	30
★241.68 to 244.16 (Reno)			20	20	20	115.15 to 113.98			40	35	40
244.16 to 245.12			45	20	45	113.98 to 113.26			55	45	55
245.12 to 247.14			20	20	20	113.26 to 111.27			70	50	70
						111.27 to 111.03			40	35	40
						111.03 to 108.12			70	50	70
						108.12 to 106.70			35	25	35

★Regulated by City ordinance.

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

Trains with flangers must not exceed 30 MPH between Lawton and Loomis.

Trains with rotary snow plows must not exceed 25 MPH between Lawton and Loomis, and when pushed by engine must not exceed 20 MPH between these points.

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

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

SPECIAL INSTRUCTIONS—MOUNTAIN SUBDIVISION

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

NOMINAL CLASS	ENGINE NUMBERS	Roseville to Colfax via No. 2 Track	Colfax to Sparks via No. 2 Track Roseville to Colfax via No. 1 Track	Sparks to Truckee	Truckee to Summit
DP-4, 7	{6000 to 6004, 6017, 6018, 5900 to 5909, 5916, 5917	425	225	550	375
DP-5, 6, 8 to 11	{6005 to 6016, 6055 to 6058, 5910 to 5915, 6019 to 6033, 5918 to 5924	950	575	1400	725
DP-12	{6034 to 6045, 6046 to 6054	.....	.....	.....	.....
DF-1 to 12	{6138 to 6461, 8022 to 8303, except with 61:16 gear ratio with 60:17 gear ratio	1100	725	1600	1025
DF-100	5200 to 5202	.....	.....	.....	.....
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278	1450	900	2150	1125
DF-109, 111	4903 to 4905, 5250 to 5252	.....	.....	.....	.....
DF-114, 116 to 118, 120 to 122, 124, 125	{5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493	1800	1100	2575	1400
DF-115, 119, 123, 126	{5294 to 5307, 5335 to 5339, 5445 to 5448, 5494 to 5507	.....	.....	.....	.....
DF-200 to 206	5100 to 5120	.....	.....	.....	.....
DF-300 to 304	4600 to 4623, 4700 to 4703	.....	.....	.....	.....
DF-305, 306	4624 to 4633	.....	.....	.....	.....
DF-307	4634 to 4645	.....	.....	.....	.....
DF-500, 501	4800 to 4815	.....	.....	.....	.....
DF-603, 605, 606, 607, 611	5600 to 5719, 5730 to 5799	.....	.....	.....	.....
DF-608 to 610	5720 to 5729	.....	.....	.....	.....
DS-1 to 8	1000 to 1032	445	255	660	340
DS-9 to 12	1033 to 1090	.....	.....	.....	.....
DS-100 to 109, 111, 115	{1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567	685	405	1025	530
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	875	530	1300	685
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596	.....	.....	.....	.....
DS-200, 201	1900 to 1903	230	135	345	180

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

⊙**RULE 10-J.** Speed signs placed to left of track:
Westward at MP 144.63 reading 50-40,
Westward at MP 183.30 reading 55.

RULE 14(d). As specified below, — — — — o, will be indication that flagman may return from west:
Tehama on West Valley Subdivision.

RULE 14(e). As specified below, — — — — — will be indication that flagman may return from east:
Roseville on East Valley Subdivision,
Berg on Yuba City Branch.

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

West MP	East MP
102.04	Roseville (Eastward and No. 2 Track)..... 110.87
102.04	" (No. 1 and Westward Track)..... 110.87
	" (Tehama line)..... 107.59
138.75	Marysville..... 143.94
	" (Oroville Branch)..... 124.44
	" (Dantoni Branch)..... 144.25
182.61	Chico..... 185.36
	" (Stirling City Branch)..... 187.06

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

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

Westward freight trains from Mountain Subdivision, after receiving proceed signal from yardman, may pass Signal 1065 displaying stop indication without stopping; and westward freight trains from East Valley Subdivision must not pass Signal 1063 unless proceed signal received from yardman.

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

Movement of trains in both directions between MP 106.64 and MP 106.78 on Mountain Subdivision, and between junction switch at MP 106.66 and MP 106.75 on East Valley Subdivision will be governed by signal indication which will supersede the superiority of trains, but movements must be made with caution, and only after block signal indicating proceed is displayed as prescribed below:

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

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

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

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

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

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

Switch position indicator located at:

Roseville.....Jennings Unit, switch in westward running track.

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

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

RULE 98: Railroad crossings at grade not interlocked:
Roseville: Lead from yard to East Valley Subdivision main track crosses No. 2 Track and No. 1 Track of Mountain Subdivision near passenger station. Eastward freight trains from yard to East Valley Subdivision will be governed by Signal 1062 and westward freight trains from East Valley Subdivision to enter yard will be governed by bottom unit of Signal 1063 before fouling or moving over No. 2 Track and No. 1 Track.

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

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

RULE 103-A. Trains and engines must stop and be preceded by flagman before crossing highways and streets at:
Clayton..... Both spurs,
Marysville... Fourth St. crossing on Old Cannery track and 14th and E Street crossing,
Wilson..... Wilson road crossing.

RULE 104. The normal position of rigid switches at junctions:
Dantoni Jct... Dantoni Branch, for Main line,
Berg..... Yuba City Branch, for siding,
Chico..... Stirling City Branch, for track No. 1.

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

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

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

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

Eastward	Protection	Westward
P-1082	Collision detector, highway underpass, MP 108.22.....	P-1095
P-1344	High water detector, bridge No. 135.00.....	P-1357
P-1406	Spring switch west end siding Marysville.....	
P-1916	High water detector, bridge No. 191.83.....	P-1927
P-2098	Collision detector, county road underpass, MP 210.70.....	P-2111

RULE 535. SPRING SWITCHES

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

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

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

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

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

Switch position indicator located at:

Roseville..... Spring switch No. 2 Track, east end drill track.

Indicator does not indicate track occupancy but governs movements against current of traffic No. 2 Track. See Rule D-539.

RULE 605. INTERLOCKING

Roseville: Limits as follows:

On main tracks between MP 102.50 and MP 106.64.

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

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

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

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

At Berg when westward interlocking signal located opposite Signal 1446 displays proceed indication, westward train on main track is authorized to proceed to east interlocking limits without obtaining permission from signal operator. Such indication of interlocking signal supersedes the superiority of trains and train-order restrictions, previously received, that affect the movement of such train at Berg.

Westward train on siding must obtain permission from signal operator before fouling main track and, after complying with Rule 513, may enter main track and proceed to east interlocking limits when westward interlocking signal located opposite Signal 1446 displays proceed indication or as prescribed by Rule 663. Such indication of interlocking signal supersedes the superiority of trains and train-order restrictions, previously received, that affect the movement of such train at Berg.

Telephone located at west end Berg siding.

Whistle signals:

Main track to or from Tehama, — o o o o,
Siding to or from Tehama, o — — — —,
Siding to or from Oroville, — — — — o,
Siding to or from west leg of wye, o o o — —,
Main track to or from west leg of wye, — — o o o,
Main track to or from east leg of wye, o — —.

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

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

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

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

RULE 680. AUTOMATIC INTERLOCKING

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

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

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

GENERAL REGULATIONS

⊙**RULE 826. Roseville:** Indicator lights located on tracks Nos. 71 and 72 at each end of PFE icing platform No. 1 and tracks Nos. 73 and 74 at each end of PFE icing platform No. 2 govern movements on those tracks as follows:

Green..... Tracks may be used for train or switching movements.

Yellow..... Tracks may be entered and engines, cars or cabooses added or detached, but cars must not be dropped or kicked against cars on those tracks.

Red..... Tracks may be entered but cars on tracks must not be coupled to or moved. Trains made up on these tracks must not depart until it has been ascertained indicator displays green aspect.

Not Lighted. Must be considered as displaying most restrictive indication and icing platform foreman must be contacted for instructions before cars are coupled to or moved.

RULE 830. Westward freight trains stopping at Chico to perform switching, must stop east of Sacramento Ave., or cut train at that point to permit the passage of traffic over tracks.

AIR BRAKE RULES

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

Stirling City to Chico: One retaining valve for each 40 tons in train, except when handled by DF-101 to 108, 110, 126 class engines with dynamic brake in operation and over 750 tons one retaining valve for each 75 tons in train.

FREIGHT TRAINS

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

RULE 24. When terminal test outlined in Air Brake Rule 22 has been made at originating terminal on through freight trains, road test as outlined in Air Brake Rule 24 will not be made at intermediate terminal, Gerber, except when cars are added to the consist. Instead, test will be made as outlined in Air Brake Rule 25—Rear end test. Changing crews, caboose and/or engine will not necessitate road test outlined in Air Brake Rule 24.

SPECIAL INSTRUCTIONS—EAST VALLEY SUBDIVISION

RULE 25. When terminal test outlined in Air Brake Rule 22 has been made at originating terminal, rear end test outlined in Air Brake Rule 25 will be made at intermediate terminal Gerber on freight trains moving through without cars being added to the consist or on which only crews, caboose and/or engines may be changed. Under these conditions rolling inspection by trainmen will be made on freight trains arriving and leaving the intermediate terminal.

Rear end test on freight trains must be made immediately prior to leaving Stirling City on westward trains.

○**RULE 33.** Gross tonnage of any freight train must not exceed 55 tons per operative brake Stirling City to Chico.

TRAIN HANDLING

RULE 60. On freight trains using dynamic brakes, before entering or leaving siding, turnout or crossover on descending grade between Stirling City and Chico, dynamic braking force must be reduced to one half of the maximum and, if necessary, automatic brake applied sufficiently so that speed of 15 MPH will not be exceeded while engine is moving between points 500 feet before reaching and 1500 feet after passing turnout or crossover.

MISCELLANEOUS

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

Class of Engine	Restricted Tracks
DP-4 to 11, DF-100 to 120, DF-300 to 306, DF-500, 501, DF-603, DS-1 to 8, DS-100 to 118.	Chico—Priol warehouse spur; Reynolds warehouse spur.
"	Marysville—Strain warehouse—9th and B Sts.—(Engines must not enter warehouse).
"	Yuba City—Spurs to Diamond Match Co.; Rosenberg Bros.; Calif. Pkg. Corp.; Calif. Prune and Apricot Growers.
"	Tudor—Gottwals warehouse spur; American Fruit Growers siding.
DP-4 to 11.	Chico—Tracks Nos. 3 and 4 in Barber Yard.
DF-101 to 126, DF-500, 501.	Clayton—Stockton Fire Brick spur across highway.
DP; DF-1 to 12, DS-118, DF-603.	Marysville—Old Cannery spur. Lincoln—Grain Growers elevator track.
DP-4 to 11, DF-1 to 12, DF-101 to 125, DF-300 to 306, DF-500, 501, DF-603, DS-100 to 118.	Marysville—Within yard limits on Oroville line beyond Valley Meat corral track.
"	Lincoln—Gladding McBean tracks.
"	Oroville—Back track one car length beyond loading crane to Adams Lbr. Co.
All engines.	Palermo—Spur to Olive Plant beyond fouling point.
"	Chico—Diamond Match Co. track at wye.
"	Dantoni—Industry track beyond 700 feet east of east switch of siding.
"	Oswald—Back track, beyond three car lengths from west end and beyond road crossing from east end.

11. Load limit (car and contents):

Roseville-Tehama	251,000 pounds
Chico-Stirling City	210,000 pounds
Berg-Wilson	210,000 pounds
Dantoni Jct.-Dantoni	210,000 pounds
Binney Jct.-Oroville	210,000 pounds

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

13. LOCATION OF STOCK YARDS

Station	Capacity in cars
Roseville	12 (Water)
Ewing	6 (Water)
Wheatland	15 (Water)
Ostrom	2 1/2
Nelson	10 (Water)
Nord	8
Vina	12 (Water)
Los Molinos	3
Oroville Branch	
Marysville	9 (Water)

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

MP	Location	Description
147.6	Yuba City	SNRy trolley wire, Bridge St. Overhead
147.6	Yuba City	SNRy trolley wire, B St. Overhead

SPECIAL INSTRUCTIONS—EAST VALLEY SUBDIVISION

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

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

TERRITORY			PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	TERRITORY			PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP	MP	Column:	1	2	3	MP	MP	Column:	1	2	3
EASTWARD, ROSEVILLE TO TEHAMA:						WESTWARD, TEHAMA TO ROSEVILLE:					
106.61 to 106.85 (106.57)			15	15	15	211.87 to 211.85 (junction switch)			25	25	25
106.85 to 117.17			60	50	60	211.85 to 210.97			35	35	35
117.17 to 117.43			50	50	50	210.97 to 210.82 (Sacramento River Branch)			35	35	35
117.43 to 126.88			60	50	60	except with GS, AC or F class engines			25	25	25
126.88 to 126.96 (Bear River Bridge)			60	50	60	210.82 to 209.93			35	35	35
except with GS, AC or F class engines			25	25	25	209.93 to 203.69			70	55	70
126.96 to 139.80			60	50	60	203.69 to 203.67 (Deer Creek Bridge)			70	55	70
139.80 to 142.00 (Yuba River Bridge)			25	25	25	except with GS, AC or F class engines			25	25	25
142.00 to 143.88			50	40	50	203.67 to 198.96			70	55	70
143.88 to 152.30			70	55	70	198.96 to 192.00			60	50	60
152.30 to 152.31 (SNRy Crossing)			40	40	40	192.00 to 189.50			50	40	50
152.31 to 162.00			70	55	70	189.50 to 186.20			70	55	70
162.00 to 175.00			50	40	50	186.20 to 185.08			55	55	55
175.00 to 179.00			70	55	70	185.08 to 183.30			25	25	25
179.00 to 183.30			55	55	55						
183.30 to 185.08			25	25	25	183.30 to 179.00			55	55	55
185.08 to 186.20			55	55	55	179.00 to 175.00			70	55	70
186.20 to 189.50			70	55	70	175.00 to 162.00			50	40	50
189.50 to 192.00			50	40	50	162.00 to 152.31			70	55	70
192.00 to 198.96			60	50	60	152.31 to 152.30 (SNRy Crossing)			40	40	40
198.96 to 203.67			70	55	70	152.30 to 143.88			70	55	70
203.67 to 203.69 (Deer Creek Bridge)			70	55	70	143.88 to 142.00			50	40	50
except with GS, AC or F class engines			25	25	25	142.00 to 139.80 (Yuba River Bridge)			25	25	25
203.69 to 209.93			70	55	70	139.80 to 126.96			60	50	60
209.93 to 210.82			35	35	35	126.96 to 126.88 (Bear River Bridge)			60	50	60
210.82 to 210.97 (Sacramento River Branch)			35	35	35	except with GS, AC or F class engines			25	25	25
except with GS, AC or F class engines			25	25	25	126.88 to 117.43			60	50	60
210.97 to 211.85			35	35	35	117.43 to 117.17			50	50	50
211.85 to 211.87 (junction switch)			25	25	25	117.17 to 106.85			60	50	60
						106.85 to 106.57 (106.61)			15	15	15
EASTWARD, CHICO TO STIRLING CITY:						WESTWARD, STIRLING CITY TO CHICO:					
184.38 to 188.75				20	20	215.46 to 188.75				15	15
188.75 to 215.46				15	15	188.75 to 184.38				20	20
EASTWARD, DANTONI JCT. TO DANTONI:						WESTWARD, DANTONI TO DANTONI JCT.:					
				20	20					20	20
EASTWARD, BINNEY JCT. TO OROVILLE:						WESTWARD, OROVILLE TO BINNEY JCT.:					
				20	20					20	20
EASTWARD, BERG TO WILSON:						WESTWARD, WILSON TO BERG:					
★144.43 to 148.80				15	15	159.24 to 148.80				20	20
148.80 to 159.24				20	20	★148.80 to 144.43				15	15

★Regulated by City ordinance. No. 377 (PCE) and No. 378 (PCE), when consist contains no restricted cars, may operate at speeds shown in Column 1, except maximum speed must not exceed 60 MPH.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	
On tracks Nos. 3 and 4 Barber Yard, Chico	15
Through slip switches	10
Through turnouts on other than sidings	10
On branches	10

SPECIAL INSTRUCTIONS—EAST VALLEY SUBDIVISION

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

NOMINAL CLASS	ENGINE NUMBERS	Rooseville and Gerber	Chico to Stirling City	Stirling City to Chico	Wilson and Berg	Dantoni Jct. and Dantoni	Binney Jct. and Oroville
DP-4, 7	6000 to 6004, 6017, 6018, 5900 to 5909, 5916, 5917.	3275	.....	.....	.....	.....	.....
DP-5, 6, 8 to 11	6005 to 6016, 6055 to 6058, 5910 to 5915.	3275	.....	.....	.....	.....	.....
DP-12	6019 to 6033, 5918 to 5924. 6034 to 6045. 6046 to 6054.	.....	.....	.....	.....	.....	.....
DF-1 to 12	6138 to 6461, 8022 to 8303, except with 61:16 gear ratio. with 60:17 gear ratio.	3600	.....	.....	.....	.....	.....
DF-100	5200 to 5202.	.....	.....	.....	3000	3000	3000
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278.	5000	725	1250	4725	4725	4725
DF-109, 111	4903 to 4905, 5250 to 5252.	.....	.....	.....	.....	.....	.....
DF-114, 116 to 118, 120 to 122, 124, 125	5279 to 5293, 5380 to 5335, 5340 to 5444, 5449 to 5493.	6175	750	6100	4850	4850	4850
DF-115, 119, 123, 126	5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507.	.....	.....	.....	.....	.....	.....
DF-200 to 206	5100 to 5120.	.....	.....	.....	.....	.....	.....
DF-300 to 304	4600 to 4623, 4700 to 4703.	.....	.....	.....	.....	.....	.....
DF-305, 306	4624 to 4633.	.....	.....	.....	.....	.....	.....
DF-307	4634 to 4645.	.....	.....	.....	.....	.....	.....
DF-500, 501	4800 to 4815.	.....	.....	.....	.....	.....	.....
DF-603, 605, 606, 607, 611	5600 to 5719, 5730 to 5799.	3850	.....	.....	.....	.....	.....
DF-608 to 610	5720 to 5729.	.....	.....	.....	.....	.....	.....
DS-1 to 8	1000 to 1032.	1600	145	280	1200	1200	1200
DS-9 to 12	1033 to 1090.	.....	.....	.....	.....	.....	.....
DS-100 to 109, 111, 115	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567.	2400	275	490	2000	2000	2000
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550.	3100	345	625	2375	2375	2375
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596.	.....	.....	.....	.....	.....	.....
DS-200, 201	1900 to 1903.	775	100	150	620	620	620

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

SPECIAL INSTRUCTIONS—WEST VALLEY SUBDIVISION

RULE 14(d). As specified below, — — — — o, will be indication that flagman may return from west:
Tehama on West Valley subdivision.

RULE 14(e). As specified below, — — — — — will be indication that flagman may return from east:
Davis on West Valley subdivision,
Woodland on Knights Landing Branch,
Harrington on Colusa Branch.

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

West MP	East MP
74.20	Davis (Dixon line)..... 77.37
	" (Tehama line)..... 77.39
83.66	Woodland..... 85.82
	" (Knights Landing Branch)..... 88.08
147.96	Willows..... 150.84
164.48	Orland..... 167.72
177.62	" (Colusa Branch).....
211.92	Gerber..... 216.08
120.00	Grimes..... 122.00
169.00	Hamilton..... 171.00

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

Gerber: Westward trains except first class must not pass east switch of crossover from main track to track No. 1 just west of Signal 2149, unless proceed signal received from yardman. Yardman must not line switch for westward trains to enter yard track until train has been identified.

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

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

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

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

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

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

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

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

RULE 516. Overlap posts:
Westward Trains: Wyo—at fouling point east switch of siding.

RULE 535. SPRING SWITCHES
Spring switches equipped with facing point locks are located as follows:

Location	Normal Position
Gerber.....	East end siding.....Main track

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

RULE 605. INTERLOCKING
Tehama-Gerber: Interlocking limits on main track extend from signal 398 feet west of Tehama junction switch on West Valley subdivision and signal 293 feet west of Tehama junction switch on East Valley subdivision to signal 48 feet west of west switch track No. 1 Gerber yard. Interlocking limits on siding extend from west switch to dwarf semi-automatic signal 295 feet east of west switch Gerber siding.

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

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

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

SPECIAL INSTRUCTIONS—WEST VALLEY SUBDIVISION

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. On	Authorizes and requires
Letter Signal Approaching	movement as follows

M.....7-ft. mast... Gerber, east end siding... Enter main track and proceed to crossover just west of Signal 2136 to enter yard.

M.....2134.. Gerber..... First-class trains or trains carrying passengers, proceed to train-order office. Other trains, proceed to crossover to enter yard.

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

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

GENERAL REGULATIONS

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

AIR BRAKE RULES

FREIGHT TRAINS

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

RULE 24. When terminal test outlined in Air Brake Rule 22 has been made at originating terminal on through freight trains, road test as outlined in Air Brake Rule 24 will not be made at intermediate terminal Gerber, except when cars are added to the consist. Instead, test will be made as outlined in Air Brake Rule 25—Rear end test. Changing crews, caboose and/or engine will not necessitate road test outlined in Air Brake Rule 24.

RULE 25. When terminal test outlined in Air Brake Rule 22 has been made at originating terminal, rear end test outlined in Air Brake Rule 25 will be made at intermediate terminal Gerber on freight trains moving through without cars being added to the consist or on which only crews, caboose and/or engines may be changed. Under these conditions rolling inspection by trainmen will be made on freight trains arriving and leaving the intermediate terminal.

PASSENGER TRAINS

RULE 38. Rear end air test need not be made at Gerber if continuity of brake pipe is not disturbed. Incoming engineer will apply brakes when train is stopped. Outgoing engineer will release them. Running test in accordance with Rule 39 must be made as soon as speed permits after leaving terminal.

MISCELLANEOUS

10. Any class engine may use either leg of wye at Wyo and on Colusa Branch between Wyo and east switch Cory.

11. Load limit (car and contents):

Davis-Gerber.....	251,000 pounds
Woodland-Josephine.....	210,000 pounds
Harrington-Wyo via Colusa.....	210,000 pounds
Marchant-Ensley.....	210,000 pounds

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

13. LOCATION OF STOCK YARDS

Station	Capacity in cars
Davis.....	9 (Water)
Arbuckle.....	10 (Water)
Williams.....	25 (Water)
Maxwell.....	8 (Water)
Willows.....	25 (Water)
Artois.....	5 (Water)
Orland.....	8 (Water)
Corning.....	9 (Water)
Colusa Branch	
Colusa.....	4 (Water)
Hamilton.....	8 (Water)
Knights Landing Branch	
Woodland.....	10 (Water)
Knights Landing.....	5 (Water)
Subaco.....	15 (Water)

SPECIAL INSTRUCTIONS—WEST VALLEY SUBDIVISION

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

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

TERRITORY			PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	TERRITORY			PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP	MP	Column:	1	2	3	MP	MP	Column:	1	2	3
EASTWARD, DAVIS TO GERBER:						WESTWARD, GERBER TO DAVIS:					
76.00 to 81.80.....			79	55	70	213.80 to 211.87 (186.51).....			79	55	70
81.80 to 82.20.....			65	55	65	186.51 to 185.90.....			45	35	45
82.20 to 85.03.....			79	55	70	185.90 to 178.90.....			79	55	70
★85.03 to 85.13 (Woodland).....			12	12	12	★178.90 to 178.00 (Corning).....			40	40	40
85.13 to 86.02.....			65	55	65	178.00 to 165.70.....			79	55	70
86.02 to 149.50.....			79	55	70	★165.70 to 165.50 (Orland).....			40	40	40
★149.50 to 150.00 (Willows).....			40	40	40	165.50 to 150.00.....			79	55	70
150.00 to 165.50.....			79	55	70	★150.00 to 149.50 (Willows).....			40	40	40
★165.50 to 165.70 (Orland).....			40	40	40	149.50 to 86.02.....			79	55	70
165.70 to 178.00.....			79	55	70	85.02 to 85.13.....			65	55	65
★178.00 to 178.90 (Corning).....			40	40	40	★85.13 to 85.03 (Woodland).....			12	12	12
178.90 to 185.90.....			79	55	70	85.03 to 82.20.....			79	55	70
185.90 to 186.51 (211.87).....			45	35	45	82.20 to 81.80.....			65	55	65
211.87 to 213.80.....			79	55	70	81.80 to 76.00.....			79	55	70
EASTWARD, HARRINGTON TO WYO, VIA COLUSA:						WESTWARD, WYO TO HARRINGTON, VIA COLUSA:					
108.80 to 120.70.....			..	25	25	180.46 to 170.00.....			..	30	30
120.70 to 121.30 (Grimes).....			..	15	15	170.00 (Hamilton) to 121.30.....			..	25	25
121.30 to 170.00.....			..	25	25	121.30 to 120.70 (Grimes).....			..	15	15
170.00 (Hamilton) to 180.46.....			..	30	30	120.70 to 108.80.....			..	25	25
EASTWARD, WOODLAND TO JOSEPHINE:						WESTWARD, JOSEPHINE TO WOODLAND:					
85.56 to 96.50.....			..	25	25	117.42 to 96.50.....			..	20	20
96.50 to 117.42.....			..	20	20	96.50 to 85.56.....			..	25	25
EASTWARD, MARCHANT TO ENSLEY.....						WESTWARD, ENSLEY TO MARCHANT.....					
			..	15	15				..	15	15

★Regulated by City ordinance. No. 377 (PCE) and No. 378 (PCE), when consist contains no restricted cars, may operate at speeds shown in Column 1, except maximum speed must not exceed 60 MPH.

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

SPECIAL INSTRUCTIONS—WEST VALLEY SUBDIVISION

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

NOMINAL CLASS	ENGINE NUMBERS	Davis and Gerber	Woodland and Josephine Marchant and Ensley	Harrington and Wyo via Co. Uta
DP-4, 7	6000 to 6004, 6017, 6018, 5900 to 5909, 5916, 5917.....	2550	....	....
DP-5, 6, 8 to 11	6005 to 6016, 6055 to 6058, 5910 to 5915.....	2550	....	....
DP-12	6019 to 6033, 5918 to 5924..... 6034 to 6045..... 6046 to 6054.....	....	....	....
DF-1 to 12	6138 to 6461, 8022 to 8303, except..... with 61:16 gear ratio..... with 60:17 gear ratio.....	2850	....	....
DF-100	5200 to 5202.....	....	....	....
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278.....	3925	4775	5000
DF-109, 111	4903 to 4905, 5250 to 5252.....	5000	....	....
DF-114, 116 to 118, 120 to 122, 124, 125	5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493.....	4900	4900	5450
DF-115, 119, 123, 126	5294 to 5307, 5335 to 5339, 5445 to 5448, 5494 to 5507.....	....	....	....
DF-200 to 206	5100 to 5120.....	....	....	....
DF-300 to 304	4600 to 4623, 4700 to 4703.....	....	....	....
DF-305, 306	4624 to 4633.....	....	....	....
DF-307	4634 to 4645.....	....	....	....
DF-500, 501	4800 to 4815.....	....	....	....
DF-603, 605, 606, 607, 611	5600 to 5719, 5730 to 5799.....	....	....	....
DF-608 to 610	5720 to 5729.....	....	....	....
DS-1 to 8	1000 to 1032.....	1175	1200	1375
DS-9 to 12	1033 to 1090.....	....	....	....
DS-100 to 109, 111, 115 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567.....	1775	2000	2275
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550.....	....	....	....
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596.....	2475	2375	2675
DS-200, 201	1900 to 1903.....	620	620	705

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