PB-27022

ROSEVILLE AREA
TIMETABLE #4

Effective 0001 Sunday, December 18, 2005

D. J. Duffy, Executive Vice President - Operations
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S. R. Barkley, Vice President - HDC & Network Operations

This document supersedes:

Union Pacific Railroad Roseville Timetable 3 effective Jun 22, 2003

EXPLANATION OF CHARACTERS

Symbol Represents	
CTC	CENTRALIZED TRAFFIC CONTOL
CTC ATC	CENTRALIZED TRAFFIC CONTOL AUTOMATIC TRAIN CONTROL
ATC	AUTOMATIC TRAIN CONTROL
ABS	AUTOMATIC BLOCK SIGNAL SYSTEM
DT	DOUBLE TRACK
ABS	AUTOMATIC BLOCK SIGNAL SYSTEM
TWC	TRACK WARRANT CONTROL
TWC ABS	TRACK WARRANT CONTROL AUTOMATIC BLOCK SIGNAL SYSTEM
#MT	MULTIPLE MAIN TRACK - # (number MT's)
!	SIDING WITH ENTERING SIGNAL ALLOWING ASPECT MORE FAVORABLE THAN LUNAR
(A)	AUTOMATIC INTERLOCKING
B	BASE RADIO STATION
D	DRAW BRIDGE
(G)	GATE-NORMAL POSITION AGAINST CONFLICTING ROUTE
G	GATE-NORMAL POSITION AGAINST THIS SUBDIVISION
(M)	MANUAL INTERLOCKING
(S)	STOP SIGN
T	TURNING FACILITY
(X)	RAILROAD CROSSING AT GRADE
X	CROSSOVER BETWEEN MAIN TRACKS DUAL CONTROL SWITCHES
Y	YARD LIMITS
(Z)	MANUAL INTERLOCKING WITH A RELEASE BOX AND A M/W KEY RELEASE, IF EQUIPPED
(9)	SPECIAL INSTRUCTIONS APPLY ITEM 9

Symbol Represents	
(11)	SPECIAL INSTRUCTIONS APPLY ITEM 11
N	NORTHWARD
S	SOUTHWARD
E	EASTWARD
W	WESTWARD
C	CENTER
+	HEAD - END RESTRICTION ONLY
(R)	REDUCE / RESUME SPEED SIGNS AT OTHER THAN PRESCRIBED LOCATION
(#)	HOT BOX AND DRAGGING EQUIPMENT DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR
#	HOT BOX DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR
@	HOT BOX AND DRAGGING EQUIUPMENT DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY WITH HOLD OR STOP SIGNALS
$	HOT BOX DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY
%	DRAGGING EQUIPMENT DETECTORS WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY
&	HIGH WIDE SHIFTED LOAD AND DRAGGING EQUIPMENT DETECTOR EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR
(@)	WHEEL IMPACT DETECTORS EQUIPPED WITH RADIO TRAMSMITTED VERBAL DEFECT INDICATORS - TALK ON DEFECT ONLY
(&)	HIGH WIDE SHIFTED LOAD AND DRAGGING EQUIPMENT DETECTOR - TALK ON DEFECT ONLY

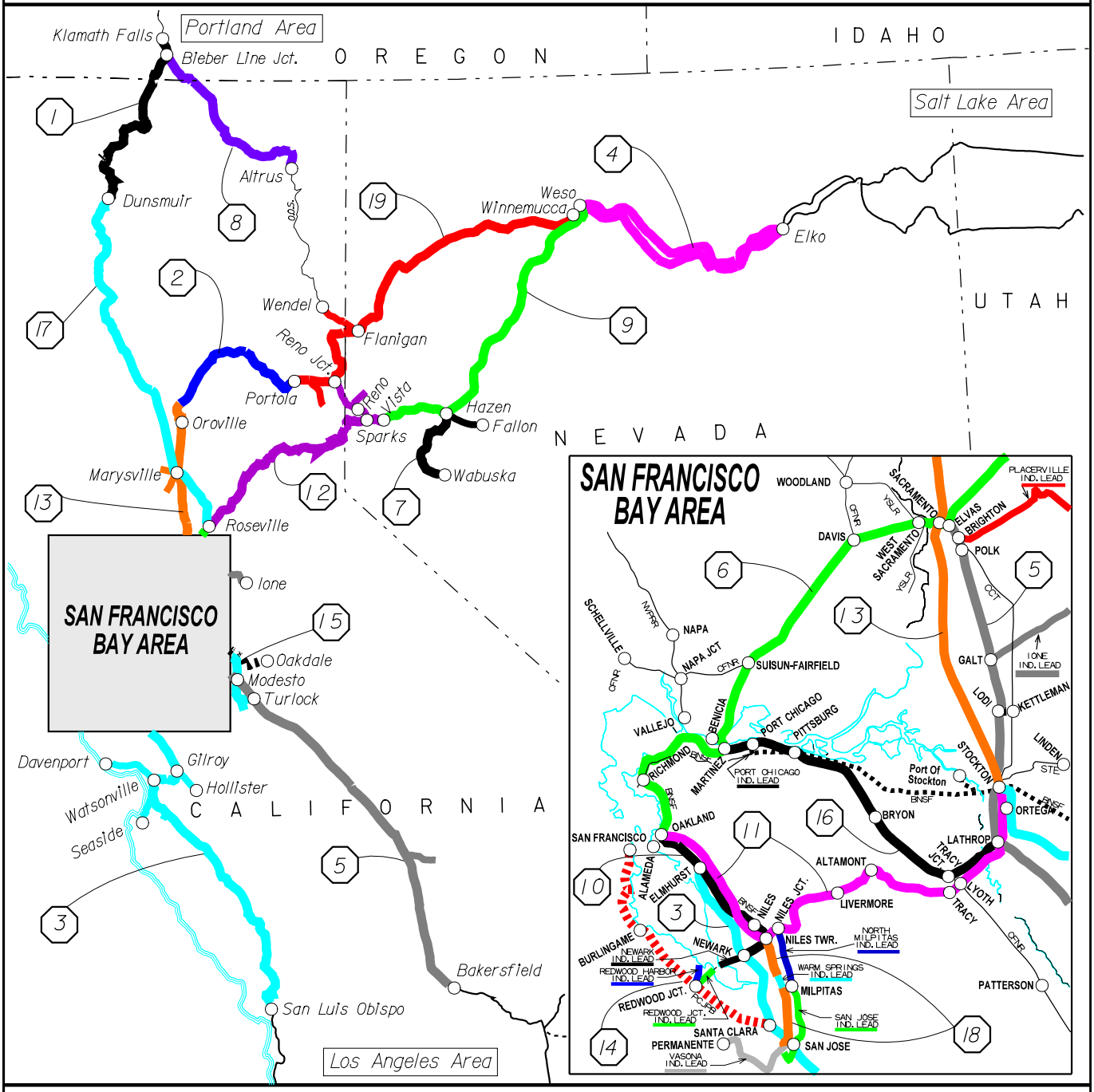
OTHER AVAILABLE REFERENCE MATERIAL

Area #	Area Name	Timetable Item #	Area Profile
1	Portland	PB-27020	Not Available
2	Salt Lake City	PB-27021	Not Available
3	Roseville	PB-27022	Not Available
4	Los Angeles	PB-27023	Not Available
5	El Paso	PB-27024	Not Available
6	Denver	PB-27025	Not Available
7	North Platte	PB-27026	Not Available
8	Council Bluffs	PB-27027	Not Available
9	Kansas City	PB-27028	Not Available
10	Salina	PB-27029	Not Available
11	Iowa	PB-27030	Not Available
12	Twin Cities	PB-27031	Not Available
13	Chicago	PB-27032	Not Available
14	St. Louis	PB-27033	Not Available
15	North Little Rock	PB-27034	Not Available
16	Dallas / Ft. Worth	PB-27035	Not Available
17	Houston	PB-27036	Not Available
18	San Antonio	PB-27037	Not Available
0	All Area 3 Hole Singles	PB-27038	
0	3" Binder	PB-27019	
0	Area Tabs (19 Each)	PB-27018	
0	System Special Instructions	PB-27015	

ROSEVILLE AREA

TIMETABLE #4

Effective 0001 Sunday, December 18, 2005



1. BLACK BUTTE..... (0920)	8. MODOC..... (0921)	15. TIDEWATER..... (0903)
2. CANYON..... (0908)	9 . NEVADA..... (0795)	16. TRACY..... (0924)
3. COAST..... (0950)	10. NILES..... (0922)	17. VALLEY..... (0918)
4. ELKO..... (0781)	11. OAKLAND..... (0900)	18. WARM SPRINGS..... (0953)
5. FRESNO..... (0938)	12. ROSEVILLE..... (0917)	19. WINNEMUCCA..... (0779)
6. MARTINEZ..... (0910)	13. SACRAMENTO ..... (0905)	
7. MINA ..... (0797)	14. SAN FRANCISCO ..... (0928)	

PEN TABLE - Q:\TT_MAPS\TT_MAPS.PEN

FILE: Q:\TT_MAPS\ 2005\ROSEVILLE_2005_N04.DGN OCTOBER 24, 2005

ROSEVILLE AREA

SUBDIVISION / INDUSTRIAL LEAD / MAPS : PAGE

BLACK BUTTE (0920)..... 38
CANYON (0908)..... 6
Chemurgic Industrial Lead: (0904)..... 68
COAST (0950)..... 56
Desert - Knight Yard..... 33
East Oakland Area Map..... 37
ELKO (0781)..... 2
Fallon Industrial Lead: (0798)..... 15
Flanigan Industrial Lead: (0855)..... 5
FRESNO (0938)..... 52
Granite Rock Industrial Lead: (0963)..... 71
Holland Industrial Lead: (0916)..... 31
Hollister Industrial Lead: (0954)..... 59
Ione Industrial Lead: (0936)..... 55
J R Davis Yard (North)..... 27
J R Davis Yard (South)..... 26
Leareno Industrial Lead: (0784)..... 19
Loyalton Industrial Lead: (0780)..... 5
MARTINEZ (0910)..... 28
McHenry Industrial Lead: (0898)..... 11
Milpitas Industrial Lead: (0897)..... 71
MINA (0797)..... 15
MODOC (0921)..... 50
Mulford Area Map..... 63
NEVADA (0795)..... 14
Newark Area Map..... 64
Newark Industrial Lead: (0923)..... 59
NILES (0922)..... 34
North Milpitas Industrial Lead: (0901)..... 71
North San Jose Industrial Lead: (0964)..... 71
Oakdale Industrial Lead: (0934)..... 55
OAKLAND (0900)..... 10
Oakland Area Map..... 36
Pearson Industrial Lead: (0906)..... 8
Placerville Industrial Lead: (0937)..... 55
Port Chicago Industrial Lead: (0926)..... 67
Redwood Harbor Industrial Lead: (0931)..... 69
Redwood Junction Industrial Lead: (0929)..... 69
Reno Industrial Lead: (0783)..... 19
ROSEVILLE (0917)..... 16
SACRAMENTO (0905)..... 8
Sacramento Area Map..... 9
SAN FRANCISCO (0928)..... 69
San Jose Industrial Lead: (0902)..... 71
Santa Cruz Industrial Lead: (0955)..... 59
Seaside Industrial Lead: (0951)..... 59
Sparks Terminal Map..... 13
Spreckels Industrial Lead: (0952)..... 59
Stockton Area Map..... 12
TIDEWATER (0903)..... 68
TRACY (0924)..... 66
VALLEY (0918)..... 44
Vasona Industrial Lead: (0956)..... 59
WARM SPRINGS (0953)..... 70
Warm Springs Industrial Lead: (0899)..... 71
Warmsprings Terminal Map..... 72
Watsonville Yard Map..... 65
WINNEMUCCA (0779)..... 4
Woodbridge Industrial Lead: (0935)..... 55

ROSEVILLE AREA

Station Name	Circ7 #	Subdivision	Page #
10TH STREET		MARTINEZ	28
10TH STREET		NILES	34
26TH STREET Trk.2	RV420	MARTINEZ	28
34TH STREET	RV419	MARTINEZ	28
66TH AVENUE		NILES	34
ACAMPO	JQ412	FRESNO	52
AKERS	JQ400	FRESNO	52
ALBRAE	CO029	COAST	56
ALCANT	JQ364	FRESNO	52
ALTAMONT	PX898	OAKLAND	10
ALTURAS	OY267	MODOC	50
ALVARADO	CO020	COAST	56
AMBROSE	OY294	MODOC	50
ANDESITE	OZ247	BLACK BUTTE	38
ANDORRA	OZ002	VALLEY	44
ANITA	OZ087	VALLEY	44
ANTELOPE	RV327	MARTINEZ	28
ANTELOPE	PX471	WINNEMUCCA	4
APPIAN	RV819	MINA	15
ARENA	JQ354	FRESNO	52
AUBURN Trk.2	RV305	ROSEVILLE	16
AVON	PN942	TRACY	66
BARTH	UX327	ELKO	2
BATTLE MOUNTAIN	UX371	ELKO	2
BELDEN	PX698	CANYON	6
BENICIA	RV386	MARTINEZ	28
BEOWAWE	UX339	ELKO	2
BEOWAWE	UX339	ELKO	2
BERG	OZ038	VALLEY	44
BINNEY JCT.	PX774	SACRAMENTO	8
BINNEY JCT.	PX774	VALLEY	44
BIOLA		FRESNO	52
BIOLA JCT	JQ295	FRESNO	52
BLACK BUTTE		BLACK BUTTE	38
BLAIRSDEN	PX648	CANYON	6
BLUE CANON	RV264	ROSEVILLE	16
BLUNT	OZ122	VALLEY	44
BNSF CROSSING		FRESNO	52
BNSF CROSSING		MODOC	50
BOWMAN	RV301	ROSEVILLE	16
BRADLEY	CO187	COAST	56
BRENTWOOD	PT927	TRACY	66
BRIGHTON	JQ439	FRESNO	52
BROCK	OZ016	VALLEY	44
BYRON	PT921	TRACY	66
CALLA		FRESNO	52
CALWA	JQ285	FRESNO	52
CAMP RODGERS	PX703	CANYON	6
CANBY	OY287	MODOC	50
CAPE HORN	RV283	ROSEVILLE	16
CARLIN	UX312	ELKO	2
CARNADERO	CO075	COAST	56
CARTER		COAST	56
CASTLE CRAG	OZ205	VALLEY	44
CASTROVILLE	CO102	COAST	56
CAWELO	JQ194	FRESNO	52
CENTRAL VALLEY	OZ160	VALLEY	44
CERES	JQ376	FRESNO	52
CHERRY		NILES	34
CHICO	OZ078	VALLEY	44
CHILCOOT	PX619	WINNEMUCCA	4
CHOLONA	PX497	WINNEMUCCA	4
CHORRO	CO236	COAST	56
CHOWCHILLA	JQ326	FRESNO	52
CHURCH		FRESNO	52
CISCO	RV250	ROSEVILLE	16
CITRUS HEIGHTS		MARTINEZ	28
CLARK	RV169	NEVADA	14
COAST		SAN FRANCISCO	69
COAST		COAST	56
COLADO	RV083	NEVADA	14
COLFAX	RV288	ROSEVILLE	16
COLISEUM		NILES	34
COLLEGE PARK	CO041	WARM SPRINGS	70
CONANT	OZ200	VALLEY	44
CORDELIA		MARTINEZ	28
CORPORAL	CO078	COAST	56
COSTA		MARTINEZ	28
COVELL	JQ386	FRESNO	52
COYOTE	CO055	COAST	56
CRAIG	PX761	SACRAMENTO	8
CULP	OZ138	VALLEY	44
DARWIN	RV147	NEVADA	14
DEL PASO	PX811	SACRAMENTO	8
DELFAR	JQ211	FRESNO	52
DELTA	OZ183	VALLEY	44
DORRIS	OZ293	BLACK BUTTE	38
DOYLE	PX596	WINNEMUCCA	4
DRAPER	OZ130	VALLEY	44
DUNSMUIR x-over	OZ209	VALLEY	44
DUNSMUIR x-over	OZ209	BLACK BUTTE	38
EARLIMART	JQ221	FRESNO	52
EAST ATKINSON		MARTINEZ	28
EAST CARLIN	UX312	ELKO	2
EAST DAVIS		MARTINEZ	28
EAST ELKO	UX292	ELKO	2
EAST EMERYVILLE	RV417	MARTINEZ	28
EAST HAGGIN		MARTINEZ	28
EAST NORDEN		ROSEVILLE	16
EAST OAKLAND	CO003	NILES	34
EAST ROSEVILLE	RV323	ROSEVILLE	16
EAST ROSEVILLE	RV323	MARTINEZ	28
EAST ROSEVILLE	RV323	VALLEY	44
EAST TROY	RV245	ROSEVILLE	16
EAST TRUCKEE		ROSEVILLE	16
EL PINAL	PX859	SACRAMENTO	8
EL PINAL	PX859	FRESNO	52
ELK GROVE	JQ429	FRESNO	52
ELKO	UX293	ELKO	2
ELLISON	UX383	ELKO	2
ELSEY	PX738	CANYON	6
ELVAS	RV338	MARTINEZ	28
ELVAS Trk.1	RV338	FRESNO	52
ELVAS Trk.2		FRESNO	52
EMIGRANT GAP	RV259	ROSEVILLE	16
FAGAN	OZ049	VALLEY	44

ROSEVILLE AREA

Station Name	Circ7 #	Subdivision	Page #
FAMOSO	JQ201	FRESNO	52
FERGUS	JQ346	FRESNO	52
FERNLEY	RV155	NEVADA	14
FERRY Trk.2		TRACY	66
FERRY Trk.2		MARTINEZ	28
FLANIGAN	PX574	WINNEMUCCA	4
FLOKA	PX479	WINNEMUCCA	4
FLORISTON	RV209	ROSEVILLE	16
FREMONT	PX924	OAKLAND	10
FRESNO YARD	JQ292	FRESNO	52
FULDA Trk.2		ROSEVILLE	16
GASKELL	PX450	WINNEMUCCA	4
GERBER	OZ107	VALLEY	44
GERLACH	PX520	WINNEMUCCA	4
GIBSON	OZ191	VALLEY	44
GILROY	CO072	COAST	56
GIRVAN	OZ147	VALLEY	44
GOBLE	JQ277	FRESNO	52
GOLD RUN	RV277	ROSEVILLE	16
GONZALES	CO127	COAST	56
GOSHEN JCT	JQ255	FRESNO	52
GRANITE POINT	RV095	NEVADA	14
GRASS LAKE	OZ255	BLACK BUTTE	38
GRAY ROCKS	OZ164	VALLEY	44
HAFED	RV178	NEVADA	14
HAGGIN	PX815	SACRAMENTO	8
HAMMER LANE	PX856	SACRAMENTO	8
HATCH	PQ042	TIDEWATER	68
HATFIELD	OY342	MODOC	50
HAWLEY	PX631	WINNEMUCCA	4
HAYWARD	PX934	OAKLAND	10
HAYWARD	JM109	NILES	34
HAZEN	RV143	NEVADA	14
HAZEN	RV143	MINA	15
HEARST	PX916	OAKLAND	10
HERCULES	RV400	MARTINEZ	28
HERLONG	PX587	WINNEMUCCA	4
HICKS	PX870	OAKLAND	10
HICKS		FRESNO	52
HOTLUM	OZ238	BLACK BUTTE	38
HOWARD		MARTINEZ	28
HUMBOLDT	RV050	NEVADA	14
HUNTER STREET		FRESNO	52
I STREET		FRESNO	52
I STREET BRIDGE		MARTINEZ	28
IMLAY	RV032	NEVADA	14
IRRIGOSA	JQ304	FRESNO	52
JAMES	PX732	CANYON	6
JUNGO	PX461	WINNEMUCCA	4
KEARNEY	PQ045	TIDEWATER	68
KEDDIE	PX677	CANYON	6
KEGG	OZ272	BLACK BUTTE	38
KING CITY	CO155	COAST	56
KING STREET		NILES	34
KINGSBURG		FRESNO	52
KIRKHAM Trk.2		NILES	34
KLAMATH FALLS YARD	OZ313	BLACK BUTTE	38
KRAMM	PX744	CANYON	6
LAKEHEAD	OZ179	VALLEY	44
LAMOINE	OZ187	VALLEY	44
LATHROP	PX868	TRACY	66
LATHROP	PX868	OAKLAND	10
LAWTON	RV193	ROSEVILLE	16
LICK	CO047	COAST	56
LINCOLN	PX903	VALLEY	44
LINGARD	JQ337	FRESNO	52
LIVERMORE	PX907	OAKLAND	10
LODI	JQ409	FRESNO	52
LOGAN	CO085	COAST	56
LOS MEDANOS	PN930	TRACY	66
LYOTH	PX880	OAKLAND	10
MAGNOLIA		NILES	34
MARKET		FRESNO	52
MARTINEZ Trk.1	RV389	MARTINEZ	28
MARTINEZ Trk.1	RV389	TRACY	66
MARYSVILLE	PX776	SACRAMENTO	8
MASSIE	RV139	NEVADA	14
MCKAY	CO195	COAST	56
McKINLEY	OX652	OAKLAND	10
MELROSE	PX943	OAKLAND	10
MELROSE	PX943	NILES	34
MERLIN	PX711	CANYON	6
MERRILL	OY347	MODOC	50
MIDAS	RV269	ROSEVILLE	16
MIDWAY	PX891	OAKLAND	10
MIKON	RV344	MARTINEZ	28
MILL CITY	RV023	NEVADA	14
MILPITAS	JM934	WARM SPRINGS	70
MITCHELL AVE.		CANYON	6
MITCHELL AVENUE		SACRAMENTO	8
MOCOCO	PN943	TRACY	66
MODESTO JCT.	JQ379	TIDEWATER	68
MODESTO JCT.	JQ379	FRESNO	52
MORGAN HILL	CO064	COAST	56
MOUNKES	PX782	SACRAMENTO	8
MOUNT HEBRON	OZ280	BLACK BUTTE	38
MOUNT SHASTA	OZ223	BLACK BUTTE	38
MULFORD	CO010	COAST	56
NEED	JQ421	FRESNO	52
NEWARK	CO025	NILES	34
NEWARK	CO025	COAST	56
NEWCASTLE	RV310	ROSEVILLE	16
NILES JCT.	PX932	WARM SPRINGS	70
NILES JCT.		OAKLAND	10
NILES JCT.	PX923	NILES	34
NORTH JACK LONDON Trk.2	CO001	NILES	34
NORTH AZALEA	OZ220	BLACK BUTTE	38
NORTH BAKERSFIELD		FRESNO	52
NORTH BLACK BUTTE	OZ231	BLACK BUTTE	38
NORTH DUNSMUIR	OZ210	BLACK BUTTE	38
NORTH EL PINAL		FRESNO	52
NORTH ELMHURST	PX940	NILES	34
NORTH ELMHURST	PX940	COAST	56
NORTH FLORIN		FRESNO	52
NORTH GOSHEN		FRESNO	52
NORTH LATHROP		TRACY	66

ROSEVILLE AREA

Station Name	Circ7 #	Subdivision	Page #
NORTH LATHROP		FRESNO	52
NORTH MADERA		FRESNO	52
NORTH MERCED		FRESNO	52
NORTH MODESTO		FRESNO	52
NORTH SALINAS		COAST	56
NORTH SAN LUIS OBISPO		COAST	56
NOTARB	JQ315	FRESNO	52
OBRIEN	OZ171	VALLEY	44
OCALA	RV111	NEVADA	14
OIL JCT	JQ185	FRESNO	52
OROVILLE YARD	PX751	SACRAMENTO	8
ORTEGA		OAKLAND	10
OSTROM	OZ028	VALLEY	44
OZOL	RV390	MARTINEZ	28
PACIFIC		FRESNO	52
PALM		FRESNO	52
PARRAN	RV120	NEVADA	14
PASO ROBLES	CO208	COAST	56
PATRICK	RV174	NEVADA	14
PAXTON	PX681	CANYON	6
PENOYAR	OZ263	BLACK BUTTE	38
PEREZ	OY315	MODOC	50
PHIL	PX528	WINNEMUCCA	4
PHILLIPS	PX832	SACRAMENTO	8
PINOLE	RV401	MARTINEZ	28
PITT		MARTINEZ	28
PITTSBURG	PN932	TRACY	66
PLEASANT GROVE	PX798	SACRAMENTO	8
POE	PX723	CANYON	6
POLK		FRESNO	52
POLLOCK	PX822	SACRAMENTO	8
PORT CHICAGO	PN939	TRACY	66
PORTOLA	PX637	WINNEMUCCA	4
PORTOLA	PX637	CANYON	6
PULGA	PX719	CANYON	6
QUINCY JCT.	PX670	CANYON	6
RAGLAN	PX440	WINNEMUCCA	4
RAWSON	OZ112	VALLEY	44
REDDING	OZ152	VALLEY	44
RENO	PR433	ROSEVILLE	16
RENO JCT.	PX616	WINNEMUCCA	4
REYNARD	PX542	WINNEMUCCA	4
RICHVALE	OZ061	VALLEY	44
ROCKLIN	RV319	ROSEVILLE	16
ROGERS	PQ035	TIDEWATER	68
RONDA	PX488	WINNEMUCCA	4
ROSE CREEK	RV011	NEVADA	14
RYE PATCH	RV065	NEVADA	14
SACO	JQ189	FRESNO	52
SACRAMENTO	RV340	MARTINEZ	28
SALINAS	CO110	COAST	56
SAN ARDO	CO174	COAST	56
SAN FRANCISCO	JM030	SAN FRANCISCO	69
SAN JOSE	CO040	COAST	56
SAN PABLO	RV407	MARTINEZ	28
SAND PASS	PX565	WINNEMUCCA	4
SANO	PX554	WINNEMUCCA	4
SANTA MARGARITA	CO225	COAST	56
SCOTTS	PX613	WINNEMUCCA	4
SCOTTS		OAKLAND	10
SCOTTS		FRESNO	52
SERRANO	CO233	COAST	56
SHED 10	RV252	ROSEVILLE	16
SHED 47	RV232	ROSEVILLE	16
SHELLMOUND	RV416	MARTINEZ	28
SHINN		NILES	34
SIERRA		VALLEY	44
SILVERTHORN	OZ156	VALLEY	44
SIMS	OZ196	VALLEY	44
SLOAT	PX656	CANYON	6
SMALL	OZ213	BLACK BUTTE	38
SOLEDAD	CO135	COAST	56
SOUTH BLACK BUTTE		BLACK BUTTE	38
SOUTH DUNSMUIR	OZ208	VALLEY	44
SOUTH ELMHURST		NILES	34
SOUTH ELVAS		FRESNO	52
SOUTH FLORIN	JQ435	FRESNO	52
SOUTH GERBER	OZ105	VALLEY	44
SOUTH GOSHEN		FRESNO	52
SOUTH JACK LONDON		NILES	34
SOUTH KLAMATH FALLS		BLACK BUTTE	38
SOUTH MADERA		FRESNO	52
SOUTH MERCED	JQ343	FRESNO	52
SOUTH MODESTO	PQ032	FRESNO	52
SOUTH MOTT	OZ218	BLACK BUTTE	38
SOUTH OAKLAND	PX949	NILES	34
SOUTH SACRAMENTO	PX818	SACRAMENTO	8
SOUTH SANTA MARGARITA		COAST	56
SPARKS	RV185	ROSEVILLE	16
SPRING GARDEN	PX662	CANYON	6
STEGE	RV412	MARTINEZ	28
STOCKTON	PX862	OAKLAND	10
STOCKTON	PX862	FRESNO	52
STRONG	CO002	NILES	34
STRONGHOLD	OY333	MODOC	50
STUKEL	OY356	MODOC	50
SUN-MAID	JQ270	FRESNO	52
SUNSET WHITNEY	OZ006	VALLEY	44
SUTRO		ROSEVILLE	16
SWANSTON	RV336	MARTINEZ	28
SWITCH 9		ROSEVILLE	16
TEMPLETON	CO213	COAST	56
TEXUM	OZ311	MODOC	50
TEXUM	OZ311	BLACK BUTTE	38
THISBE	RV165	NEVADA	14
THORNTON	PX840	SACRAMENTO	8
TIPTON	JQ233	FRESNO	52
TOLENAS	RV378	MARTINEZ	28
TOMSPUR	JQ404	FRESNO	52
TOWER	RV345	MARTINEZ	28
TOY	RV103	NEVADA	14
TRACY	PX881	OAKLAND	10
TRACY	PT903	TRACY	66
TRAVER	JQ262	FRESNO	52
TREGO	PX507	WINNEMUCCA	4
TRUCKEE	RV223	ROSEVILLE	16

ROSEVILLE AREA

Station Name	Circ7 #	Subdivision	Page #
TULARE	JQ244	FRESNO	52
TULARE SIDING		FRESNO	52
TULE LAKE	OY339	MODOC	50
TURLOCK	PG203	FRESNO	52
TURLOCK	PQ048	TIDEWATER	68
UPSAL	RV129	NEVADA	14
UPTON	OZ226	BLACK BUTTE	38
VALMY	UX386	ELKO	2
VERDI	RV200	ROSEVILLE	16
VIRGILIA	PX688	CANYON	6
VISTA	RV182	ROSEVILLE	16
VISTA	RV182	NEVADA	14
VISTA		MARTINEZ	28
WABUSKA	RV840	MINA	15
WARM SPRINGS	JM930	WARM SPRINGS	70
WASHINGTON		VALLEY	44
WASHINGTON Trk.1		ROSEVILLE	16
WATSONVILLE JCT.	CO092	COAST	56
WESO	UX422	ELKO	2
WESO	UX420	NEVADA	14
WEST ATKINSON		MARTINEZ	28
WEST CARLIN	UX315	ELKO	2
WEST DAVIS		MARTINEZ	28
WEST ELKO	UX294	ELKO	2
WEST EMERYVILLE Trk.2	RV418	MARTINEZ	28
WEST FREMONT	PX926	OAKLAND	10
WEST HAGGIN Trk.1		MARTINEZ	28
WEST LATHROP		TRACY	66
WEST NORDEN	RV238	ROSEVILLE	16
WEST OAKLAND	PX950	NILES	34
WEST RENO		ROSEVILLE	16
WEST ROSEVILLE Trk.1		MARTINEZ	28
WEST SACRAMENTO	RV342	MARTINEZ	28
WEST TRUCKEE		ROSEVILLE	16
WINNEMUCCA	UX426	ELKO	2
WINNEMUCCA	UX426	WINNEMUCCA	4
WINNEMUCCA	UX426	NEVADA	14
WOODLAND		FRESNO	52
WORDEN	OZ300	BLACK BUTTE	38
WYCHE	PX872	OAKLAND	10
YOSEMITE		ROSEVILLE	16

ELKO SUBDIVISION (0781)

Radio Display:
Elko to Weso Trk.1 -9696
Elko to Winnemucca Trk.2 -2424

Mile Post	Rule 6.3	CP #'s	WEST ▼ STATIONS ▲ EAST	Sta. #'s	Siding Feet
Track 1					
560.0	DT ABS		ELKO (25.5)	UX293	
534.5			CARLIN (14.2)	UX312	C8660
520.3			BARTH X (12.1)	UX327	
508.2			BEOWAWE (32.4)	UX339	
475.8			BATTLE MOUNTAIN (18.3)	UX371	6500
457.5			VALMY (36.6)	UX386	
421.0 420.9	CTC	F536	WESO X	UX422	
Track 2					
670.7	DT ABS	F671	EAST ELKO (M) (1.2)	UX292	
669.5		RV560	ELKO B (0.7)	UX293	
668.8		F669	WEST ELKO (M) (22.8)	UX294	
646.0		F646	EAST CARLIN (M) (2.6)	UX312	C8660
643.4		F643	WEST CARLIN (M) (23.9)	UX315	
619.5			BEOWAWE (44.1)	UX339	5907
575.4			ELLISON (2.7)	UX383	6053
572.7		F572	VALMY (M) (36.9)	UX386	
535.8	CTC	F536	WESO X	UX422	
Single Track					
535.8	CTC	F536	WESO X (3.7)	UX422	
532.8 532.1		F533 F532	WINNEMUCCA BT	UX426	N10007 S7091
			(138.6)		

SI-01 MAIN TRACK AUTHORITY

CTC between:
MP 535.8 and MP 532.1;
MP 421.0 and MP 420.9.

ABS Rule 9.14 between:
MP 670.7 and MP 535.8 on Trk. 2;
MP 557.0 and MP 421.0 on Trk.1.

Elko: Between MP 668.8 and MP 664.0 on Trk. 2 and between MP 561.5 and MP 554.5 on Trk. 1, trains and engines may move in either direction on authority of Train Dispatcher. Movement against the current of traffic must be made at RESTRICTED speed.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed MPH

Between Mileposts	PSGR	FRT
560.0 and 420.9 Westward Trk.1		
(Except as Below)	**79**	**70**
560.0 and 558.0	70	70
558.0 and 557.0	70	65
557.0 and 554.2	70	60
541.8 and 541.2	60	60
535.9 and 533.9	25	25
533.9 and 528.0	50	45
528.0 and 525.9	40	40
525.9 and 517.9	50	50
517.9 and 507.3	55	50
500.9 and 500.3	55	50
496.2 and 490.3	60	60
443.5 and 442.6	70	60
434.3 and 428.6	70	60
428.6 and 424.7	55	50
424.7 and 420.9	70	60
Between Mileposts	**PSGR**	**FRT**
420.9 and 557.0 Eastward Trk.1		
Against Current of Traffic		
(Except as Below)	**59**	**49**
475.3 and 476.0	45	45
500.3 and 517.9	55	49
517.9 and 525.9	50	49
525.9 and 528.0	40	40
533.9 and 535.9	25	25
Between Mileposts	**PSGR**	**FRT**
535.8 and 532.1 Single Track		
(Except as Below)	**79**	**70**
----------None----------		
Between Mileposts	**PSGR**	**FRT**
535.8 and 670.7 Eastward Trk.2		
(Except as Below)	**79**	**70**
536.7 and 537.2	65	60
543.1 and 543.4	75	70
610.1 and 611.0	70	60
618.0 and 618.5	70+	70
625.4 and 625.8	70	60
628.2 and 637.7	45	40
637.7 and 638.3	70	60
641.6 and 643.0	70	60
643.4 and 648.3	60	60
648.3 and 650.3	55	45
650.3 and 650.8	45	40
650.8 and 652.6	65	50
668.8 and 669.0	60	60
669.0 and 669.5	35	35
669.5 and 670.7	65	50
Between Mileposts	**PSGR**	**FRT**
670.7 and 535.8 Westward Trk.2		
Against Current of Traffic		
(Except as Below)	**59**	**49**
669.5 and 669.0	35	35
650.8 and 650.3	45	40
650.3 and 648.3	55	45
637.7 and 628.2	45	40

ELKO SUBDIVISION (0781)

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
Sidings Battle Mountain, Carlin	10
2. Dual Control Switch Turnouts	
East and West Carlin	15
Weso: crossovers	20
3. Misc. Speed Restrictions	
Empty Valmy coal trains	50
Nevada Barth Co. track scales	3
Elko: Balloon track east leg	10
west leg	5

SI-04 MAIN TRACK DESIGNATIONS

Double track between: Elko and Weso.
Between Elko MP 557.0 and Weso MP 420.9 is designated track No. 1.
Between East Elko MP 670.7 and Weso MP 535.8 is designated track No. 2.

SI-05 MILEPOST EQUATIONS

Weso: MP 535.8 Trk.2 = MP 420.9 Trk.1

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 662.6 Trk2	(#)& 547.6 Trk1	(#) 491.0 Trk1
(#) 639.1 Trk2	(#)& 529.8 Trk1	(#) 469.9 Trk1
(#) 615.4 Trk2	(#) 512.5 Trk1	(#) 452.0 Trk1
(#) 585.8 Trk2	% 498.6 Trk1	(#) 437.7 Trk1
(#) 554.4 Trk2	% 479.6 Trk1	(#) 427.3 Trk1

SI-08 RULES ITEMS

Rule 10.1. Carlin: Westward trains must contact Train Dispatcher for authority to occupy siding.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Hunter Trk.2	657.0	UX302
Tonka Trk.2	650.1	UX309
Carlin Trk.2	644.6	UX314
Duggan Trk.2	631.8	UX326
Cluro Trk.2	627.1	UX331
Dunphy Trk.2	610.1	UX348
Kampos Trk.2	601.3	UX356
Rennox Trk.2	591.3	UX367
Red House Trk.2	563.0	UX395
Golconda Trk.2	548.0	UX409
Palisade Trk.1	525.7	UX321
Jayhawk Trk.1	497.7	UX351
Mosel Trk.1	492.9	UX355
Argenta Trk.1	487.7	UX358
Mote Trk.1	465.3	UX381
Iron Point Trk.1	448.1	UX394
Golconda Trk.1	434.0	UX409
Tule Trk.1	422.8	UX420

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 158 tons

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

Valmy: Sierra Pacific Power Plant: impaired clearance on west side of coal unloading structure at North Valmy Power Station. Automatic unloading feature is operated by a live third rail which makes physical contact with actuating shoes on each car. Members of crew must not use walkways or ride on sides of cars while train is being operated over trestle.

Elko: Trains departing west from Trk.101 must contact Train Dispatcher for signal to depart. All westward freight trains must contact Train Dispatcher before departing.

Carlin: Trk. 114 (yard trk.4) is designated the Carlin siding. Derail in service west end of siding.

WINNEMUCCA SUBDIVISION (0779)

Mile Post	Rule 6.3	CP #'s	Radio Display: Winnemucca to Gerlach -2424, Gerlach to Portola -2727 WEST ▼ STATIONS ▲ EAST	Sta. #'s	Siding Feet
532.1	CTC	F532	WINNEMUCCA BT	UX426	N10007
530.8		F531			S7091
530.7		F530	(12.3)		
519.8		F520	RAGLAN	PX440	6223
518.5		F518	(10.6)		
509.2		F509	GASKELL	PX450	6249
507.9		F508	(12.0)		
497.2		F497	JUNGO	PX461	6140
496.0		F496	(9.0)		
488.2		F488	ANTELOPE	PX471	6246
487.0		F487	(8.2)		
480.0		F480	FLOKA	PX479	6163
478.7		F479	(8.8)		
471.2		F471	RONDA	PX488	6246
469.9		F470	(9.3)		
461.9		F462	CHOLONA	PX497	6243
460.6		F461	(10.0)		
451.9		F452	TREGO	PX507	6220
450.6		F451	(13.3)		
438.6		F439	GERLACH T	PX520	6380
437.3		F437	(7.1)		
431.5		F432	PHIL	PX528	6245
430.3		F430	(14.6)		
416.9		F417	REYNARD	PX542	5739
415.7		F416	(11.5)		
405.4		F405	SANO	PX554	6235
404.1		F404	(11.0)		
394.4		F394	SAND PASS	PX565	6234
393.1		F393	(10.1)		
384.3		F384	FLANIGAN	PX574	6258
382.9		F383	(12.2)		
372.1		F372	HERLONG	PX587	4279
371.2		F371	(8.9)		
363.2		F363	DOYLE	PX596	6456
361.9		F362	(11.0)		
352.2		F352	CP F352		
			(6.0)		
346.2		F346	SCOTTS	PX613	6213
344.9		F345	(4.7)		
341.5		F341	RENO JCT. T	PX616	6131
			(1.8)		
339.7		F340	CHILCOOT	PX619	6342
338.5		F338	(11.6)		
328.1		F328	HAWLEY	PX631	5857
326.9		F327	(5.8)		
322.3		F322	PORTOLA B	PX637	10748
			(209.8)		

SI-01 MAIN TRACK AUTHORITY

CTC between: MP 532.1 and MP 322.3.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts	
532.1 and 322.3	
(Except as Below).....	**70**
521.8 and 520.9.....	60
510.4 and 509.9.....	65
495.7 and 494.5.....	40
494.5 and 489.9.....	35
489.9 and 488.3.....	50
488.3 and 481.1.....	60
481.1 and 480.1.....	55
441.5 and 437.3.....	60
434.1 and 429.5.....	60
404.7 and 399.9.....	55
399.9 and 397.7.....	50
397.7 and 397.0.....	35
397.0 and 395.4.....	30
395.4 and 390.7.....	35
390.7 and 387.4.....	50
387.4 and 384.0.....	60
372.7 and 369.4.....	60
363.8 and 353.8.....	60
353.8 and 348.4.....	40
348.4 and 347.6.....	35
347.6 and 343.7.....	40
343.7 and 341.5.....	50
324.1 and 322.3.....	30

Note: Where no permanent or temporary speed restrictions are in effect for freight trains, UPRR Passenger Trains may operate at 10 MPH above maximum speed for freight trains not to exceed 79 MPH.

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
Winnemucca: South Passing Track.....	10
North Passing Track.....	20
2. Dual Control Switch Turnouts	
CP F341 Reno Jct.....	10
CP F384 Flanigan to Modoc Sub.....	20
3. Misc. Speed Restrictions (No Exceptions)	

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS - None.

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 521.4	(#) 456.0	(#) 387.1
(#) 503.9	(#) 434.5	(#) 358.3
(#) 475.1	(#) 412.8	(#) 335.9

SI-08 RULES ITEMS - None.

SI-09 FRA EXCEPTED TRACKS

PX520: 125 east leg of wye; 126 west leg of wye; 014-015, 532, 534, 720.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Marcus	525.8	UX432
Pozla	348.9	PX610

SI-11 INDUSTRIAL LEADS

Loyalton Industrial Lead:(0780)
Hawley to Loyalton 12.3 miles;
MP 0.0 and MP 12.3 - 5 MPH. Derail at MP 12.2.
FRA Excepted Track MP 0.0 to MP 12.3.

Business Tracks	MP	Sta.#'s
Loyalton	11.8	PL512

Flanigan Industrial Lead:(0855)
23.8 miles west from Flanigan to MP 360.1 end of track. Radio Display 9696.
Flanigan MP 384.4 = MP 336.3 (start of Ind. Ld.).
Wendel: All yard trks 5 MPH.
North and south legs of wye to MP 360.0. Within these limits operation is joint with Sierra Pacific Industries.
Juniper: all trks Calandor Pine 5 MPH.

Maximum Speed	MPH
Between Mileposts	
336.3 and 360.1	
(Except as Below)	25
358.6 and 359.0	10

Business Tracks	MP	Sta.#'s
Herlong	349.8	PX587
Wendel	358.7	OY168

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 158 Tons

SI-13 TRAIN MAKE-UP RESTRICTIONS

Westward trains may entrain loaded single-platform Two-axle Front Runner cars and loaded five-platform articulated single-level spine cars ahead of 5,500 trailing tons between Reno Jct. and Portola. These cars must be switched back to the rear 5,500 tons of the train before departing Portola.

SI-14 MISC. INSTRUCTIONS

Derails (Rule 8.20) in service at following sidings:
Raglan - east end;
Chilcoot - west end;
Gerlach - east and west end.

CANYON SUBDIVISION (0908)

Mile Post	Rule 6.3	CP #'s	Radio Display: Portola to Mitchell Ave. -2727 WEST ▼ STATIONS ▲ EAST	Sta. #'s	Siding Feet
322.3	CTC	F322	PORTOLA	PX637	10748
320.2		F320	(11.3)		
311.0		F311	BLAIRSDEN !	PX648	4869
309.9		F310	(8.3)		
302.7		F303	SLOAT !	PX656	7869
301.1		F301	(5.9)		
296.8		F297	SPRING GARDEN !	PX662	4475
295.9		F296	(8.6)		
288.2		F288	QUINCY JCT.	PX670	
			(5.9)		
282.3		F282	KEDDIE !T	PX677	7386
280.7		F281	(1.8)		
280.5		F280	CP F280		
			(2.7)		
277.7		F278	PAXTON !	PX681	3857
276.9		F277	(6.3)		
271.5		F272	VIRGILIA !	PX688	9810
269.6		F270	(10.9)		
260.6		F261	BELDEN !	PX698	4573
259.6		F260	(4.3)		
256.3		F256	CAMP RODGERS !	PX703	6670
254.9		F255	(8.3)		
248.0		F248	MERLIN !	PX711	3683
247.2		F247	(4.5)		
243.5		F243	CP F243		
			(3.4)		
240.1		F240	PULGA !	PX719	6091
238.9		F239	(4.5)		
235.6		F236	POE !	PX723	6859
234.2		F234	(8.9)		
226.7		F227	JAMES !	PX732	6613
225.3		F225	(6.0)		
220.7		F221	ELSEY !	PX738	6478
219.3		F219	(6.2)		
214.5		F215	KRAMM !	PX744	6379
213.2		F213	(6.0)		
204.5		F205	MITCHELL AVE.		3660

(113.8)

SI-01 MAIN TRACK AUTHORITY

CTC between: MP 322.3 and MP 204.5.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 322.3 and 204.5	
(Except as Below).....	**45**
322.3 and 299.8.....	30
299.8 and 232.2.....	25
230.5 and 227.2.....	25
225.2 and 224.3.....	35

Note: Where no permanent or temporary speed restrictions are in effect for freight trains, UPRR Passenger Trains may operate at 5 MPH above maximum speed for freight trains.

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
All Sidings.....	20
Exception: Virgilia.....	25
2. Dual Control Switch Turnouts	
Blairsden, Sloat, Spring Garden, Keddie, Keddie Wye, Paxton, Belden, Camp Rodgers, Merlin, Pulga, Poe, Mitchell Ave.....	15
Keddie: west wye switch diverging route to BNSF.....	10
3. Misc. Speed Restrictions	
Quincy Jct. - Stock, House & Interchange Tracks.....	5

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS

MP 209.5 = MP 205.5

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

% 319.2	% 279.5	% 241.6
% 316.6	% 275.6	% 237.1
% 314.6	(#) 273.5	% 234.2
% 312.6	% 269.5	% 222.2
% 308.0	% 267.5	% 217.8
(#) 305.2	% 264.4	(#) 212.7
% 300.0	% 261.9	
% 293.8	(#) 259.2	
% 290.2	% 257.7	
% 286.3	% 253.4	
(#) 285.3	% 249.1	
% 284.0	% 245.7	
% 281.5	(#) 243.5	

SI-08 RULES ITEMS

Rule 10.1: CTC in effect on Keddie wye between CP F901 and CP F282, and between CP F901 and CP F280.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Twain	273.9	PX685
Tobin	253.1	PX706

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 143 Tons

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

CANYON SUBDIVISION (0908)

SI-14 MISC. INSTRUCTIONS

HyRail Instructions: Radio equipped Hy-rail Motor Patrol (HMP) track cars are authorized to run ahead of and in the same block as a train for the purpose of track patrol escort in accordance with and under the following provisions:

1. All rules pertaining to track cars apply to HMPs and all rules pertaining to trains are in effect, EXCEPT when train is being escorted under provisions contained herein.

2. HMPs are identified by name or number followed by direction.

3. When a train is to be escorted through a territory, HMP operator will secure authorization of Train Dispatcher who will ensure train and HMP operator have a complete understanding of escort limits. After an understanding is reached, HMP operator may occupy main track only after radio contact has been established with train to be escorted. If such contact is not made before train has reached a point two miles from the HMP location, train must not enter escort limits.

4. After communication has been established with train to be escorted, HMP may occupy main track and precede train through the limits specified. HMP and train will proceed at speed designated by HMP operator, which may be up to maximum authorized speed for that location when train is being escorted while operating under storm protection. HMP will operate ahead of the train with a two-mile buffer which will be maintained. Train will not enter the two mile section occupied by the HMP until the HMP has reported from second milepost in advance of the train. If it becomes necessary for HMP to stop and radio communication has not been re-established within 2 minutes, train will proceed at RESTRICTED SPEED not exceeding 10 MPH and HMP must provide flag protection until communication is re-established. Milepost passings will be reported by HMP to the escorted train and train will acknowledge such passings.

5. If radio communication cannot be re-established, HMP and train will stop and notify Train Dispatcher. After instructing train and HMP operator that they are no longer operating under track patrol escort, Train Dispatcher may grant track and time in accordance with the rules.

6. When two escorted trains meet, HMP escorting train taking siding will take siding ahead of such train and remain there until opposing HMP and its escorted train have passed, and signal aspect shows switch is lined for movement from siding to main track. Neither train will depart from that station until its respective HMP has proceeded for two miles and reported to the train it is escorting.

7. When HMP reaches end of territory through which train has been escorted, operator will report clear of main track and release escorted train. It will then be necessary for the HMP operator to obtain new track authority before commencing a new movement on main track or siding.

SI-14 MISC. INSTRUCTIONS Continued...

HyRail Job Briefing: Following are instructions between a train or trains and MofW employee acting as a hyrail escort over portions of the Canyon Subdivision. This Escort Job Briefing must be held before escorted train movements are made. Crews operating over the Canyon Subdivision must have these instructions available. When used, a copy of these instructions must be maintained per Rule 2.14.

ESCORT JOB BRIEFING:
This is ____(MofW EIC) in Bronco ___(#).
Have you been escorted before?Yes/No_
Bronco ____(#) will escort _____(Train ID)
East/West and the _____(Train ID) East/West (if second train), from MP_ _to MP__. We will maintain a 2- mile buffer zone and relay each milepost as it passes via radio.

When escorting two trains, second train will be 7-8 miles behind escort as signal indication permits. If second following train falls more than 8 miles behind, they will contact escort via lead train or Train Dispatcher and escort will slow down or stop to allow second train to catch up. If for any reason a train cannot keep up with escort operation, make contact with escort and other train via Train Dispatcher, if necessary.

Movement (s) will be made at maximum authorized speed being governed by signal indication. If train cannot make track speed, escort speed will be reduced to match train speed. If radio contact is lost, train will STOP at milepost last reported by escort. After stopping, wait 2 minutes then proceed at RESTRICTED SPEED not exceeding 10 MPH until contact is re-established with escort. If escort needs to make any stops, escort will notify lead train of stop.

Trains must look out for rocks and other debris fouling the track.

Keddie: Eastward BNSF trains diverging north at Keddie must monitor radio channel 27-27 until train is clear of all Train Defect Detectors on UPRR trackage to assure no defects. BNSF radio channel at Keddie is 66-66.

Derails (Rule 8.20) in service at following sidings:
Keddie - west end;
Pulga - west end;
James - west end.

SACRAMENTO SUBDIVISION (0905)

Mile Post	Rule 6.3	CP #'s	Radio Display: Mitchell Ave. to Oroville Yard -2727 Oroville Yard to Pollock -5151 Pollock to El Pinal -0808 WEST ▼ STATIONS ▲ EAST	Sta. #'s	Siding Feet
204.5	CTC	F205	MITCHELL AVENUE		3660
			(0.8)		
203.7		F204	OROVILLE YARD TB	PX751	5560
202.6		F202	(10.1)		
193.6		F194	CRAIG	PX761	6249
192.4		F192	(13.4)		
180.2		F180	BINNEY JCT.	PX774	
			(0.8) (X)UP(M)		
179.4		F179	MARYSVILLE	PX776	5082
178.4		F178	(5.8)		
173.6		F174	MOUNKES	PX782	7290
172.1		F172	(16.4)		
157.2		F157	PLEASANT GROVE	PX798	6337
155.9		F156	(13.0)		
144.2		F144	DEL PASO	PX811	6234
142.9		F143	(4.4)		
139.8		F140	HAGGIN (9)	PX815	
			(2.9)		
136.9		F137	SOUTH SACRAMENTO !(9)	PX818	13301
134.2		F134	(4.0)		
132.9		F133	POLLOCK (9)	PX822	4416
131.9		F132	(10.3)		
122.6		F123	PHILLIPS	PX832	6171
121.3		F121	(8.3)		
114.3		F114	THORNTON	PX840	3400
113.5		F113	(9.4)		
104.9		F105	CP F105		
			(4.5)		
100.4		F100	HAMMER LANE !	PX856	11715
97.7		F097	(7.7)		
95.1		SP083	EL PINAL	PX859	

(109.4)

SI-01 MAIN TRACK AUTHORITY

CTC between: MP 204.5 and MP 95.1

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 204.5 and 95.1	
(Except as Below).....	**70**
204.5 and 202.0.....	45
202.0 and 201.7.....	30
180.6 and 178.6.....	30
141.3 and 135.2.....	25
135.2 and 129.0.....	40
129.0 and 97.3.....	60
97.3 and 95.4.....	50
95.4 and 95.1.....	20

Note: Where no permanent or temporary speed restrictions are in effect for freight trains, UPRR Passenger Trains may operate at 10 MPH above maximum speed for freight trains not to exceed 79 MPH.

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts (No Exceptions.)	
2. Dual Control Switch Turnouts	
Oroville Yard, South Sacramento, Pollock.....	15
3. Misc. Speed Restrictions	
Haggin: connection track between CP F140 MP 139.8 and CP RV090 MP 90.5 Martinez Sub (to Elvas).....	25
Haggin: connection track between CP F140 MP 139.6 and CP RV089 MP 90.2 Martinez Sub (to Sacramento).....	10
Binney Jct CP F180: connection track southward to Valley Sub.....	10
Binney Jct CP F180: connection track northward to Valley Sub.....	20

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS - None.

SI-06 RCL OPERATIONS

Remote Control Area:
Roseville Area Limits:
Sacramento Sub.MP 157.5 and MP 130.0:
all main trk, ind. lds and yard tracks.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 185.6	(#) 148.0	(#)& 109.5 *
(#) 161.1	(#) 124.7	

*Protects Tunnel #1 at MP 32.1 Oakland Sub.; also protects undercrossing at Haggin, and tunnels on the Canyon Sub.

SI-08 RULES ITEMS - None.

SI-09 FRA EXCEPTED TRACKS

PX776,PX782, PX798, PX811:
All yard and industrial tracks.

PX818: 7-13, 401-404.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Cleveland	175.6	PX779
Sankey	152.6	PX802
Bombay	146.6	PX807
Globe	140.7	PX814
Cordova	134.4	PX820
Kenwood	133.2	PX821
Laguna Creek	129.8	PX825
Kingdon	104.7	PX849

SI-11 INDUSTRIAL LEADS

Pearson Industrial Lead:(0906) 5.9 miles
Cleveland to Reed; 6-axle units are prohibited.
FRA Excepted Track from main track switch to end of lead at Reed. Maximum speed 5 MPH.

Business Tracks	MP	Sta.#'s
Alicia	132.4	PP202
Pearson	129.7	PP205
Reed	129.1	PP206

SI-12 TONNAGE RESTRICTIONS/TPOB

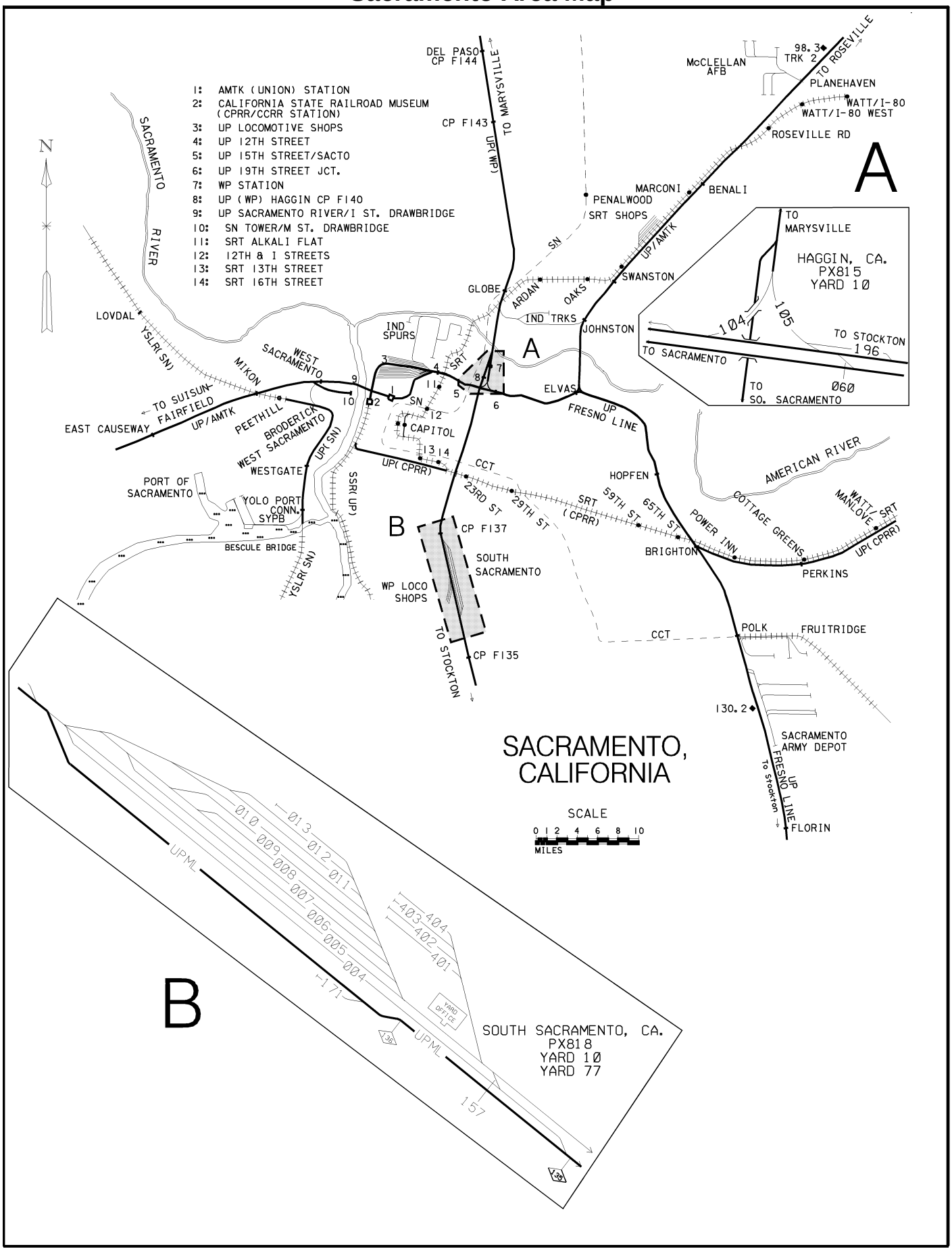
Maximum Gross Weight: 143 Tons.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

SSI Item (9): applies from 1801 hrs. to 0701 hrs. between MP 139.5 and MP 131.4.

Sacramento Area Map



OAKLAND SUBDIVISION (0900)

Mile Post	Rule 6.3	CP #'s	Radio Display: Scotts to MP 84.0 - (*56) -0808 MP 84.0 to Melrose - (*58) -4242 WEST ▼ STATIONS ▲ EAST	Sta. #'s	Siding Feet
93.1	CTC	SP087	SCOTTS		
			(0.4)		
92.7		F093	STOCKTON TB	PX862	
			(1.0)		
91.7		F092	CP F092		
			(0.8)		
90.9		F091	CP F091		
			(0.5)		
90.4		F990	McKINLEY	OX652	
			(0.5)		
90.0		F090	ORTEGA		
			(2.7)		
87.3		F087	LATHROP !	PX868	10483
84.7		F085	(2.8)		
84.5		SP093	HICKS	PX870	
			(1.8) (X)UP(M)		
82.7		F083	WYCHE	PX872	5377
81.6		F082	(8.6)		
74.1		F075	LYOTH	PX880	
			(0.2) (X)UP(M)		
73.9		F074	TRACY !T	PX881	10692
71.7		F072	(10.0)		
63.9		F064	MIDWAY	PX891	5508
62.8		F063	(7.2)		
56.7		F057	ALTAMONT	PX898	5418
55.6		F056	(7.2)		
49.5		F050	LIVERMORE	PX907	12378
47.0		F047	(6.6)		
42.9		F043	CP F043		
			(4.3)		
38.6		F039	HEARST	PX916	4175
37.6		F038	(7.7)		
30.9		F031	CP F031		
			(0.3)		
30.6		F030	NILES JCT.		
			(0.5) (X)UP(M)		
30.1		F030	FREMONT	PX924	4042
			(0.8)		
29.3		F029	WEST FREMONT	PX926	
			(1.5)		
27.8		F027	CP F027		
			(2.2)		
25.6		F025	CP F025		
			(4.7)		
20.9		F021	HAYWARD	PX934	4025
19.4		F019	(5.5)		
15.4		F015	CP F015		
			(4.8)		
10.6		F010	CP F010		
			(0.3)		
10.3	YL		MELROSE Y	PX943	

(82.7)

SI-01 MAIN TRACK AUTHORITY

CTC between:
MP 93.1 and MP 10.6

Yard Limits between:
MP 10.6 and MP 10.3

SI-02 MAXIMUM SPEED TABLE

Maximum Speed Between Mileposts	MPH PSGR	FRT
93.1 and 10.3 (Except as Below)	**79**	**60**
93.1 and 92.7	10	10
92.7 and 90.4	20	20
84.6 (X)	25	25
82.7 and 81.6	60	60
80.2 and 74.1	70	60
74.1 (X)	30	30
74.1 and 67.0	70	60
67.0 and 66.1	40	35
66.1 and 65.6	45	40
65.6 and 63.4	40	35
63.4 and 62.1	60	40
62.1 and 61.8	45	35
61.8 and 60.5	60	40
60.5 and 59.5	45	35
59.5 and 58.2	40	35
58.2 and 57.4	35	30
57.4 and 56.1	40	30
56.1 and 55.1	35	30
55.1 and 54.9	25	20
54.9 and 53.3	35	30
53.3 and 52.9	40	30
52.9 and 52.3	35	30
52.3 and 51.5	55	50
51.5 and 47.9	60	50
47.9 and 41.9	70	60
41.9 and 41.6	45	40
41.6 and 40.3	60	40
40.3 and 39.9	45	40
39.9 and 38.8	60	40
38.8 and 33.0	40	35
33.0 and 32.0	25	25
32.0 and 30.6	40	35
30.6 and 30.5	10	10
30.5 and 29.2	30	30
29.2 and 15.2	60	60
15.2 and 14.0	35	35
14.0 and 10.3	10	10

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed MPH

1. Thru Sidings & Turnouts (No Exceptions.)

2. Dual Control Switch Turnouts

CP F990..... 40
CP F090..... 20
CP F091, CP F083, CP F064, CP F056, CP F038, CP F030..... 15
CP F031: turnout to Milpitas Sub..... 10
CP F030: turnout to Niles and Warm Springs Subs:
Passenger.... 15
Freight..... 10

3. Misc. Speed Restrictions

Connection track between CP F990 and CP F991..... 40
Connection track between CP F030 and Warm Springs Sub..... 10
Connection track between CP F030 and Niles Sub.
Passenger.... 15
Freight..... 10

OAKLAND SUBDIVISION (0900)

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS - None.

SI-06 RCL OPERATIONS

Remote Control Area:
Stockton Limits: Scotts and Lathrop. All main track, industrial leads and yard tracks.

Remote Control Zone:
Restrictive Tonnage: 7000 tons per locomotive.

Location	Entry Speed
Oakland Track 102 east.....	10 MPH

Zone 1 Limits:
East Yard #09 - 'B' Lead Trk 712 to south clearance point Trk 712. PSP installed north end of zone approximately MP 90.0, and south end of zone approximately MP 92.7.

Zone 2 Limits:
East Yard #09 - 'Z' Lead Trk 713 to south clearance point Trk 713. PSP installed north end of zone approximately MP 90.0, and south end of zone approximately MP 92.7.

Before entering any of above limits, train or engine movements must contact Stockton Yardmaster for permission to enter Zone limits.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 69.5
(#) 42.5
& 23.2 *

* Protects Tunnel #1 at MP 32.1.

SI-08 RULES ITEMS

Rule 8.20. Lathrop: dual-type derail at east end of Trk. 168 must be operated from both sides.

SI-09 FRA EXCEPTED TRACKS

PX862 Yd-9: 4 lead, 31-43, 113 Rip lead, 212, 531-535, 760-761.
Diesel Service Facility: 1-10,
Roundhouse Lead, 507-527, 778.
MP 90.3: 701-703, 731-734, 741, 745, 751, 765, 787.
MP 88.5: 772-774.
PX882: 181, 191, 719-722.
PX878: 754-755.
PX881: 723-728, 113, 114.
PX929 Yd-3: all yard and industry tracks.
PX928 Yd-3: all yard and industry tracks.

Melrose Drill track from switch at north end MP 10.3 to MP 14.0.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
French Camp	88.4	PX867
Cochran	75.6	PX878
Ayala	70.9	PX882
Lincoln	51.5	PX903
Lox	50.3	PX904
Trevarno	49.2	PX905
Radum	43.4	PX911
Union City	25.9	PX928
Carpenter	24.9	PX929
San Leandro	14.7	PX939
Kohler	11.3	PX942

SI-11 INDUSTRIAL LEADS

McHenry Industrial Lead:(0898) 26.4 miles from Stockton to McHenry MP 26.1.
End of track MP 26.4.
Maximum speed 20 MPH.
Exceptions:
3.4 and 4.5.....10 MPH
20.4 and 24.0.....10 MPH
26.1 and 26.4.....10 MPH

Business Tracks	MP	Sta.#'s
Ortega	1.7	PX864
Manteca Jct.	5.2	PQ005
Turner	6.2	PQ006
Sims	14.2	PQ014
Alba	17.0	PQ017

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 143 tons.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

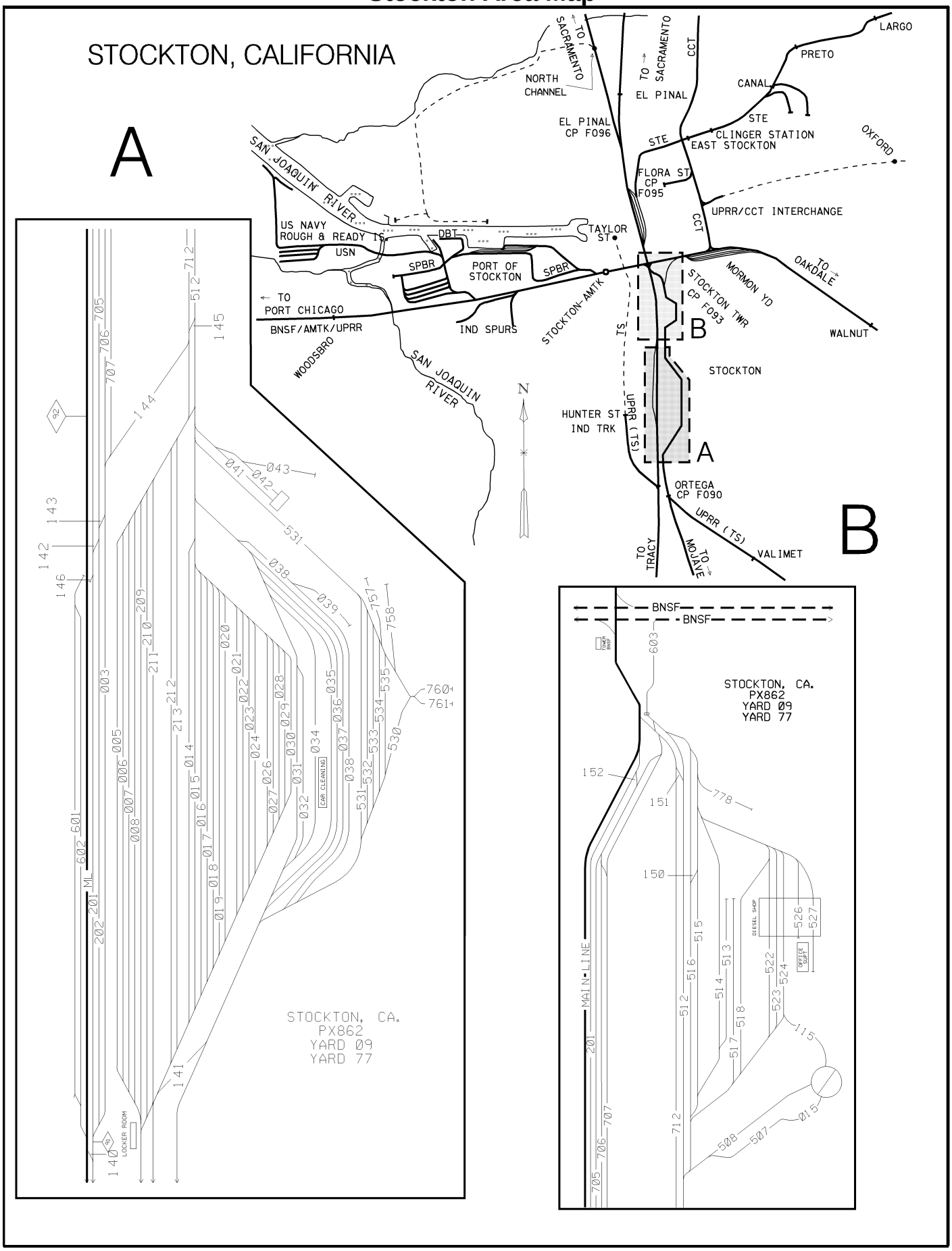
Restricted Tracks: 6-axle units are prohibited beyond McArthur Rd. South Tracy or on the east and west legs of the wye at Tracy.

Lathrop Intermodal Facility: All trains must contact the facility prior to picking up or setting out cars.

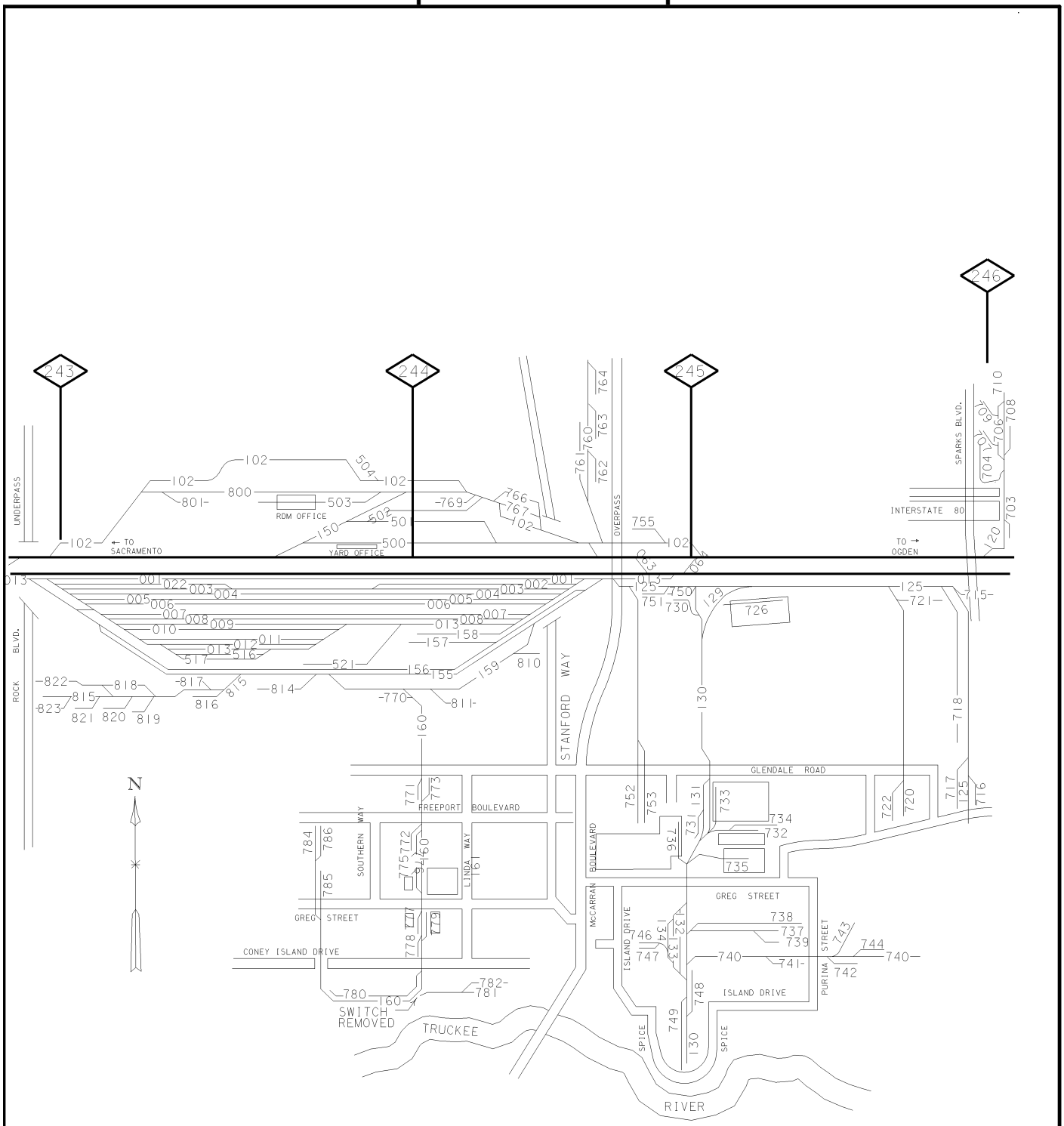
Additional Altamont Commuter Epress

Stations	MP
Wyche	83.5
Tracy	71.0
Vasco	50.7
Pleasanton	41.2

Stockton Area Map



Sparks Terminal Map



SPARKS, NEVADA

NEVADA SUBDIVISION (0795)

Radio Display:
Weso to Vista - (*74) -7878

Mile Post	Rule 6.3	CP #'s	WEST ▼ STATIONS ▲ EAST	Sta. #'s	Siding Feet
420.9	CTC	F536	WESO	UX420	
			(4.8)		
417.5		RV417	WINNEMUCCA !	UX426	6756
416.1		RV416	(9.5)		
406.6			ROSE CREEK	RV011	
			(14.5)		
394.1		RV394	MILL CITY !	RV023	11000
392.1		RV392	(8.0)		
384.1			IMLAY	RV032	
			(3.7)		
382.4		RV382	HUMBOLDT !	RV050	11000
380.4		RV380	(16.2)		
366.3		RV366	RYE PATCH !	RV065	12060
364.2		RV364	(15.5)		
351.3		RV351	COLADO !	RV083	13713
348.7		RV349	(12.9)		
337.8		RV338	GRANITE POINT !	RV095	9940
335.8		RV336	(8.7)		
329.0		RV329	TOY !	RV103	9620
327.1		RV327	(8.1)		
321.0		RV321	OCALA !	RV111	9860
319.0		RV319	(8.8)		
312.2		RV312	PARRAN !	RV120	9600
310.2		RV310	(9.0)		
303.1		RV303	UPSAL !	RV129	10200
301.2		RV301	(9.2)		
293.2		RV293	MASSIE !	RV139	6185
292.0		RV292	(4.1)		
289.2		RV289	HAZEN !	RV143	6500
287.9		RV288	(4.4)		
285.5		RV285	DARWIN !	RV147	9400
283.5		RV283	(8.2)		
277.3		RV277	FERNLEY !T	RV155	10100
275.3		RV275	(10.1)		
267.2		RV267	THISBE !	RV165	9600
265.2		RV265	(4.0)		
262.4		RV262	CLARK !	RV169	5745
261.2		RV261	(4.4)		
258.0		RV258	PATRICK !	RV174	5875
256.8		RV257	(4.3)		
253.7		RV254	HAFED !	RV178	5990
252.5		RV252	(4.3)		
249.4		RV249	VISTA	RV182	

(171.5)

SI-01 MAIN TRACK AUTHORITY

CTC between:
MP 420.9 and MP 249.4.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed MPH

Between Mileposts 420.9 and 249.4	PSGR	FRT
(Except as Below)	**79**	**70**
406.5 and 402.7	70	70
402.7 and 393.2	70	60
393.2 and 388.3	70	70
388.3 and 388.2	70	60
388.2 and 382.9	70	70
382.9 and 380.4	70	60
380.4 and 341.2	70	70
331.3 and 329.0	75	70
323.5 and 322.9	75	70
317.5 and 317.0	75	70
317.0 and 312.2	75	65

Between Mileposts 420.9 and 249.4	PSGR	FRT
(Except as Below)	**79**	**70**
312.2 and 293.3	75	70
293.3 and 286.8	75	65
286.8 and 283.5	70	65
283.5 and 274.1	70	70
274.1 and 273.8	50	40
273.8 and 271.1	60	60
271.1 and 270.8	55	50
270.8 and 264.8	70	60
264.8 and 262.3	55	50
262.3 and 253.8	70	60
253.8 and 252.7	55	50
252.7 and 252.1	40	40
252.1 and 249.4	70	60

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed MPH

1. Thru Sidings & Turnouts
Sidings Mill City, Humboldt, Rye Patch, Colado, Granite Point, Toy, Parran, Upsal, Massie, Darwin, Thisbe, Clark, Patrick, Hafed..... 25
Sidings Ocala, Fernley..... 20
Sidings Winnemucca, Hazen..... 10

2. Dual Control Switch Turnouts
Weso MP 420.9: turnout at UP CONN..... 20
Vista CP RV249: turnout to Trk.2..... 50

3. Misc. Speed Restrictions
Trk.811 MP 415.1..... 5

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS
At Vista:
Nevada Sub. MP 249.40 = MP 247.19 Roseville Sub.

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 412.1	(#) 358.0	(#) 297.1
(#) 395.7	(#) 347.5	(#) 283.4
(#) 387.1	(#) 335.0	(#) 270.4
(#) 377.9	(#) 323.8	& 260.5 *
(#) 368.4	(#) 310.1	(#) 251.5

* Protects bridge at MP 258.1.

SI-08 RULES ITEMS - None.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Lovelock	344.3	RV087

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS/TPOB
Maximum Gross Weight: 158 tons

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISCELLANEOUS INSTRUCTIONS - None.

MINA SUBDIVISION (0797)

Mile Post	Rule 6.3	CP #'s	Radio Display: Hazen to Thorne -9696 SOUTH ▼ STATIONS ▲ NORTH	Sta. #'s	Siding Feet
0.0	YL		HAZEN Y (18.9)	RV143	
18.9	TWC		APPIAN (21.0)	RV819	3070
39.9			WABUSKA (26.2)	RV840	4025
43.0					
			(43.0)		

SI-01 MAIN TRACK AUTHORITY

TWC between:
MP 1.0 and MP 43.0

Yard Limits between:
MP 0.0 and MP 1.0.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 0.0 and 43.0 (Except as Below).....	**25**
0.0 and 1.0.....	10
40.0 and 43.0.....	10

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
All sidings.....	10
2. Dual Control Switch Turnouts (No Exceptions.)	
3. Misc. Speed Restrictions	
MP 43.0 to end of track.....	10

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS
MP 43.0 = MP 331.1

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.

SI-08 RULES ITEMS - None.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Diatom	4.9	RV805

SI-11 INDUSTRIAL LEADS

Fallon Industrial Lead:(0798) Extends 16.5 miles from MP 0.0 Hazen to MP 16.5 end of track. All track is FRA Excepted Track. 6-axle units are prohibited.

Business Tracks	MP	Sta.#'s
Hazen	0.0	RV143
Fallon	15.8	JB215

SI-12 TONNAGE RESTRICTIONS - None.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

Restricted Tracks: 6-axle units are prohibited between Wabuska and MP 42.0.

Federal trackage: Between MP 43.0 and End of Track, UPRR has trackage rights with the US Army. Be governed by Rule 6.28.

ROSEVILLE SUBDIVISION (0917)

Radio Display:
Vista to MP 239.6 - (*74) -9696
MP 239.6 to MP 129.7 -1414
MP 129.7 to East Roseville -5151
Roseville Terminal -8686

Mile Post	Rule 6.3	CP #'s	WEST ▼ STATIONS ▲ EAST		Sta. #'s	Siding Feet
247.2	CTC	RV249	VISTA		RV182	
	DT		(3.5)			
243.7	ABS		SPARKS	BT	RV185	
			(2.1)			
241.6	CTC	RV242	SUTRO	X		
			(0.9)			
240.7			RENO		PR433	
			(1.6)			
239.1		RV239	WEST RENO	X		
	TWC		(3.6)			
235.5	ABS		LAWTON		RV193	
			(5.3)			
230.2			VERDI		RV200	
			(10.5)			
219.7			FLORISTON		RV209	
			(11.1)			
208.6	CTC	RV208	EAST TRUCKEE	X		
	2MT		(2.7)			
205.9	ABS		TRUCKEE	T	RV223	N5190
	2MT		(0.3)			S6023
205.6	CTC	RV205	WEST TRUCKEE	X		
	2MT		(9.0)			
196.6	CTC	RV196	SHED 47		RV232	
			(4.1)			
192.5	CTC	RV192	EAST NORDEN			
	2MT		(1.3)			
191.2		RV191	WEST NORDEN	X	RV238	
			(5.9)			
185.3			EAST TROY		RV245	
			(5.7)			
179.6			CISCO		RV250	
			(1.4)			
178.2	CTC	RV178	SHED 10		RV252	
			(7.0)			
171.2		RV171	SWITCH 9			
	TWC		(0.5)			
170.7	ABS		EMIGRANT GAP		RV259	
			(2.7)			
168.0		RV168	FULDA Trk.2			
			(2.3)			
165.7			BLUE CANON		RV264	
			(4.3)			
161.4			MIDAS		RV269	
			(8.8)			
152.6			GOLD RUN		RV277	6400
			(6.3)			
146.3			CAPE HORN		RV283	
			(4.5)			
141.8			COLFAX	T	RV288	6400
			(12.5)			
129.3	ABS#1	RV129	BOWMAN	X	RV301	
	CTC#2		(4.3)			
125.0		RV124	AUBURN Trk.2		RV305	
			(4.4)			
120.6	ABS#2	RV120	NEWCASTLE	X	RV310	
	CTC#1		(10.1)			
110.5	CTC	RV111	ROCKLIN	X	RV319	
	2MT		(3.7)			
106.8		RV108	YOSEMITE			
			(0.2)			
106.6		RV107	WASHINGTON Trk.1			
			(0.2)			
106.4		RV106	EAST ROSEVILLE	BTX	RV323	
			(140.8)			

SI-01 MAIN TRACK AUTHORITY

CTC between:
MP 241.6 and MP 239.1;
MP 205.6 and MP 171.2;
MP 129.3 and MP 120.6 Trk. 2;
MP 120.6 and MP 110.5 Trk. 1;
MP 110.5 and MP 106.4.

CTC at:
CP RV208;
CP RV129 Trk. 1;
CP RV120 Trk. 2.

TWC between:
MP 239.1 and MP 208.6;
MP 171.2 and MP 129.3.

ABS Rule 9.14/9.15 between:
MP 247.2 and MP 241.6;
MP 208.6 and MP 205.6;
MP 129.3 and MP 120.6 Trk. 1;
MP 120.6 and MP 110.5 Trk. 2.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed MPH

Between Mileposts 247.2 and 106.4 Westward	PSGR	FRT
(Except as Below).....	**50**	**40**
247.2 and 245.1 Trk2.....	60	60
245.1 and 241.7 Trk2.....	30	25
241.7 and 218.1 Trk2.....	40	35
218.1 and 217.9 Trk2.....	40	30
217.9 and 210.8 Trk2.....	40	35
210.8 and 210.6 Trk2.....	40	30
210.6 and 205.4 Trk2.....	40	35
205.4 and 200.5 Trk2.....	35	30
200.5 and 196.6 Trk2.....	30	25
196.6 and 195.4 Single Trk.....	30	25
195.4 and 192.5 Single Trk.....	30	30
192.5 and 191.2 Trk1.....	20	20
191.2 and 186.7 Trk1.....	35	30
186.7 and 178.2 Trk1.....	30	25
178.2 and 171.2 Single Trk.....	30	25
171.2 and 166.5 Trk1.....	30	30
166.5 and 121.7 Trk1.....	30	25
121.7 and 118.5 Trk1.....	30	30
118.5 and 118.4 Trk1.....	25	25
118.4 and 115.1 Trk1.....	30	30
115.1 and 111.0 Trk1.....	40	35
111.0 and 106.6 Trk1.....	40	40
106.6 and 106.4 Trk1.....	30	30
Westward (against normal movement).		
247.2 and 245.1 Trk1.....	49	49
245.1 and 241.7 Trk1.....	30	25
241.7 and 218.1 Trk1.....	40	35
218.1 and 217.9 Trk1.....	35	30
217.9 and 205.4 Trk1.....	40	35
205.4 and 200.5 Trk1.....	35	30
200.5 and 196.6 Trk1.....	30	25
196.6 and 195.4 Single Trk.....	30	25
195.4 and 192.5 Single Trk.....	30	30
192.5 and 185.6 Trk2.....	30	30
185.6 and 178.2 Trk2.....	30	25
178.2 and 171.2 Single Trk.....	30	25
171.1 and 166.5 Trk2.....	30	30
166.5 and 141.8 Trk2.....	30	25
111.0 and 106.4 Trk2.....	40	40

ROSEVILLE SUBDIVISION (0917)

Between Mileposts			PSGR	FRT
106.4 and 247.2 Eastward				
(Except as Below)			**50**	**40**
106.4 and	111.0	Trk2	40	40
141.8 and	166.5	Trk2	30	25
166.5 and	171.1	Trk2	30	30
171.1 and	171.2	turnout	25	25
171.2 and	178.2	Single Trk	30	25
178.2 and	185.6	Trk2	30	25
185.6 and	192.5	Trk2	30	30
192.5 and	195.4	Single Trk	30	30
195.4 and	196.6	Single Trk (R)	30	25
196.6 and	200.5	Trk1	30	25
200.5 and	205.4	Trk1	35	30
205.4 and	217.9	Trk1	40	35
217.9 and	220.2	Trk1	35	30
220.2 and	241.7	Trk1	40	35
241.7 and	245.1	Trk1	30	25
245.1 and	247.2	Trk1	60	60
Eastward (against normal movement).				
106.4 and	106.6	Trk1	30	30
106.6 and	111.0	Trk1	40	40
111.0 and	115.1	Trk1	40	35
115.1 and	118.4	Trk1	30	30
118.4 and	118.5	Trk1	25	25
118.5 and	121.7	Trk1	30	30
121.7 and	166.5	Trk1	30	25
166.5 and	171.2	Trk1	30	30
171.1 and	171.2	turnout	25	25
171.2 and	178.2	Single Trk	30	25
178.2 and	186.7	Trk1	30	25
186.7 and	191.2	Trk1	35	30
191.2 and	192.5	Trk1	20	20
192.5 and	195.4	Single Trk	30	30
195.4 and	196.6	Single Trk (R)	30	25
196.6 and	200.5	Trk2	30	25
200.5 and	205.4	Trk2	35	30
205.4 and	210.6	Trk2	40	35
210.6 and	210.8	Trk2	35	30
210.8 and	217.9	Trk2	40	35
217.9 and	218.1	Trk2	35	30
218.1 and	241.7	Trk2	40	35
241.7 and	245.1	Trk2	30	25
245.1 and	247.2	Trk2	49	49

(R) Reduce speed sign displayed at MP 194.7, 7/10ths mile in advance of speed restriction at MP 195.4.

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
Sidings Truckee, Gold Run, Colfax	10
2. Dual Control Switch Turnouts	
Vista CP RV249: turnout to Trk.2	50
Crossovers: CP RV111	40
Crossovers: CP RV208, CP RV205	25
Crossovers: CP RV242, CP RV239	30
Crossovers: CP RV120, CP RV129	10
Shed 47, Shed 10, Switch 9	25
West Norden CP RV191: Trk.1 to Trk.1	20
Norden crossovers:	
westward Trk.2 to Trk.1; OR eastward Trk.1 to Trk.2	25
eastward Trk.2 to Trk.1; OR westward Trk.1 to Trk.2	10
CP RV192	20
3. Misc. Speed Restrictions	
All main track manual crossovers	10
Lawton: Cantec Industry spur	5
Roseville Terminal Track Speeds	
A. Receiving Yard	
Inbound-outbound leads 116 & 119 between MP 106.4 and Subway MP 105.2	30
Trks 201-208 and 119 lead to Subway MP 105.2	30
Trks 201-208 from Subway MP 105.2 to west end of tracks	20
Running trk 130 from 119 lead to Subway MP 105.2	15
Trim leads 117-118 and 121 trk	15
B. City Yard	
121 trk from 119 lead to trk 120	15
Trks 071-083, 701-704	5
All MW trks	5
C. Departure Yard	
Trks 301-309 from:	
MP 103.1 to MP 103.8	30
MP 103.8 to MP 104.1	20
MP 104.1 to MP 105.2	15
D. Hump Yard	
Track 130 between CP RV101 and Hump Yard Rd. MP 103.5	15
Pull-back leads 098 & 099	15
Trks 001-053	15
Rockpile tracks 111-113	5
All other tracks	5

Note: When controlled signal at CP RV102 for westward movement displays a proceed indication more favorable than RESTRICTING, all trains from Departure Yard via turnout to Track 2 may increase to maximum track speed of 30 MPH provided rear of train has cleared MP 103.8.

ROSEVILLE SUBDIVISION (0917)

SI-04 MAIN TRACK DESIGNATIONS

Two main tracks between:
MP 241.6 and MP 239.1;
MP 208.6 and MP 196.6;
MP 192.5 and MP 177.9;
MP 110.5 and MP 106.4.

Double track between:
MP 247.2 and MP 241.6;
MP 239.1 and MP 208.6;
MP 170.9 and MP 129.1.

Between the following locations:
MP 133.1 and MP 111.1, north track is designated track No. 2 and south track is designated track No. 1.

Between Vista CP RV249 and Sutro CP RV242, and between West Reno CP RV239 and Truckee, trk No. 1 is signaled for movement eastward and trk No. 2 is signaled for movement westward.

Between Switch 9 CP RV171 and Bowman, track No. 2 is signaled for movement eastward and track No. 1 is signaled for movement westward.

SI-05 MILEPOST EQUATIONS

Vista:
Roseville Sub. MP 247.19 = MP 249.40 Nevada Sub.
No.1: MP 119.16 = MP 120.0
No.2: MP 119.70 = MP 120.0

SI-06 RCL OPERATIONS

Remote Control Area: Roseville Area Limits: Roseville Sub. MP 110.5 Rocklin to MP 106.4 including Roseville Yard; all main tack, industrial leads and yard tracks.

Remote Control Zone: Restrictive Tonnage: 7000 tons per locomotive
Location: Roseville trks 117,118,121,130,98,99:
Entry speed.....10 MPH

Zone 1: Roseville Hump Track 099 (Pullback 1) from west clearance point with 130 Lead at approximately MP 101.5, east to MP 103.6 west side of trk 097 switch.
PSP installed at west end of track near MP 101.5.

Zone 2: Roseville Hump Track 098 (Pullback 2) from west clearance point with 130 Lead at approximately MP 101.5, east to MP 103.7 Hump Road xing.
PSP installed at west end of track near MP 101.5.
All train and engine movements must contact Hump Yardmaster before entering zone.
Zone 1 and Zone 2 are ACTIVATED 24/7.

Zone 116: 116 lead from Foothills Blvd. OH east to Absolute signal MP 106.0.
PSP installed at east end of zone.

Zone 117: 117 lead from Foothills Blvd. OH east to clearance point with 116 lead.
PSP installed at east end of zone.

Zone 118: 118 lead from Foothills Blvd. OH east to clearance point with 117 lead. PSP installed at east end of zone.

Zone 121: Roseville City Yard Track 121 from clearance point with 120 East Lead on west end to Yosemite St. MP 106.8.
PSP installed at east end of Zone on west side of Yosemite St.

Zone 130: 130 lead from switch points of lead for bowl tracks 1-6 east to clearance point with 119 lead. PSP installed at east end of zone.

Before entering any of above limits, train or engine movements must contact Console Herder for permission to enter Zones.
Zone 117 and Zone 118 are ACTIVATED 24/7.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

% 237.8 Trk2	(#) 166.8	% 123.5 Trk2
(#) 237.8 Trk1	% 163.2	% 122.5 Trk1
% 232.8	% 159.4	% 121.5 Trk2
& 229.7 **	% 154.4 Trk2	% 117.7 Trk2
% 227.9 Trk1	(#)hw154.4 Trk1	% 115.4 Trk1
(#) 221.7	% 152.0	(#) 112.2 Trk2
% 217.8	% 150.3	(#) 111.9 Trk1
% 210.5	(#) 148.8	& 111.0 Trk2*
(#) 203.9	% 146.3 Trk1	
% 198.4	% 145.5 Trk2	
% 195.5	% 143.3 Trk1	
% 190.0	% 138.4 Trk1	
(#) 185.3	% 136.4 Trk2	
% 179.6	(#) 131.7 Trk1	
% 176.8	% 127.5 Trk2	
% 172.8	(#) 130.8 Trk2	

* Protects Tunnel 17 MP 117.3 ; after proper inspection if crew cannot ascertain reason for detector activation, or if activation was caused by doublestack car loaded two containers high, crew must contact Train Dispatcher to arrange inspection by Car Dept. before proceeding.
** Protects Tunnel 42 and Tunnel 13 MP 198.2 .

Colfax: westward trains handling doublestack cars loaded two containers high must operate ONLY on Trk.1 Colfax to Roseville, unless train made a westward movement passed MP 229.7 on either track, or an eastward movement passed MP 111.0 on Trk.2.

Eastward freight trains handling doublestack cars loaded two containers high, or tri-levels series TTOX must operate ONLY on Trk.2 between Rocklin and Newcastle unless train has had a visual inspection prior to departing Rocklin to determine that:
A) Doublestack cars loaded two containers high are NOT loaded with more than one container measuring 9 feet 6 inches in height, and:
B) No cars with height or lading exceeding 19 feet 6 inches above top of rail are entrained, including TTOX cars.

Note: hw (Hot Wheel/Sliding Wheel) detector at MP 154.4 on Trk.1 is a separate function from the Hot Box/Dragger (#) portion of the detector. Trains activating the Hot Wheel detector must stop immediately consistent with proper train handling technique. If necessary, train must be secured before making inspection. After inspection, if flat spots are found exceeding measurements in Rule 1.34, crew member must notify Train Dispatcher who will notify district MTO/MOP. Train must not be moved without authority from district MTO/MOP.

ROSEVILLE SUBDIVISION (0917)

SI-08 RULES ITEMS

Rule 5.8.2.(7): Westward trains will sound crossing whistle signal (7) immediately after emerging from west portal of Tunnel 41. Roseville: When orange flashing "X" confirmation signal attached to utility poles at Tahoe and Yosemite Street crossings is flashing, train or engine must NOT sound signal (7) unless it becomes necessary to warn persons on or near the track or an emergency situation arises. Crossings are equipped with Automated Horn System (AHS). When confirmation signal is not flashing sound crossing signal.

Rule 6.4.1: Between Shed 47 MP 196.6 and the west portal of Tunnel 41 MP 192.5, a westward train or engine may make a reverse movement within these limits without obtaining permission from the Train Dispatcher.

Rule 6.32.2: Truckee: Movements using east or west sidings must protect crossing at MP 206.0.

Rule 7.6: When setting out cars or engines on track equipped with derail, cars or engines must be placed as near as possible to derail. Where grade is 1% or more, rail skids must also be used if available.

Rule 9.12.4(A)3. Fulda : When eastward Absolute signal at CP RV168 displays a STOP indication, trains and engines must stop and not proceed without verbal authorization from Train Dispatcher.

Rule 9.16: When westward signal at east portal of Tunnel 41 displays a STOP and PROCEED indication, train must not proceed unless authorized by Train Dispatcher.

Rule 9.17: Midas: When necessary to crossover from Trk.2 to Trk.1 at MP 161.4, after lining switch, wait 10 minutes instead of 5 minutes before occupying Trk.1.

Floriston: When necessary to crossover at MP 219.7, after lining switch wait 10 minutes instead of 5 minutes before occupying opposite trk.

Truckee: After crew member ascertains from Train Dispatcher that signal protection has been afforded at East Truckee MP 208.6 and West Truckee MP 205.6, it is not required to wait 5 minutes after lining switch to enter main track.

Sparks: Between Vista CP RV249 and Sutro CP RV242 trains and engines may only enter a main track at a hand-operated switch by permission of Train Dispatcher. After permission is received, train or engine may enter main track without waiting 5 minutes under the following conditions:
* Enter No.2 after determining from Train Dispatcher no westward train has been authorized passed MP 249.3 and no Track Permit has been issued on No.2;
* Enter No.1 after determining from Train Dispatcher no eastward train has been authorized passed MP 241.6 and no Track Permit has been issued on No.1.

Rule 10.2: West Norden MP 191.2; portion of old No.1 to Summit MP 191.7 may be occupied using controlled signal indication or verbal instruction from Train Dispatcher. Turntable lead is protected by electric lock. Movement must be west of signal bridge to clear lock.

Rule 30.13: Eastward and westward passenger trains must make running air brake test before passing West Norden MP 191.2.

Rule 31.13.3: Roseville Terminal ONLY: Multiple locomotive consists may be moved with only the brake pipe connected at speeds above 10 MPH provided each unit has an operative brake controlled by the employee operating the controls.

Rule 32.1: Do not tie-up and leave a train unattended between Lawton and Rocklin in heavy grade territory unless track has derail protection

SI-09 FRA EXCEPTED TRACKS

All yard and industry tracks between MP 129.3 and MP 106.4.

Roseville Locomotive Facility: all tracks.

SI-10 BUSINESS TRACKS - None.

SI-11 INDUSTRIAL LEADS

Reno Industrial Lead:(0783)
12 miles from Reno to Martin MP 12.0;
derails on track at MP 3.3 and MP 3.7.
Maximum speed 20 MPH except 10 MPH between MP 0.0 and MP 6.1, and MP 8.2 and MP 8.7.

Business Tracks	MP	Sta.#'s
Martin	12.0	PR421
Panther	9.9	PR423
Cougar	7.9	PR425
North Reno	5.0	PR428
Reno	0.0	PR433

Leareno Industrial Lead:(0784) Trk 104 4.8 miles from Martin MP 12.0 to end of track.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 158 tons

On descending grades between:
Norden and Truckee;
Norden and MP 143.6;
MP 136.4 and MP 115.1 No.1;
MP 137.0 and MP 111.0 No.2;

The following table must be used to determine maximum speed:

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
Below 80	250 or less	No Restrictions
	250+ to 300	30
	300+ to 425	25
	425+ to 500	20
80 thru 100	250 or less	30
	250+ to 300	25
	300+ to 500	20
100+ thru 130	250 or less	25
	250+ to 500	20
130+ thru 145	500 or less	20

Exception: Between MP 137.0 and MP 111.0 on Trk.2 westward freight trains may operate at applicable table speed plus 10 MPH. Maximum speed applies until the lead engine reaches the limit of grade restriction.

A train that exceeds the table, one that experiences dynamic brake failure, or if the use of full dynamic brakes and an 18-pound brake pipe reduction will not control the train at the allowable speed, the train must be STOPPED and sufficient hand brakes set to prevent movement. The train must not proceed until additional dynamic braking is obtained, tonnage is reduced, or retainers on all cars are placed in operative position. The train must not proceed except as instructed by the district Manager of Operating Practices.

ROSEVILLE SUBDIVISION (0917)

SI-13 TRAIN MAKE-UP RESTRICTIONS

Tri-level cars TTQX (type M3X), BNSF series 306000 - 306153, GVSR series 89000 - 89058, must not be operated on the Roseville Subdivision.

Use the following table to determine maximum EPA/EDBA permitted within following restricted areas:

LEAD CONSIST EPA/EDBA TABLE

Truckee and Colfax Colfax and Roseville on Trk.1		
Train Type	**Max EPA**	**Max EDBA**
Loaded Bulk-Commodity Unit Train	44	31
All Other Trains	44	27

TRAIN MAKE-UP RESTRICTIONS
between LAWTON AND ROCKLIN
Note: asterisk (*) character can be a letter or a number.

A. Use following instructions to determine coupler limits and helper placement:
Between designated limits, the amount of trailing tonnage behind a RESTRICTED car must not exceed the tonnage listed in the 'Maximum Trailing Tonnage' table. On ascending grade when train includes any helper engine positioned within the trailing tonnage behind a restricted car, subtract the tonnage handled by the helper using the following calculation:
a. Eastward between Roseville and Norden multiply the EPA of the helper by the factor '164';
b. Westward between Truckee and Norden multiply the EPA of the helper by the factor '170'.
Subtract this tonnage from the total trailing tonnage behind a restricted car. This final figure is the actual trailing tonnage which must comply with the 'Maximum Trailing Tonnage' table.

Maximum Trailing Tonnage		
Type of Car	**3,000 Tons**	**4,100 Tons**
Articulated doublestack car (P3*, P4*, P5*)	One or more empty platforms	
Multi-platform spine car (P3*, P5*)	One or more empty platforms	
Car 73 feet in length or longer weighing less than 50 tons	Coupled to a car less than 73 feet in length	Coupled to another car 73 feet in length or longer

SI-13 TRAIN MAKE-UP RESTRICTIONS Continued...

B. When train tonnage exceeds 3,600 tons, each of the first five cars behind the lead consist must weigh at least 50 tons. This restriction will not apply if train does not contain five cars that weigh 50 tons or more.

C. When train tonnage exceeds 4,100 tons, the first five cars behind the lead consist must each weigh at least 50 tons and:
1. Be 73 feet or longer; or
2. Be less than 73 feet in length.

In determining train make-up restrictions in A, B and C above, be governed by the following when dealing with these non-conventional cars:

Articulated doublestack car or spine car(P3*, P4*, P5*) having all platform/wells loaded is to be considered the equivalent of 2 1/2 cars, each weighing 50 tons and each less than 73 feet in length.

Articulated doublestack car or spine car(P3*, P4*, P5*) having any empty platform/wells is to be considered the equivalent of 2 1/2 cars, each weighing less than 50 tons and each less than 73 feet in length.

Articulated doublestack cars designated by TCS car type P1 will be considered as P3, P4 or P5 by the number of platforms listed on the consist. Example: DTTA 1234, DTTB 1234, DTTC 1234 are all three platform (P3*)s.

Two-unit solid drawbar-connected long cars (P2):
1. If the total weight of the car is 120 tons or more, it is to be considered the equivalent of two cars, each weighing 50 tons and each over 73 feet in length.
2. If the total weight of the car is less than 120 tons, it is to be considered the equivalent of two cars, each weighing less than 50 tons and each over 73 feet in length.

Three-unit solid drawbar-connected doublestack car (P3*):
1. If the total weight of the car is 150 tons or more and all platforms are loaded, it is to be considered the equivalent of three cars, each weighing 50 tons and each less than 73 feet in length.
2. If the total weight of the car is less than 150 tons, it is to be considered the equivalent of three cars, each weighing less than 50 tons and each less than 73 feet in length.

Four-unit solid drawbar-connected doublestack car (P4*):
1. If the total weight of the car is 200 tons or more and all platforms are loaded, it is to be considered the equivalent of four cars, each weighing 50 tons and each less than 73 feet in length.
2. If the total weight of the car is less than 200 tons, it is to be considered the equivalent of four cars, each weighing less than 50 tons and each less than 73 feet in length.

SI-13 TRAIN MAKE-UP RESTRICTIONS Continued...

COUPLER LIMITS:

Use following instructions to determine coupler limits and helper placement:
On ascending grades between designated limits, the amount of trailing tonnage behind a car must not exceed the tonnage listed in the 'Coupler Limits' table. When train includes any helper engine positioned within the trailing tonnage behind a car, subtract the tonnage handled by the helper using the following calculations:

Eastward between Roseville and Norden:
Multiply the EPA of the helper by the factor '164'. Subtract this tonnage from the total trailing tonnage behind a car. This final figure is the actual trailing tonnage which must comply with the 'Coupler Limits' table.

Westward between Truckee and Norden:
Multiply the EPA of the helper by the factor '170'. Subtract this tonnage from the total trailing tonnage behind a car. This final figure is the actual trailing tonnage which must comply with the 'Coupler Limits' table.

Westward between Truckee and Norden:
Loaded Bulk-Commodity Unit Trains: multiply the EPA of the helper by the factor '190'. Subtract this tonnage from the total trailing tonnage behind a car. This final figure is the actual trailing tonnage which must comply with the 'Coupler Limits' table.

Coupler Limits		
Territory	**Standard Coupler**	**High Strength Coupler**
Rocklin to Colfax Trk1	4,500	7,000
Rocklin to Colfax Trk2	7,000	10,000
Colfax to Norden	5,000	7,000
Sparks to Truckee	8,700	12,300
Truckee to Norden	6,500	8,400

Each car is to be considered equipped with a standard type coupler unless it is known the car is equipped with high strength couplers. If it is not known that a car is equipped with high strength couplers, it can be determined by looking at the coupler casting identification located on top of the coupler. A high strength coupler will have the letter "E" as the LAST character of identification. Examples of high strength coupler identifications are E60HTE, SBE60CE, E60DE.

SI-13 TRAIN MAKE-UP RESTRICTIONS Continued...

REVISE Rule 32.12.7 System Helper Placement Table to read:
A. Rear or Cut-in Requirement for Helper:
Use the following applicable table to determine whether a helper is placed on rear of train or at cut-in position on train. If rear helper or cut-in helper exceeds EPA requirements in below tables, sufficient locomotives must be isolated to prevent exceeding EPA limits in tables. It is permissible to cut out traction motors or trucks on units equipped with locked axle protection (GE AC, GE C40-8, GE C44-9 and EMD AC locomotives.

LOADED BULK-COMMODITY UNIT TRAIN	
Helper EPA	**Placement Requirement**
32 or less:	May be placed on rear or cut in as outlined in Part B. When placed on rear, it must be placed ahead of any caboose.
33 to 55:	Must be cut in as outlined in Part B.

EMPTY BULK-COMMODITY UNIT TRAIN	
Helper EPA	**Placement Requirement**
16 or less:	May be placed on rear or cut in as outlined in Part B. When placed on rear, it must be placed ahead of any caboose.
17 to 32:	Must be cut in as outlined in Part B.

ROSEVILLE SUBDIVISION (0917)

SI-13 TRAIN MAKE-UP RESTRICTIONS Continued...

OTHER THAN A LOADED or EMPTY BULK-COMMODITY UNIT TRAIN	
Helper EPA	**Placement Requirement**
Any Helper:	Must be placed ahead of: 1. Rail pick-up cars RGAX 4694-4696; 2. Two-axle scale test car; 3. Cars designated 'Rear End Only' or 'Rear Rider'; 4. Occupied caboose; 5. Solid drawbar-connected five platform car in series CN 677000-677139; 6. Solid drawbar gondola AMGX car with symbol 2-P.
7 or less:	Placed on rear.
8 to 16:	Placed on rear. The following makeup restrictions apply to cars and platforms/wells of multi-platform cars entrained within the restricted tonnage limit immediately ahead of the helper. The conventional cars and platform/wells must not be: 1. Articulated multi-platform car having either an empty end platform/well or two consecutive empty platforms/wells; 2. Solid drawbar-connected car having a single empty platform/well; 3. Car less than 73 feet in length coupled to a car 73 feet in length or longer weighing less than 60 tons. 4. Intermodal flatcar 85 feet or longer in length loaded with a single trailer or container. Note: This also applies to a two-unit solid drawbar-connected (twin flatcars 186 feet in total length) with a single trailer/container on either platform. When train makeup within the restricted tonnage limit immediately ahead of the helper does not meet the above requirements, helper may be cut into train at a location that does permit complying with makeup restrictions. When cut into train under this condition Part B will not apply.

SI-13 TRAIN MAKE-UP RESTRICTIONS Continued...

OTHER THAN A LOADED or EMPTY BULK-COMMODITY UNIT TRAIN	
Helper EPA	**Placement Requirement**
17 to 23:	Placed on rear. The following makeup restrictions apply to cars and platforms/wells of multi-platform cars entrained within the restricted tonnage limit immediately ahead of the helper. The conventional cars and platform/wells must not be: 1. Articulated multi-platform car having either an empty end platform/well or two consecutive empty platforms/wells; 2. Solid drawbar-connected car having a single empty platform/well; 3. Car less than 73 feet in length coupled to a car 73 feet in length or longer weighing less than 60 tons. 4. Intermodal flatcar 85 feet or longer in length loaded with a single trailer or container. Note: This also applies to a two-unit solid drawbar-connected (twin flatcars 186 feet in total length) with a single trailer/container on either platform. 5. Car weighing less than 45 tons. When train makeup within the restricted tonnage limit immediately ahead of the helper does not meet the above requirements, helper may be cut into train at a location that does permit complying with makeup restrictions. When cut into train under this condition Part B will not apply.
24 to 36:	Must be cut in as outlined in Part B. The following makeup restrictions apply to cars and platforms/wells of multi-platform cars entrained within the restricted tonnage limit immediately ahead of the helper. The conventional cars and platform/wells must not be: 1. Articulated multi-platform car having either an empty end platform/well or two consecutive empty platforms/wells; 2. Solid drawbar-connected car having a single empty platform/well; 3. Car less than 73 feet in length coupled to a car 73 feet in length or longer weighing less than 60 tons. 4. Intermodal flatcar 85 feet or longer in length loaded with a single trailer or container. Note: This also applies to a two-unit solid drawbar-connected (twin flatcars 186 feet in total length) with a single trailer/container on either platform. 5. Car weighing less than 45 tons.

SI-13 TRAIN MAKE-UP RESTRICTIONS Continued...

RESTRICTED TONNAGE:
When helper exceeds 7 EPA, the cars that make up the tonnage immediately ahead of the helper as indicated in the following table must comply with the train makeup restrictions contained in Rule 32.7 Helper Placement.

RESTRICTED TONNAGE TABLE

Between:	Sparks - Norden		Rocklin - Norden	
Helper EPA	Rear Helper	Cut-in Helper	Rear Helper	Cut-in Helper
8 to 16	500	250	500	250
17	800	400	500	250
18	1000	500	500	250
19	1250	625	500	250
20	1450	725	500	250
21	1700	850	500	250
22	1950	975	650	325
23	2150	1075	900	450
24	----	1000	----	250
25	----	1100	----	250
26		1200	----	350
27	----	1350	----	450
28	----	1450	----	600
29	----	1570	----	700
30	----	1700	----	800
31	----	1800	----	900
32	----	1900	----	1050
33 *	----	2050	----	1150
34	----	2200	----	1300
35	----	2300	----	1400
36	----	2400	----	1500

* Loaded Bulk-Commodity Unity trains are exempted from these restrictions up to 33 EAP.

SI-14 MISC. INSTRUCTIONS

Westward train operating at full power and unable to maintain a speed of 14 MPH or greater at MP 202.5 between Truckee and Shed 47, must not proceed through Tunnel 41 unless train is doubled or additional power is obtained.

When speed of westward trains in Tunnel 41 drops below 8 MPH, train must stop and back out of tunnel unless head end of train is closely approaching the west portal of Tunnel 41, and in the judgment of the crew, it is safe to continue.

Unless other procedure is discussed and agreed to at initial job briefing, when decision is made to stop and back out of tunnel, the head end engineer of a train with helper will make a sufficient brake pipe reduction to hold train after stopping, then cut out automatic brake valve after completion of stop. When train has been stopped a sufficient length of time, the helper engineer will cut in automatic brake valve on helper engine and release automatic brake. When head end engineer notes an increase in brake pipe pressure, he will assist in backing train out of the tunnel.

Helper crews are required to ride on the lead locomotive in direction of movement when helping either eastward or westward trains. When in tunnels, employees must not leave locomotive cab in an attempt to restart or repair dead or disabled locomotives.

Sparks: All trains must not depart Sparks without permission of Train Dispatcher.

Truckee: Balloon track at Truckee diverges from eastward siding. Engines and equipment will enter Balloon track at west switch and proceed in clockwise direction.

Helper locomotives must be parked and secured on lower trk.7. Do not use trk.517.

Fulda: Balloon track west of Emigrant Gap diverges from Track 1. Engines and equipment will enter Balloon track at west switch and proceed in clockwise direction.

Stanford Flat: Illuminated Letter W: when indicators on signals 2007 and 2009 at Stanford Flat are illuminated, trains and engines are required to stop and not proceed until indicator is extinguished.
When signals display red aspect and "W" is not illuminated, train must stop and not proceed without authorization from Train Dispatcher.

Derail (Rule 8.20): installed at following location:
Gold Run - west end of siding.

Colfax: Helper locomotives must not be parked at Colfax unless authorized by Train Dispatcher. When leaving helper locomotives unattended, cabs are to be locked.
West end siding equipped with split-point derail. Cars set out on trk.735 must be secured with rail skid placed under west wheel of west car. Unattended locomotives are to be placed and secured on trk.139.

Roseville: Westward freight trains and engines from Roseville Subdivision must stop short of MP 107.8, unless permission is received from Yardmaster or representative to proceed.

Citrus Heights: when departing via CP RV101 southward from trk 130, departure signal is displayed to the left and will not illuminate until train or engine movement is within 500 feet of signal.

ROSEVILLE SUBDIVISION (0917)

SI-14 MISC. INSTRUCTIONS Continued...

Roseville Locomotive Maintenance Facility: At Inbound Receiving Tracks, engines must stop at STOP signs; crews must contact Service Track for permission to enter Receiving Track before proceeding.

Spur track locations:
Lawton Trk.2,
Boca Trk.1&2,
Emigrant Gap Trk.2,
Midas Trk.2,
Towle Trk.1,
Gold Run Trk.1&2,
Colfax Trk.1,
Bowman Trk.1,
Newcastle Trk.1&2,
Rocklin Trk.2.

Manual cross-over locations:
Lawton - E Trk. 1 to Trk. 2;
Floriston - universal;
Emigrant Gap - E Trk. 1 to Trk. 2;
Midas MP 168.4 - E Trk. 1 to Trk. 2;
Towle - E Trk. 1 to Trk. 2;
Gold Run - universal;
Colfax - universal.

Snow Conditions: A. When spreader is connected in multiple with locomotive, Rule 31.6.2 Procedure for Conducting Locomotive Air Brake Test must be performed by engineer when taking charge.
B. To prevent build-up of ice on brake shoes and to ensure air brakes are effective, engineer operating engine with flanger must make an automatic brake pipe reduction of sufficient force to allow both engine and flanger brakes to apply. This procedure must be done at approximately 10 minute intervals.
C. Flangers operating in snow territory must raise flanger blades and stop when train or engine is passing on adjacent track.
D. Rotary snowplows must be stopped with wings in the closed position when train or engine is passing on adjacent track.
E. Operating Flanger (operating snow equipment) may operate at a speed of 5 MPH above the maximum posted speed limit between Roseville and Sparks.

Severe snow conditions: Following applies ONLY on the Roseville Sub. in severe snow conditions when snow depth exceeds top of rail:
1. Malfunctioning Radio: When walking inspection of train is required, crewmembers must have a Job Briefing before inspection commences. Crewmembers must maintain frequent radio contact. If radio communication fails, employee making inspection must return to headend of train immediately. If radio communication fails and employee does not return in a reasonable length of time agreed to at the Job Briefing, engineer must immediately contact the Train Dispatcher and request assistance. If there is any doubt as to the safety of crewmembers, the engineer must declare an Emergency and obtain any assistance available.
2. Inspecting Passing Trains: Inspection from ground is not required.
3. Train Inspection by crewmembers: When snow depth exceeds top of rail, this is considered a physical condition preventing a complete train inspection.
4. Using 2-Way EOT device: in severe snow conditions a fully-charged battery must be installed before train departs Roseville or Sparks. MTO or MOP will notify Car Department or other authority when these conditions exist.

SI-14 MISC. INSTRUCTIONS Continued...

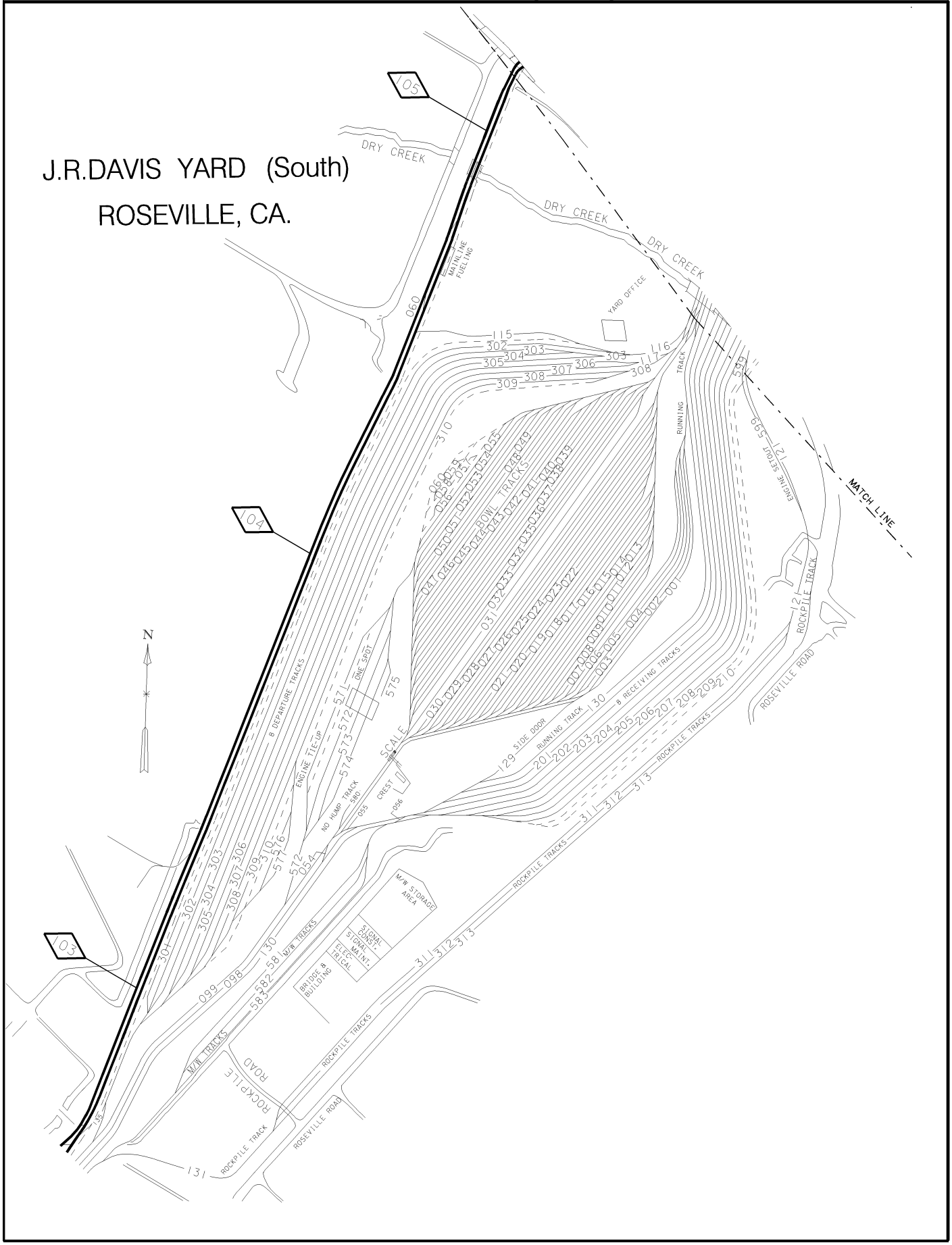
Roseville Terminal Special Instructions

General Operation
1. Electric switches within Roseville Terminal are controlled by the Roseville Console Herder. Each switch is numbered. These switches are equipped for manual operation but must not be hand-operated without permission of the Console Herder. When electric switch gives a 'failure' indication, the Console Herder will instruct crew to stop short of switch No.-- and operate switch manually. Crew member must test switch by lining the switch over and back by hand and examining the switch points to see that they fit properly.
2. Main track Dual Control switches are controlled by Roseville Train Dispatcher #57.
3. All trains and engines arriving Roseville Terminal must have verbal permission and yarding instructions from Yardmaster or representative before passing controlled signal governing movement into yard.
4. All trains and engines departing Roseville Terminal must have permission from Yardmaster or representative to depart.

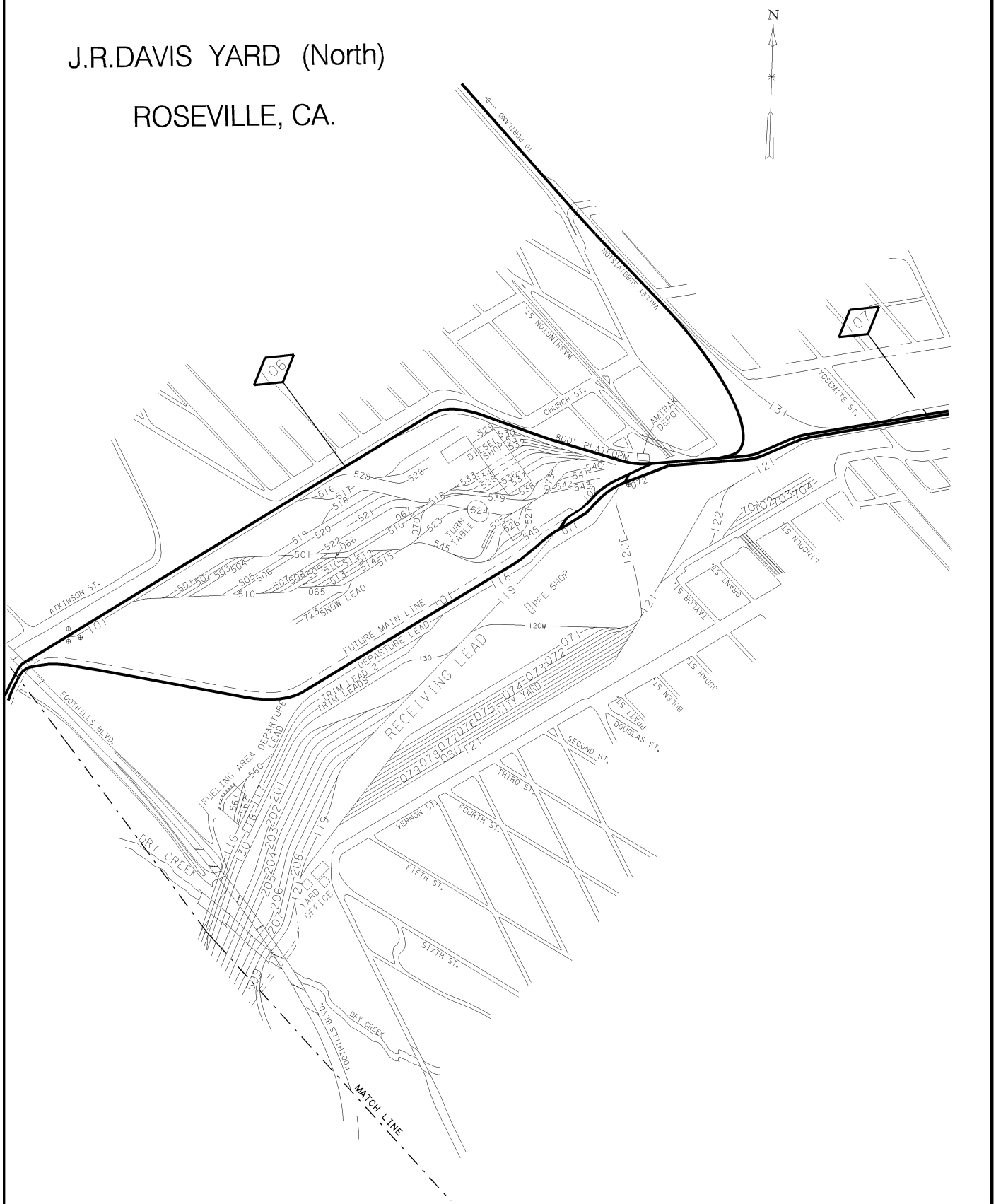
Miscellaneous Instructions:
1. Hazardous Materials: track 595 at Subway MP 105.2 is available for setting out and isolating B/O cars that contain Hazardous Materials. Before setting out such cars, member of crew must contact Yardmaster and verify any required procedures involving the car to be set out.
2. Handbrakes: east of Foothills Blvd.
MP 105.2 trains and cuts of cars left unattended must have a sufficient number of handbrakes applied on west end to prevent uncontrolled movement; west of MP 105.2 trains and cuts of cars left unattended must have a sufficient number of handbrakes applied on the east end to prevent uncontrolled movement.
Exceptions:
a. Bowl tracks 001-055: handbrakes not required;
b. Receiving tracks 201-208: must have handbrakes applied on west end.
3. Repair Facility: all movements into repair facility must be authorized by the Mechanical Department.

NOTES:

J R Davis Yard (South)



J R Davis Yard (North)



MARTINEZ SUBDIVISION (0910)

Mile Post	Rule 6.3	CP #'s	Radio Display: East Roseville to MP 88.1 -5151 MP 88.1 to 10th St. -4646 - WEST ▼ STATIONS ▲ EAST	Sta. #'s	Siding Feet
106.4	CTC 2MT	RV106	EAST ROSEVILLE BTX (1.1)	RV323	
105.3		RV105	WEST ROSEVILLE Trk.1 (0.6)		
104.7		RV104	EAST ATKINSON X (0.2)		
104.5		RV103	WEST ATKINSON X (1.4)		
103.1		RV102	ANTELOPE X (1.8)	RV327	
101.3		RV101	CITRUS HEIGHTS X (7.9)		
93.4	CTC	RV093	SWANSTON X (1.7)	RV336	
92.0 91.7	CTC 2MT	RV092 RV091	ELVAS XT (1.1)	RV338	
90.6	CTC 3MT	RV090	EAST HAGGIN X (0.4)		
90.2	CTC 2MT	RV089	WEST HAGGIN Trk.1 (1.4)		
88.8		RV088	SACRAMENTO X (0.3)	RV340	
88.5		RV988	I STREET BRIDGE (0.4)		
88.1		RV087	WEST SACRAMENTO (1.2)	RV342	
86.9		RV085	MIKON (11.3) (M)UP(X)	RV344	
75.6 75.6		RV077	EAST DAVIS TX (0.2)		N 6205 S 3890
75.4		RV076	TOWER T (0.4)	RV345	
75.0		RV075	WEST DAVIS TX (9.5)		
65.5		RV065	PITT X (13.5)		
52.0		RV052	TOLENAS X (9.7)	RV378	
42.3		RV042	CORDELIA X (7.8)		
34.5		RV035	BENICIA (1.5)	RV386	
33.0		RV033	VISTA X (1.0)		
32.0	CTC 3MT	RV932	MARTINEZ Trk.1 ! (0.2)	RV389	
31.8		RV032	FERRY Trk.2 X (0.8)		
31.0		RV031	OZOL X (0.9)	RV390	10340
30.1	CTC 2MT	RV030	HOWARD ! X (2.6)		
27.5		RV027	COSTA X (6.7)		
20.8		RV021	HERCULES X (0.4)	RV400	
20.4		RV020	PINOLE X (5.1)	RV401	
15.3		RV015	SAN PABLO X (5.9)	RV407	
9.4		RV009	STEGE X (4.2)	RV412	
5.2		RV007	SHELLMOUND X (0.5)	RV416	
4.7		RV006	EAST EMERYVILLE X (0.4)	RV417	
4.3	CTC 2MT	RV005	WEST EMERYVILLE Trk.2 (0.6)	RV418	
3.7		RV004	34TH STREET X (0.5)	RV419	
3.2		RV002	26TH STREET Trk.2 (1.0)	RV420	
2.2		RV001	10TH STREET X		

(104.2)

SI-01 MAIN TRACK AUTHORITY

CTC between:
MP 106.4 and MP 2.2.

CTC in effect on CFNR wye tracks at Davis.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed MPH

Between Mileposts	PSGR	FRT
106.4 to 2.2 Trk.1		
(Except as Below).....	**79**	**70**
106.4 and 106.0.....	30	30
106.0 and 104.4.....	40	40
93.5 and 92.5.....	50	40
92.5 and 91.5.....	25	25
91.5 and 90.7 Trk.3.....	10	10
91.5 and 89.7.....	35	35
89.7 and 88.4.....	20	20
88.4 and 88.1.....	30	30
75.9 and 75.4.....	40	30
49.4 and 48.6.....	70	60
36.0 and 18.6.....	40	30
18.6 and 17.4.....	60	50
17.4 and 16.0.....	70	60
5.2 and 2.2.....	50	40

Between Mileposts	PSGR	FRT
2.2 and 106.4 Trk.2		
(Except as Below).....	**79**	**70**
2.2 and 5.2.....	50	40
16.0 and 17.4.....	70	60
17.4 and 18.6.....	60	50
18.6 and 34.6.....	40	30
31.0 and 31.8 Trk.3.....	30	30
34.6 and 37.5.....	60	40
48.6 and 49.4.....	70	60
75.4 and 75.9.....	40	30
88.1 and 88.4.....	30	30
88.4 and 89.7.....	20	20
89.7 and 91.5.....	35	35
90.7 and 91.5 Trk.3.....	10	10
91.5 and 92.5.....	25	25
92.5 and 93.1.....	55	45
104.4 and 106.4.....	40	40

MARTINEZ SUBDIVISION (0910)

Between Mileposts		PSGR
90.0 and 5.2 Capitol Corridor & AMTRAK Trains ONLY Trk.1		
(Except as Below)		**79**
90.0 and	89.7	35
89.7 and	88.4	20
88.4 and	88.1	30
75.9 and	75.4	55
49.4 and	48.6	75
36.0 and	33.3	40
33.3 and	31.8	45
31.8 and	30.1	40
30.1 and	28.8	45
28.8 and	27.8	50
27.8 and	27.6	45
27.6 and	26.3	50
26.3 and	26.1	43
26.1 and	25.9	40+
25.9 and	18.6	43
18.6 and	16.0	70

Between Mileposts		PSGR
5.2 and 90.0 Capitol Corridor & AMTRAK Trains ONLY Trk.2		
(Except as Below)		**79**
16.0 and	18.6	70
18.6 and	25.9	43
25.9 and	26.1	40+
26.1 and	26.3	43
26.3 and	27.6	50
27.6 and	27.8	45
27.8 and	28.8	50
28.8 and	30.1	45
30.1 and	31.7	40
31.0 and	31.7 Trk.3	30
31.7 and	32.0	40
32.0 and	33.3	45
33.3 and	34.6	40
34.6 and	37.5	60
48.6 and	49.4	75
75.4 and	75.9	55
88.1 and	88.4	30
88.4 and	89.7	20
89.7 and	90.0	35

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts (No Exceptions.)	
2. Dual Control Switch Turnouts	
RV001, RV004: crossovers	15
RV007, RV009 (west crossover), RV015, RV020, RV021, RV027, RV030, RV033, RV042, RV052, RV065, RV093, RV101, RV103, RV104	40
Emeryville: AMTK crossover Trk.1 to Trk.2: Passenger	15
Freight	10
Emeryville: AMTRAK passenger track	20
Shellmound: Trk.1 to Yard #1	10
Stege: east crossover	10
Stege: turnout west to drill track	10
Ferry: turnout to Tracy Sub	25
CP RV075: crossover	10
CP RV077: crossover	30
CP RV089: East and West crossovers: Passenger	20
Freight	10
CP RV090: crossovers	25
CP RV090: from Sacramento Sub to Trk.3 Martinez Sub	10
CP RV091: turnout Trk.2 to Fresno Sub	25
CP RV091: turnout to Trk.3	10
CP RV092: turnout	25
3. Misc. Speed Restrictions	
Note: For Roseville Terminal track speeds refer to Roseville Subdivision SI-03-3.	
East Haggin: connection track between CP RV090 MP 90.5 and CP F140 MP 139.8 Sacramento Sub	25
West Haggin: connection track between CP RV089 MP 90.2 and CP F140 MP 139.6 Sacramento Sub	10
Sacramento: all yard trks except 3rd Rail	5
Davis: East leg of wye	10
West leg of wye	5
Benicia: trk 700 on two curves immediately east and west of Trk.2 overhead bridge; trk 26-700 between Park Blvd. and Mazda xing	7
Crockett: all yard trks at C&H Sugar	5
Rodeo: trk 860	5
San Pablo: all yard tracks	5
San Pablo-Stege: trk 116 Waterside Drill and trk 117 from MP 13.3 to MP 10.1	5
Stege: trk 116 Waterside Drill from MP 10.1 to MP 9.2	10
Stege-Shellmound: trk 116 Waterside Drill from MP 9.2 to MP 5.0, and all other tracks not listed	5

SI-04 MAIN TRACK DESIGNATIONS

Two main tracks between:
MP 106.4 and MP 91.7;
MP 90.6 and MP 32.0;
MP 31.0 and MP 2.2.

Three main tracks between:
MP 91.7 and MP 90.6;
MP 32.0 and MP 31.0.

SI-05 MILEPOST EQUATIONS

Martinez Sub. MP 2.2 = MP 4.2 Niles Sub.

MARTINEZ SUBDIVISION (0910)

SI-06 RCL OPERATIONS

Remote Control Areas:
Martinez Limits: MP 27.0 Costa to MP 40.0 Bahia; all main track, industrial leads and yard tracks.

Oakland Limits: MP 2.2 10th St. to MP 7.0 Shellmound; all main track, industrial leads and yard tracks.

Roseville Area Limits: MP 86.9 Mikon and MP 106.4 including Roseville Yard. All main track, industrial leads and yard tracks.

Remote Control Zones:
Restrictive Tonnage: 7000 tons per locomotive

Location		Entry speed
Benicia:	Track 800.....	10 MPH
	Track diverging 800.....	8 MPH
Ozol:	Track 102.....	7 MPH
	Track 6.....	7 MPH

Benicia Zone: east limit from clearance point of 800 lead with Main Track 2 to west limit end of 800 lead, including trk 701 from Main Track 2 to 700 lead westward to the 800 lead. Include all tracks in the Benicia Auto Facility.
PSP installed on west end of 800 lead west of HWY 680 Overpass.
Before entering limits, all movements must contact Ozol Yardmaster.

Desert 5 Zone: west clearance point to east clearance point Track 135.
PSP) installed east end of Track 135.
Before entering limits, contact Oakland Yardmaster.

Bart Zone: clearance point from electric Switch #1 through and including clearance point east of Switch #10. Clearance points are defined by yellow painted tie. Bart Zone can only be activated when Desert 5 Zone is held jointly.
Before entering limits, contact Oakland Yardmaster.

CFNR Zone: Suisun-Fairfield- CFNR Schellville Subdivision MP 51.3 to MP 52.8 (Yard Limits joint use with CNFR).
From 0700 hrs. to 1700 hrs. daily except Sunday, crews must contact CFNR Train Dispatcher for permission to enter Remote Control Zone.
Telephone: 707-557-2896; AAR channel: 46-46.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 98.3	(#) 63.2	& 31.3 *
% 82.9	(#) 45.1	(#) 27.8
(#) 78.7	& 37.1 *	% 17.1
% 70.1	% 34.1	(#) 14.1

* High and Wide detectors at MP 37.1 and MP 31.3 protect Suisun Bay Bridge.
Note: High and Wide detector at MP 31.3 operates for 3 main tracks and Ozol siding. When detector is activated and refers to "Track 4", it is refering to Ozol siding.

SI-08 RULES ITEMS

Rule 1.36: Between MP 95.1 and MP 88.3 trains handling Dimensional or Excessive Dimensional loads must not exceed 30 MPH.

Rule 5.8.2: Roseville: Cedar St. MP 106.1. This crossing is closed. Do not use locomotive whistle or bell unless pedestrians or vehicles are at or near the crossing, or if view of crossing becomes obstructed in some way, or an emergency situation occurs.

Ozol: westward trains must sound whistle signal (7) immediately on emerging from tunnel at Oleum MP 23.3.

Rule 6.5: Oakland Intermodal Ramp Facility: when shoving cars into the facility, movement must be additionally protected by placing a lighted fusee on the point of the leading car in direction of movement.

Rule 6.16. Martinez: Freight trains approaching drawbridge MP 33.3 over Suisun Bay must contact Control Operator before passing Vista (eastward trains) or Benicia (westward trains).

Rule 6.30: Freight trains must make every effort consistent with safety and efficient train handling to:
* Avoid passing a station at which a passenger train is stopped to receive or discharge pasengers.
* Avoid entering a platform area until the passenger train has departed and the platform area can be plainly seen.
* Control their speed to avoid entering a station during the time an on-time passenger train would normally be receiving or discharging passengers.
* Communicate with passenger trains that may be met or passed to determine their locations.

If a freight train cannot avoid passing a station after a passenger train has entered, the whistle must be sounded and bell rung until the front of the freight train has passed through the platform area.

SI-09 FRA EXCEPTED TRACKS

RV330, RV332, RV336, RV337: all yard and industry tracks.

PX918 Sacramento: All yard and industry tracks except Sacramento Yard trks 102-104, 132-133, 3rd rail and Depot trks 7-8.

RV342, PH503 (Yolo Port): All yard and industry tracks.
RV351: 505, 506;
RV371: 510;
RV378: 706, 731-737, 740-743;
RV381: 525, 765;
RV385: 706, 735-736, 738-739, 742-743, 749-756, 770-777, 804, 810-819, 840-849;
RV390: 5;
RV394: 809, 811, 817, 821-823;
RV405: 820-821, 825-828, 830, 832;
RV407: 750, 801, 803;
RV412: 725-726, 737-739, 744;
Oakland: lead track 113.

MARTINEZ SUBDIVISION (0910)

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Antelope	103.1	RV327
Walerga	99.4	RV330
Planehaven	97.5	RV332
Johnston	92.2	RV337
Swingle	79.1	RV351
Davis	75.4	RV354
Elmira	59.7	RV371
Suisun-Fairfield	48.3	RV381
Bahia	38.2	RV383
Crockett	26.0	RV394
Selby	24.5	RV396
Tormey	24.1	RV397
Oleum	23.3	RV398
Pinole	20.5	RV401
Giant	18.9	RV405
San Pablo	13.6	RV407
Richmond	12.0	RV408
Emeryville	3.7	RV419
Oakland Intermodal	3.3	PX951

SI-11 INDUSTRIAL LEADS

Holland Industrial Lead:(0916) from West Sacramento MP 88.1 via Washington Transfer and Yolo Shortline Railroad main track.
Maximum Gross Weight - 134 Tons

Instructions for operating between West Sacramento MP 88.1, and the Sacramento Yolo Port:
1. Description:
The Washington Transfer is the connection track between the switch on the main track at West Sacramento MP 88.1 and the signal at Broderick MP 92.3 on the Yolo Shortline Railroad and is considered main track for operating rules purposes.
The joint-use facility is main track from Broderick MP 92.3 to MP 92.1. ABS signaled between MP 88.1 and MP 92.1.
2. General Instructions:
Maximum speeds:
MP 0.0 to MP 1.0.....5 MPH
MP 1.0 to MP 2.8.....10 MPH
MP 2.8 to MP 5.0.....5 MPH
MP 5.0 to MP 6.0..... ....10 MPH
All other tracks..... 5 MPH

All main track is within Yard Limits.
All main track switches will be lined normal after use.
Trks 110 and 111 will be used for movement through Yard.
Trk 112 may be used only with permission of Sacramento Yardmaster.
Between the hours of 1559 and 1801 daily do not block Jefferson Blvd.
3. Normal Position of Switches:
A. East switch will be lined toward Washington Transfer.
B. Intermediate switch will be left lined for movement through the Joint-Use Facility.
C. West switches will be left lined from Joint-Use Facility towards the Holland Industrial Lead.
4. Entering Joint-Use Facility:
A. Entering switch may be reversed and movement made after block signal displays yellow aspect. When signal does not clear and switches are properly lined, movement may pass signal after an understanding has been reached between crews for safe operation through facility.
Phone box at Riske Lane will be used by crews to exchange documents necessary for car movements.
5. When interlocking signals protecting swing bridge at Jefferson Blvd. display a STOP indication, member of crew may inspect bridge to see that track locks are in place, and if no bridge operators are present, movement may then pass signal at restricted speed and proceed thru interlocking.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 158 tons

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

MARTINEZ SUBDIVISION (0910)

SI-14 MISC. INSTRUCTIONS

RCL Foul Time:
Ozol Yard and Benicia:
When necessary to make RCL movements in CTC territory within an RCL Area, the RCO Operator may request authority for these movements by requesting RCL Foul Time. When RCL Foul Time is requested, the Control Operator must apply blocking or marking devices to the control machine before authorizing. Rule 6.4.2-A does not apply within RCL Foul Time limits. RCL Foul Time authorizes movement in either direction within the limits authorized.

A. Requesting RCL Foul Time authority.
1. State RCL Operator (name) at (location) with (engine number)
2. Specify RCL movements need to occupy track(s) between CP___ and CP___ including CP(S)___. RCL Operator must specify which track(s and if movement will need to occupy the track within a Control Point between the Absolute signal(s) and is ready to copy the authority.

B. Control Operator will:
1. Verify there are no conflicting movements within the limits or that will enter the limits.
2. Apply blocking mechanism to switch (es) and all track segments affected in all directions to prevent unauthorized movement into the protected area.
3. Specify which tracks and Control Points RCL movements are authorized to be occupied.

C. RCL Foul Time Operation:
1. RCL Operator will repeat the RCL Foul Time authority granted back to the Control Operator.
2. RCL Foul Time Authority is not in effect until 'OK' time received.
3. Once RCL Foul Time authority is granted, block signal indications to enter the limits will display a STOP indication.
4. RCL movement may enter and occupy the track(s) and Control Point(s) authorized.
5. After the RCL Operator visually ascertains the limits are clear and switches are properly lined, the requirements of Rule 6.27 are waived.
6. All movements will be governed by the RCL Operator. Authority may not be issued 'Joint'. The RCL Operator must not allow other movements to occupy the RCL Foul Time limits.

Authority must be released (including RCL Foul Time number) and limits cleared before the expiration of the time granted.

Authority may only be released by the crew member controlling the locomotive. If additional time is required, authority must be obtained before the authorized time limit expires. If the Control Operator cannot be contacted and the time limit expires, authority is extended until the Control Operator can be contacted.

Restricted Tracks: 6-axle units are prohibited on any industry tracks unless authorized by local MofW manager.

Ozol-Benicia: Before entering Benicia Yard from the 800 lead switch or from track 701 on Main Track 1, trains and engines must have authority from Ozol yardmaster and determine whether any RCL Zone is activated.

Ozol. CP RV031: westward signals are displayed to left of track in direction of approach.

Derail (Rule 8.20) in service at following location:
Ozol - west end of siding.

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SI-14 MISC INSTRUCTIONS Continued...

Oakland: Before entering Oakland Yard at RV001, RV004, RV007, from the JIT on the Bays lead, from the northend of diesel facility or from the northend of the 40 lead , trains and engines must have authority from Oakland Yardmaster and determine whether any RCL Zones are activated.

AMTRAK Oakland Coach Yard: Limits from CP Magnolia MP 5.8 to north fouling point between Lead Trk 40 and the Shop Side Lead switch, including Trk 15 and switch at south end up to fouling point near West Oakland Diesel Facility. Within these limits AMTRAK crews may operate without permission of UP West Oakland Yardmaster. Within these limits AMTRAK crews will use Radio Channel 2222.

AMTRAK crews may operate on Lead Trk 40 at south end of Oakland Coach Yard without permission of UP West Oakland Yardmaster. No freight movements are authorized within the Oakland Coach Yard without permission of West Oakland Yardmaster, who must first contact either the AMTRAK Coach Yard foreman or the AMTRAK switch crew for permission to occupy tracks within the Oakland Coach Yard. AMTRAK crews must obtain permission to occupy all other tracks outside the stated limits of the Oakland Coach Yard. AMTRAK crews must use the appropriate UP Radio Channel when working outside the stated limits of the Oakland Coach Yard.
Exception: After clearing Magnolia, arriving AMTRAK trains may switch to channel 2222.
AMTRAK crews departing towards Magnolia must contact Train Dispatcher before fouling end of Lead Trk 40 to ascertain there are no conflicting movements.

Oakland Intermodal Ramp: Derails installed on north and south ends of trks 801- 806.

BNSF, Amtrak, Richmond Pacific RR trains must call the UP Yardmaster at (510) 891-7589 for permission to occupy any yard, drill track or industrial lead between San Pablo MP 15.3 and Stege MP 9.3.

Suisun-Fairfield: CFNR Schellville Subdivision - Yard Limits between MP 48.9 and Thomasson Lane MP 52.8; speed limit 10 MPH between MP 48.9 and MP 49.0, 20 MPH between MP 49.0 and MP 52.8; operation is joint with CFNR.

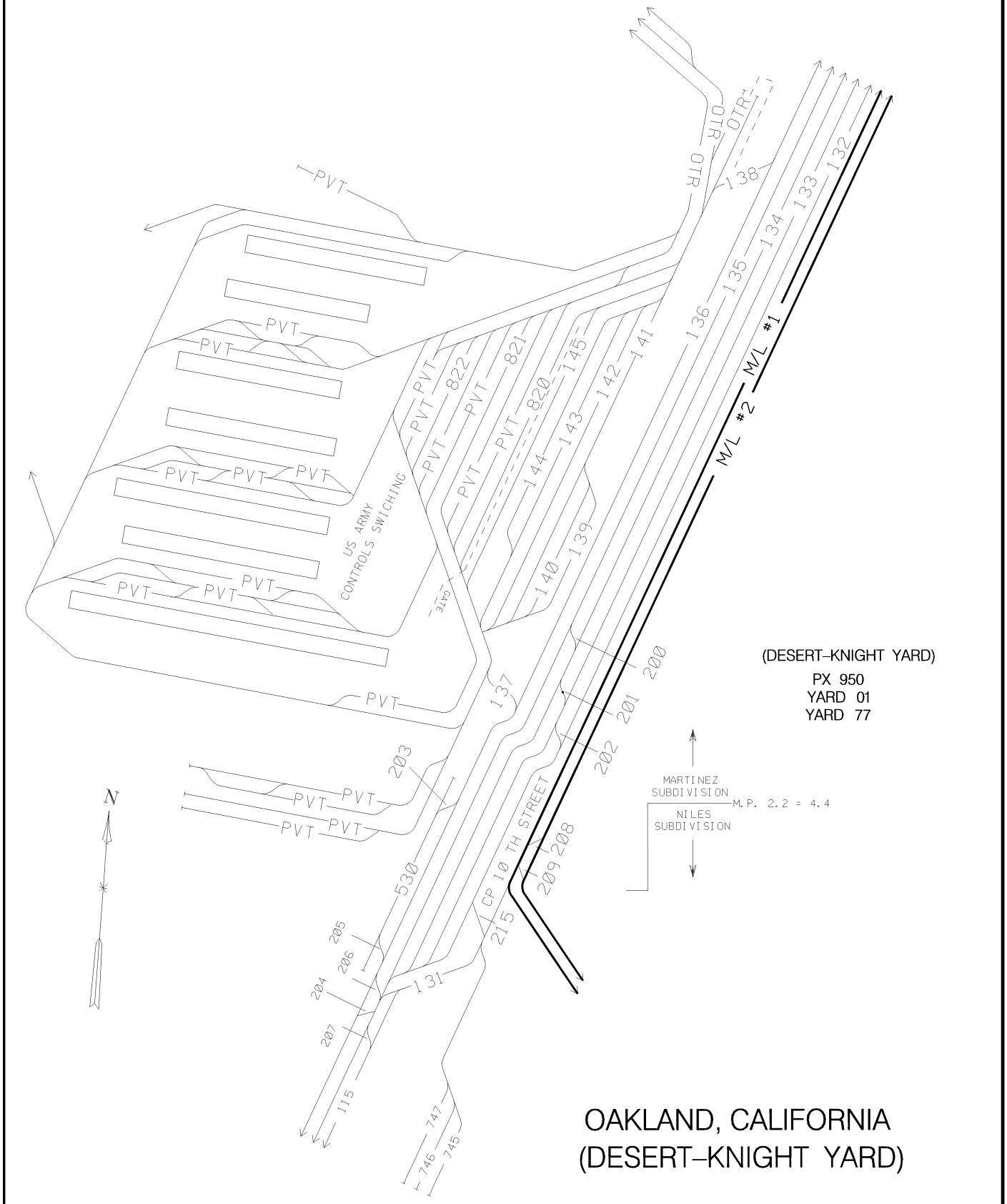
East Haggin: Do not leave cars on main track No.3 between CP RV091 and MP 91.14 (I-80 underpass).

Citrus Heights: when departing via CP RV101 southward from Trk 130, departure signal is displayed to the left and will not illuminate until train or engine movement is within 500 feet of signal.

Roseville Terminal Special Instructions: Refer to Roseville Subdivision.

Additional AMTRAK Stations	**MP**
Sacramento	88.9
Davis	75.4
Suisun-Fairfield	48.9
Martinez Depot	31.7
Richmond	12.0
Berkeley	6.2
Emeryville	4.5

Desert - Knight Yard



NILES SUBDIVISION (0922)

Mile Post	Rule 6.3	CP #'s	Radio Display: 10th Street to Newark -4242 SOUTH ▼ STATIONS ▲ NORTH	Sta. #'s	Siding Feet
4.2	CTC 2MT	RV001	10TH STREET X (0.4)		
4.6			WEST OAKLAND (0.6)	PX950	
5.2		NI905	KIRKHAM Trk.2 (0.6)		
5.8		NI005	MAGNOLIA X (0.5)		
6.3			SOUTH OAKLAND (0.1)	PX949	
6.4		NI006	KING STREET X (0.6)		
7.0		NI007	NORTH JACK LONDON Trk.2 (0.3)	CO001	
7.3		NI008	SOUTH JACK LONDON (0.3)		
7.6		NI009	STRONG X (2.2)	CO002	
9.8			EAST OAKLAND (0.6)	CO003	
10.4			MELROSE (1.4)	PX943	
11.8		NI011	66TH AVENUE (0.3)		
12.1		NI912	COLISEUM (1.4)		
13.5		NI012	NORTH ELMHURST X (0.2)	PX940	
13.7	CTC	NI014	SOUTH ELMHURST (7.3)		
18.7 21.0		NI019 NI021	HAYWARD ! (8.7)	JM109	11263
29.7		F030	NILES JCT. T (0.4) (X)(M)	PX923	
30.1	CTC 2MT	NI030	SHINN X (4.4)		
34.5		NI035	CHERRY X (0.4)		
34.9		CO031	NEWARK	CO025	

(30.7)

SI-01 MAIN TRACK AUTHORITY

CTC between:
MP 4.2 and MP 34.9.

CTC in effect on Connection track between Cherry CP NI035 and Carter CP CO030.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH	
Between Mileposts	**PSGR**	**FRT**
4.2 and 34.9 (Except as Below)	**79**	**50**
4.2 and 5.9	50	40
5.9 and 7.6	25	15
7.6 and 13.5	60	40
13.5 and 13.7 Trk.1	60	40
13.5 and 13.7 Trk.2	30	30
29.2 and 29.7	35	35
29.7 and 30.1	15	10
30.1 and 31.9	79	45
31.9 and 32.2	45	45
32.2 and 34.5	79	45
34.5 and 34.9	15	10

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed **MPH**

1. Thru Sidings & Turnouts
Siding between CP NI011 and CP NI912 is restricted to passenger equipment..... 15

2. Dual Control Switch Turnouts
Crossovers: CP RV001 and MP 5.9..... 15
Crossover: MP 6.0..... 10
King Street crossover: Passenger..... 15
Freight..... 10
CP NI905 to AMTRAK, CP NI011, CP NI912. 15
Jack London Depot Track: turnouts..... 25
Crossovers: CP NI011, CP NI912..... 40
North Elmhurst: crossover..... 15
CP CO031: all turnouts..... 15

3. Misc. Speed Restrictions
Jack London Depot Track..... 25
Niles Jct: connection track between CP NI030 and Oakland Sub.
Passenger..... 15
Freight..... 10
Niles Jct: connection track between CP NI030 and Warm Springs Sub..... 10
Newark: connection track between CP NI035 and CP CO030
Passenger..... 15
Freight..... 10

SI-04 MAIN TRACK DESIGNATIONS

Two main tracks between:
MP 4.2 and MP 13.5;
MP 30.1 and MP 34.9.

Between CP NI035 and CP CO030 Carter is designated the 'North Leg'.

SI-05 MILEPOST EQUATIONS

Niles Sub. MP 4.2 = MP 2.2 Martinez Sub.

SI-06 RCL OPERATIONS

Remote Control Areas:
Oakland Limits: MP 4.2 (10th St.) to MP 16.5 (Estudillo); all main track, industrial leads and yard tracks.

Niles Limits: MP 25.0 and MP 34.5; all main track, industrial leads and yard tracks.

Remote Control Zones:
Refer to Martinez Subdivision.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 12.4
(#) 23.1
% 28.2
% 32.7

NILES SUBDIVISION (0922)

SI-08 RULES ITEMS

Rule 6.4.2. Magnolia: Switching movement from 50 and 70 Leads that have entered CTC on a proceed indication may make reverse and forward movements within CTC without permission of Train Dispatcher.

Rule 6.5. Oakland: Intermodal Ramp Facility: when shoving cars into facility, movement must be additionally protected by placing a lighted fusee on the point of the leading car in the direction of movement.

Rule 9.12.1. Strong: When northward Absolute signal displays STOP indication, train must stop 100 feet south of Fifth Ave. to avoid blocking crossing.

Rule 9.12.2. Niles Jct: Contact Train Dispatcher directly on channel 1414 for authority to pass signal displaying STOP indication at and within interlocking limits.

Rule 9.12.3. Fruitvale Ave: Bridge MP 9.8 Interlocking limits extend between interlocking signals in approach to both ends of bridge.

SI-09 FRA EXCEPTED TRACKS

PX950: 58-75, 100, 128, 138, 158-159, 515-520, 534-538, 540-542, 731-733, 745-747, 791-792, 823-825, 828-829, 837, 860

PX949: All yard and industry tracks.

PX947: 162, 724-726, 865

PX944: 158, 160, 162-163, 848-853, 861-863

San Leandro: 908-915, 928

Decoto: 751,754.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Desert Yard	4.2	RV421
Fruitvale	9.8	CO004
Alameda	10.3	CO005
Estudillo	16.5	JM112
San Lorenzo	17.6	JM111
Decoto	26.6	JM102
Niles	29.3	JM923

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 158 tons.

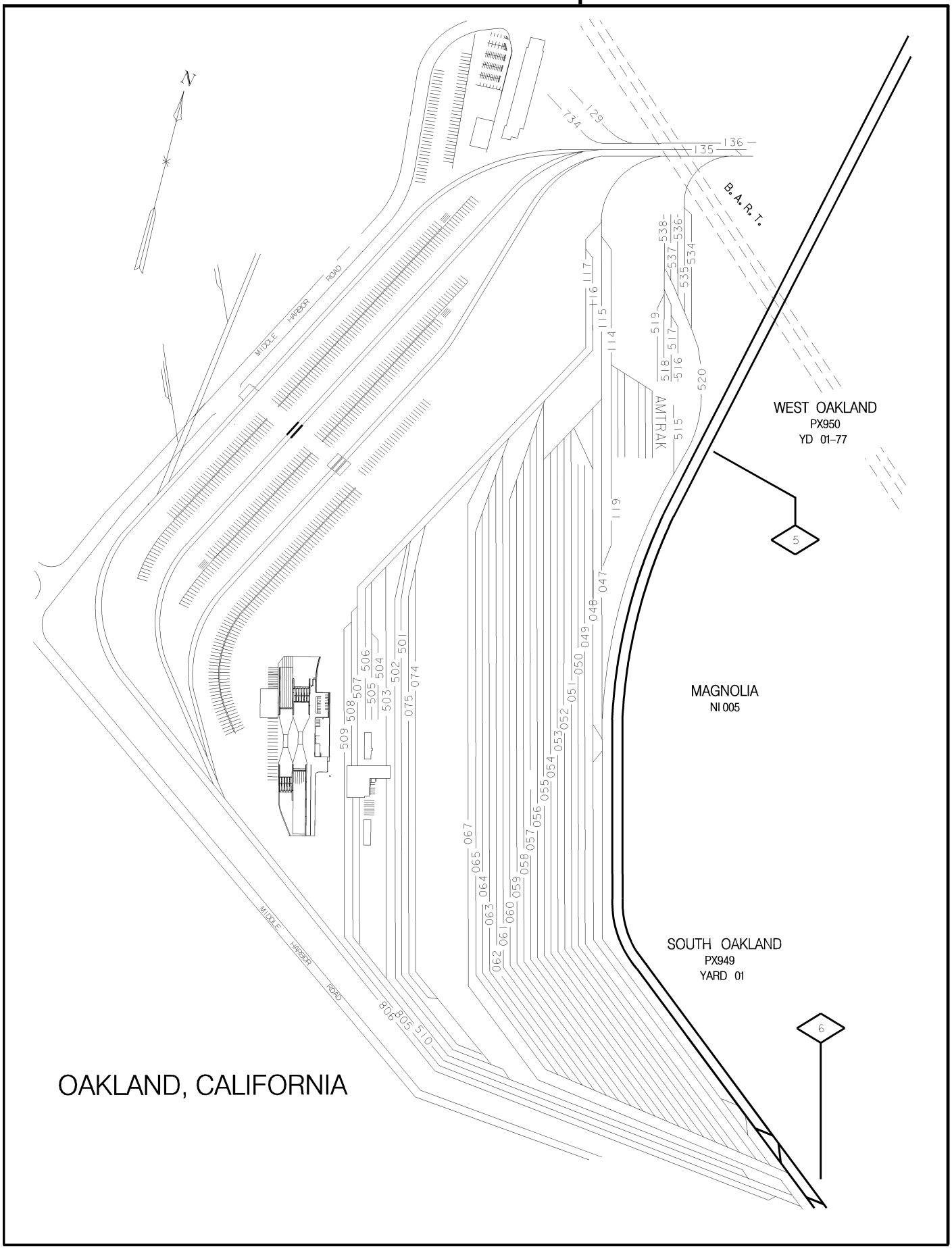
SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

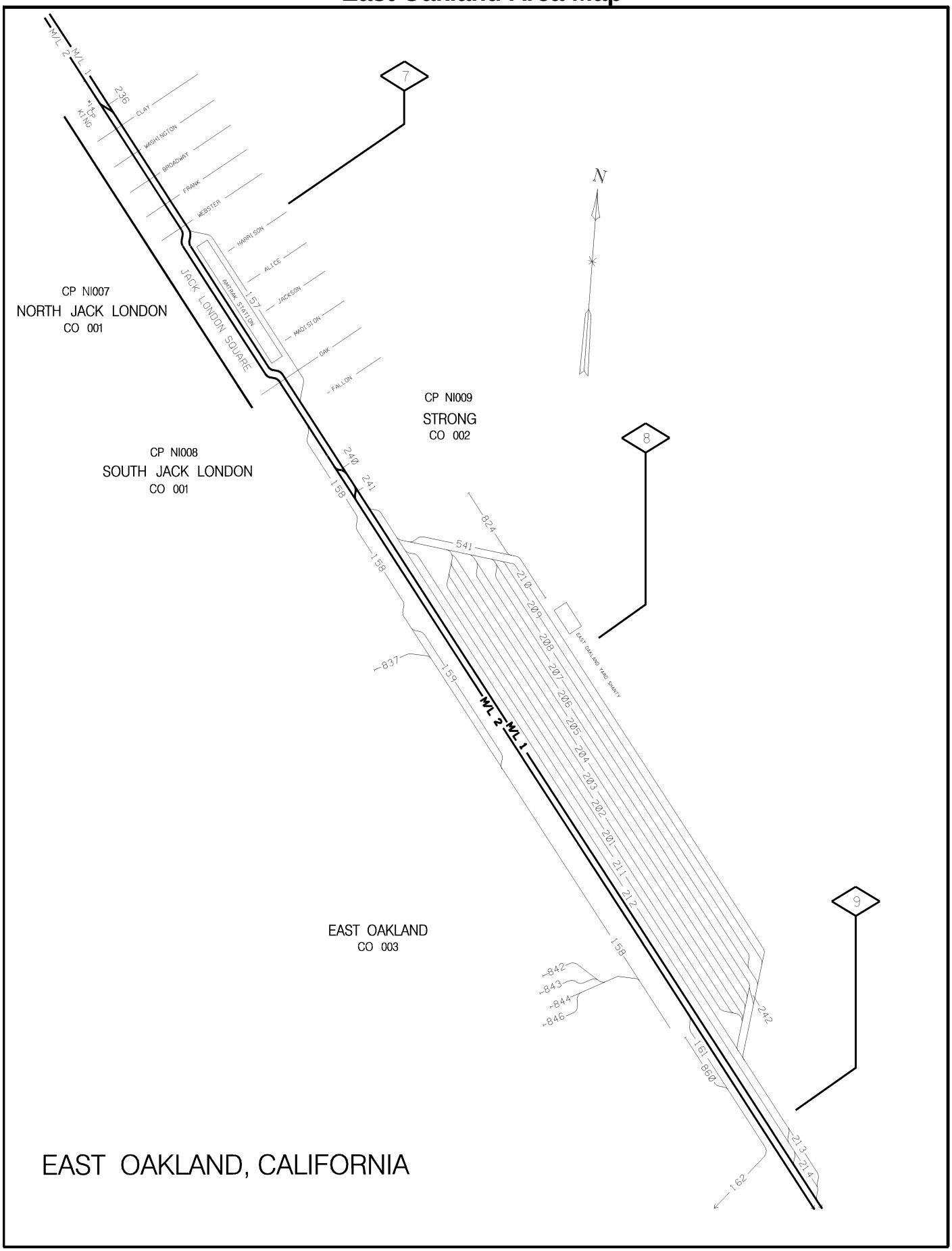
Oakland: AMTRAK crews refer to Martinez Sub for Miscellaneous instructions.

Additional AMTRAK Stations	MP
Jack London	7.0
Hayward	20.1
Fremont-Centerville	32.0.

Oakland Area Map



East Oakland Area Map



BLACK BUTTE SUBDIVISION (0920)

Mile Post	Rule 6.3	CP #'s	Radio Display: K. Falls Yard to Andesite -4545 Andesite to Dunsmuir 8080 -(*66) SOUTH ▼ STATIONS ▲ NORTH	Sta. #'s	Siding Feet
428.7	YL ABS		KLAMATH FALLS YARD BTY (1.3)	OZ313	
427.4	CTC	VP427	SOUTH KLAMATH FALLS (1.5)		
426.2		VP426	TEXUM T (10.5)	OZ311	
425.9					
416.2		VP416	WORDEN ! (7.9)	OZ300	4858
415.4		VP415			
407.2		VP407	DORRIS ! (12.9)	OZ293	5439
406.1		VP406			
394.7		VP395	MOUNT HEBRON ! (7.6)	OZ280	7286
393.2		VP393			
387.2		VP387	KEGG ! (9.1)	OZ272	8343
385.6		VP386			
377.5		VP378	PENOYAR ! (8.2)	OZ263	5169
376.5		VP376			
369.4		VP369	GRASS LAKE ! (8.3)	OZ255	5675
368.3		VP368			
361.7		VP362	ANDESITE ! (8.2)	OZ247	8342
360.0		VP360			
352.9		VP353	HOTLUM ! (5.4)	OZ238	5065
351.8		VP352			
346.4		VP346	NORTH BLACK BUTTE ! (1.2)	OZ231	5400
345.2		VP345	BLACK BUTTE XT (1.3)		
343.7		VP344	SOUTH BLACK BUTTE ! (4.9)		6350
340.2		VP340	UPTON ! (1.9)	OZ226	8670
338.5		VP338			
337.5		VP337	MOUNT SHASTA ! (3.0)	OZ223	4337
336.6		VP336			
333.6	CTC 2MT	VP334	NORTH AZALEA (2.6)	OZ220	
331.0	CTC	VP331	SOUTH MOTT (4.6)	OZ218	
326.4		VP327	SMALL (3.8)	OZ213	
322.6		VP323	NORTH DUNSMUIR (1.2)	OZ210	
321.4		VP321	DUNSMUIR x-over ! X	OZ209	8501
			(105.4)		

SI-01 MAIN TRACK AUTHORITY

CTC between:
MP 427.4 and MP 321.4.

ABS Rule 9.15 Track Permits between:
MP 428.7 and MP 427.4

Yard Limits between:
MP 428.7 and MP 427.4.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed Between Mileposts	MPH PSGR	FRT
428.7 and 321.4 (Except as Below)	**79**	**60**
428.7 and 428.5	25	25
428.5 and 427.6	50	40
427.6 and 426.9	55	40
426.9 and 412.4	70	60
412.4 and 409.9	55	50
409.9 and 407.8	45	40
390.1 and 387.7	60	55
387.7 and 379.1	50	40
379.1 and 373.8	70	60
373.8 and 363.7	40	40
363.7 and 355.5	40	35
355.5 and 347.4	35	30
347.4 and 337.9	50	50
337.9 and 337.4	40	35
337.4 and 333.5	40	40
333.5 and 332.6	30	30
332.6 and 331.0	25	25
331.0 and 328.2	25	20
328.2 and 327.9	20	20
327.9 and 322.6	25	20
322.6 and 321.4	25	25

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
Sidings Dorris, Mount Hebron	30
Sidings Kegg, Penoyar, Grass Lake, Black Butte (north siding)	25
Sidings Andesite, Hotlum, Black Butte(south siding), Upton, Mount Shasta, Dunsmuir	10
2. Dual Control Switch Turnouts	
MP 345.2: crossover	15
CP VP334	30
3. Misc. Speed Restrictions	
Klamath Falls Yard: All trks except 001, 002, 017 and 025	5
Texum lead	25
Dunsmuir: Drill Track	10

SI-04 MAIN TRACK DESIGNATIONS
Two main tracks between:
MP 333.6 and MP 331.0

SI-05 MILEPOST EQUATIONS
MP 415.36 = MP 413.99;
MP 344.34 = MP 344.17;
MP 340.53 = MP 340.21.

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 424.1	(#) 372.9	% 326.5
% 418.5	% 365.0	% 324.2
(#) 411.0	(#) 357.5	& 323.2 *
(#) 404.7	% 347.7	
% 400.2	(#) 342.4	
(#) 390.9	% 335.0	
% 384.0	(#) 330.3	
% 379.0	% 329.0	
% 374.9	& 327.3 *	

* Protects Sacramento River Bridge MP 325.0.

BLACK BUTTE SUBDIVISION (0920)

SI-08 RULES ITEMS

Rule 8.3: No normal position for switch at MP 427.0 on Texum Yard Lead (Connection to Modoc Sub.)

Rule 9.4.1: MP 327.7: when activated by slide, slide detector light for southward trains will display rotating red light to left of track. Trains must stop and make inspection of track at MP 327.5 to assure track is safe for passage.

Rule 30.13: Passenger trains must make running air brake test before passing Grass Lake.

Rule 32.1: Do not tie-up and leave a train unattended in heavy grade territory unless track has derail protection.

SI-09 FRA EXCEPTED TRACKS

Dunsmuir Yard: 513, 516, 517.; Klamath Falls:

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Bieber Line Jct.	427.6	. . .
Midland	422.3	OZ307
Macdoel	396.7	OZ283

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 158 tons

When operating on descending grade between Grass Lake and Dunsmuir the following table must be used to determine maximum speed:

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
Below 80	500 or less	No restriction
	501-600	40
	601-700	35
80 thru 110	300 or less	No restriction
	301-500	40
	501-600	30
	601-700	25
110+ thru 115	300 or less	40
	301-500	35
	501-600	30
	601-700	25
115+ thru 125	300 or less	35
	301-600	30
	601-700	25
125+ thru 135	500 or less	30
	501-700	25

AJN

Exceptions:

* Between south switch Upton and MP 332.6, freight trains must operate 5 MPH below speed listed in table.

* On descending grade between MP 332.6 and MP 322.6, freight trains must not exceed 500 tons per Dynamic brake axle.

* Between MP332.6 and MP322.6: A train that exceeds the 500 ton per axle restriction, or exceeds the table, or experiences dynamic brake failure, or the use of full dynamic brakes and an 18-pound brake pipe reduction will not control the train at the allowable speed, the train must be STOPPED and sufficient hand brakes set to prevent movement. The train must not proceed until additional dynamic braking is obtained, tonnage is reduced or retainers on all cars are placed in operative position. When it is necessary to use retainers, the train must not proceed except as instructed by the district Mgr of Operating Practices.

SI-13 TRAIN MAKE-UP RESTRICTIONS

Tri-level cars TTQX (type M3X), BNSF 306000 - 306153, GVSR 89000 - 89058, must not be operated on the Black Butte Subdivision.

Use the following table to determine maximum EPA/EDBA permitted within following restricted areas:

LEAD CONSIST EPA/EDBA TABLE
Black Butte and Dunsmuir

Train Type	Max EPA	Max EDBA
All north Trains	31	28
All south Trains:	62 (all intermodal equip) 52 (other trains)	26

TRAIN MAKE-UP RESTRICTIONS
between DUNSMUIR and AZALEA
Note: asterisk (*) character can be a letter or a number.

A. Use following instructions to determine coupler limits and helper placement:
Between designated limits, the amount of trailing tonnage behind a RESTRICTED car must not exceed the tonnage listed in the 'Maximum Trailing Tonnage' table. When train includes any helper positioned within the trailing tonnage behind a restricted car, subtract the tonnage handled by the helper using the following calculation:
Multiply the EPA of the helper by the factor '164'. Subtract this tonnage from the total trailing tonnage behind a restricted car. This final figure is the actual trailing tonnage which must comply with the 'Maximum Trailing Tonnage' table.

Maximum Trailing Tonnage

Type of Car	2,500 Tons	3,000 Tons
Articulated doublestack Car (P3*, P4*, P5*)		One or more empty platforms
Multi-platform Spine Car (P3*, P5*)	One or more empty platforms	All platforms loaded
Car 73 feet in length or longer; weighs less than 50 tons	Coupled to another car less than 73 feet in length	Coupled to another car 73 feet in length or longer
Car is between 65 feet and 73 feet in length; weighs less than 50 tons		Coupled to another car less than 65 feet in length
TOFC/COFC flat car		Loaded on one end only

BLACK BUTTE SUBDIVISION (0920)

SI-13 TRAIN MAKE-UP RESTRICTIONS Continued...

B. When train tonnage exceeds 3,000 tons, the following cars must be no closer than the eleventh car behind the engine:
1. Empty car 73 feet or longer;
2. TOFC/COFC car loaded on one end only;
3. Articulated double stack car having one or more empty platforms.

C. When train tonnage exceeds 3,600 tons, each of the first five cars behind the lead consist must weigh at least 50 tons or more; AND
1. All must be 73 feet or longer; or
2. All must be less than 73 feet in length.

D. When train tonnage exceeds 4,000 tons, each of the first five cars behind the lead consist must be less than 73 feet in length.

E. When train tonnage exceeds 8,000 tons, each of the first 10 cars behind the lead consist must weigh 50 tons or more and be less than 73 feet in length.

In determining train make-up restrictions in A, B, C, D and E above, be governed by the following when dealing with these non-conventional cars:

Articulated doublestack car or spine car(P3*, P4*, P5*) having all platform/wells loaded is to be considered the equivalent of 2 1/2 cars, each weighing 50 tons and each less than 73 feet in length.

Articulated doublestack car or spine car(P3*, P4*, P5*) having any empty platform/wells is to be considered the equivalent of 2 1/2 cars, each weighing less than 50 tons and each less than 73 feet in length.

Articulated doublestack cars designated by TCS car type P1 will be considered as P3, P4 or P5 by the number of platforms listed on the consist. Example: DTTA 1234, DTTB 1234 and DTTC 1234 are three platform P3*s.

Two-unit solid drawbar-connected long cars (P2):
1. If the total weight of the car is 120 tons or more, it is to be considered the equivalent of two cars, each weighing 50 tons and each over 73 feet in length.
2. If the total weight of the car is less than 120 tons, it is to be considered the equivalent of two cars, each weighing less than 50 tons and each over 73 feet in length.

Three-unit solid drawbar-connected doublestack car (P3*):
1. If the total weight of the car is 150 tons or more and all platforms are loaded, it is to be considered the equivalent of three cars, each weighing 50 tons and each less than 73 feet in length.
2. If the total weight of the car is less than 150 tons, it is to be considered the equivalent of three cars, each weighing less than 50 tons and each less than 73 feet in length.

Four-unit solid drawbar-connected doublestack car (P4*):
1. If the total weight of the car is 200 tons or more and all platforms are loaded, it is to be considered the equivalent of four cars, each weighing 50 tons and each less than 73 feet in length.
2. If the total weight of the car is less than 200 tons, it is to be considered the equivalent of four cars, each weighing less than 50 tons and each less than 73 feet in length.

SI-13 TRAIN MAKE-UP RESTRICTIONS Continued...

COUPLER LIMITS:
Use following instructions to determine coupler limits and helper placement:
On ascending grades between designated limits, the amount of trailing tonnage behind a car must not exceed the tonnage listed in the 'Coupler Limits' table. When train includes any helper engine positioned within the trailing tonnage behind a car, subtract the tonnage handled by the helper using the following calculation
Multiply the EPA of the helper by the factor '164'. Subtract this tonnage from the total trailing tonnage behind a car. This final figure is the actual trailing tonnage which must comply with the 'Coupler Limits' table.

COUPLER LIMITS TABLE

Territory	Standard Car Coupler	High Strength Car Coupler
Dunsmuir to Azalea	4,100	4,100
Azalea to Grass Lake	7,000	10,000
Mount Hebron to Grass Lake	10,000	15,500

Each car is to be considered equipped with a standard type coupler unless it is known the car is equipped with high strength couplers. If it is not known that a car is equipped with high strength couplers, it can be determined by looking at the coupler casting identification located on top of the coupler. A high strength coupler will have the letter "E" as the LAST character of identification. Examples of high strength coupler identifications are E60HTE, SBE60CE, E60DE.

REVISE Rule 32.12.7 System Helper Placement Table to read:
A. Rear or Cut-in Requirement for Helper:
Use the following applicable table to determine whether a helper is placed on rear of train or at cut-in position on train. If rear helper or cut-in helper exceeds EPA requirements in below tables, sufficient locomotives must be isolated to prevent exceeding EPA limits in tables. It is permissible to cut out traction motors or trucks on units equipped with locked axle protection (GE AC, GE C40-8, GE C44-9 and EMD AC locomotives.

Northward trains between Dunsmuir and Azalea exceeding 5,500 feet in length (excluding locomotives) must not have helper double-headed or attached to lead consist in multiple. Helper must be entrained per following instructions.

LOADED BULK-COMMODITY UNIT TRAIN

Helper EPA	Placement Requirement
23 or less:	May be placed on rear or cut in as outlined in Part B. When placed on rear, it must be placed ahead of any caboose.
24 to 36:	Must be cut in as outlined in Part B.

EMPTY BULK-COMMODITY UNIT TRAIN

Helper EPA	Placement Requirement
11 or less:	May be placed on rear or at cut-in position as outlined in Part B. When placed on rear, it must be placed ahead of any caboose.
12 to 28:	Must be cut in as outlined in Part B.

SI-13 TRAIN MAKE-UP RESTRICTIONS Continued...

OTHER THAN A LOADED or EMPTY BULK-COMMODITY UNIT TRAIN	
Helper EPA	**Placement Requirement**
Any Helper	1. Rail pick-up cars RGAX 4694-4696; 2. Two-axle scale test car; 3. Cars designated 'Rear End Only' or 'Rear Rider'; 4. Occupied caboose; 5. Solid drawbar-connected five platform car in series CN 677000-677139; 6. Solid drawbar gondola AMGX car with symbol 2-P.
7 or less:	Placed on rear. The following makeup restrictions apply to cars and platforms/wells of multi-platform cars entrained within the 450-ton restricted tonnage limit immediately ahead of the helper. The conventional cars and platform/wells must not be: 1. Articulated multi-platform car having either an empty end platform/well or two consecutive empty platforms/wells; 2. Solid drawbar-connected car having a single empty platform/well; 3. Car less than 73 feet in length coupled to a car 73 feet in length or longer weighing less than 60 tons. 4. Intermodal flatcar 85 feet or longer in length loaded with a single trailer or container. Note: This also applies to a two-unit solid drawbar-connected (twin flatcars 186 feet in total length) with a single trailer/container on either platform. When train makeup within the 450 tons immediately ahead of the helper does not meet the above requirements, helper may be cut into train at a location that does permit complying with makeup restrictions. When cut into train under this condition, Part B will not apply.
8 to 12:	Placed on rear. The following makeup restrictions apply to cars and platforms/wells of multi-platform cars entrained within the restricted tonnage limit immediately ahead of the helper. The conventional cars and platform/wells must not be: 1. Articulated multi-platform car having either an empty end platform/well or two consecutive empty platforms/wells; 2. Solid drawbar-connected car having a single empty platform/well; 3. Car less than 73 feet in length coupled to a car 73 feet in length or longer weighing less than 60 tons. 4. Intermodal flatcar 85 feet or longer in length loaded with a single trailer or container. Note: This also applies to a two-unit solid drawbar-connected (twin flatcars 186 feet in total length) with a single trailer/container on either platform. When train makeup within the restricted tonnage limit immediately ahead of the helper does not meet the above requirements, helper may be cut into train at a location that does permit complying with makeup restrictions. When cut into train under this condition Part B will not apply.

SI-13 TRAIN MAKE-UP RESTRICTIONS Continued...

OTHER THAN A LOADED or EMPTY BULK-COMMODITY UNIT TRAIN	
Helper EPA	**Placement Requirement**
13 to 21:	Placed on rear. The following makeup restrictions apply to cars and platforms/wells of multi-platform cars entrained within the restricted tonnage limit immediately ahead of the helper. The conventional cars and platform/wells must not be: 1. Articulated multi-platform car having either an empty end platform/well or two consecutive empty platforms/wells; 2. Solid drawbar-connected car having a single empty platform/well; 3. Car less than 73 feet in length coupled to a car 73 feet in length or longer weighing less than 60 tons. 4. Intermodal flatcar 85 feet or longer in length loaded with a single trailer or container. Note: This also applies to a two-unit solid drawbar-connected (twin flatcars 186 feet in total length) with a single trailer/container on either platform. 5. Car weighing less than 45 tons. When train makeup within the restricted tonnage limit immediately ahead of the helper does not meet the above requirements, helper may be cut into train at a location that does permit complying with makeup restrictions. When cut into train under this condition Part B will not apply.
22 to 36:	Must be cut in as outlined in Part B. The following makeup restrictions apply to cars and platforms/wells of multi-platform cars entrained within the restricted tonnage limit immediately ahead of the helper. The conventional cars and platform/wells must not be: 1. Articulated multi-platform car having either an empty end platform/well or two consecutive empty platforms/wells; 2. Solid drawbar-connected car having a single empty platform/well; 3. Car less than 73 feet in length coupled to a car 73 feet in length or longer weighing less than 60 tons. 4. Intermodal flatcar 85 feet or longer in length loaded with a single trailer or container. Note: This also applies to a two-unit solid drawbar-connected (twin flatcars 186 feet in total length) with a single trailer/container on either platform. 5. Car weighing less than 45 tons.

BLACK BUTTE SUBDIVISION (0920)

SI-13 TRAIN MAKE-UP RESTRICTIONS Continued...

RESTRICTED TONNAGE:
When helper exceeds 7 EPA, the cars that make up the tonnage ahead of the helper as indicated in the following table must comply with the train makeup restrictions contained in Rule 32.12.7 Helper Placement.

RESTRICTED TONNAGE TABLE - Dunsmuir to Azalea

Helper EPA	Rear Helper	Cut-in Helper
8 to 12	800	400
13 to 16	1050	525
17	1250	625
18	1500	750
19	1750	850
20	1950	950
21	2200	1100
22	-----	1200
23	-----	1325
24	-----	1450
25	-----	1550
26	-----	1675
27	-----	1800
28	-----	1900
29	-----	2025
30	-----	2150
31	-----	2250
32	-----	2375
33	-----	2475
34	-----	2600
35	-----	2725
36	-----	2825

SI-14 MISC. INSTRUCTIONS

Klamath Falls: BNSF operating Remote Control Locomotives between BNSF Yard and BNSF Crossover to White Line.

Klamath Falls Yard and Texum: Freight trains must receive permission from Train Dispatcher or representative to make any of the following movements:
* Entering main track between MP 427.3 and MP 429.8;
* Occupying trks 001, 002, 017 and 025;
* Occupying track at Texum;
* Departing Texum, Klamath Falls or Klamath Falls Yard.

Derail (Rule 8.20): in service at following location:
South Black Butte - south end of siding.
Derail will be locked in non-derailing position except when engines or cars are left unattended on siding.

Mott: Flashing white light on mast MP 331.5 will be illuminated for southward trains on main track when southward Absolute signal at south end Mott displays Clear or Approach.

Dunsmuir: Southward freight trains must not pass CP VP323 North Dunsmuir without obtaining yarding or crew change instructions. Southward trains at Dunsmuir are to use main track or siding only, and must not use yard tracks.

Snow Conditions:
A. When spreader is connected in multiple with engine, Rule 31.6.2 Procedure for Conducting Inspection and Test of Locomotive Brakes must be performed by engineer when taking charge.
B. To prevent build-up of ice on brake shoes and to ensure that air brakes are effective, engineer operating engine with flanger must make an automatic brake pipe reduction of sufficient amount to allow both engine and flanger brakes to apply. This procedure must be done at approximately 10 minute intervals.
C. Flangers operating in snow territory must raise flanger blades and stop while train or engine is passing on adjacent track.
D. Rotary snowplows must be stopped with wings in the closed position when a train or engine is passing on adjacent track.
E. Flangers (operating snow equipment) may operate at 5 MPH above the posted maximum speed limit not to exceed 35 MPH.

NOTES:

VALLEY SUBDIVISION (0918)

Radio Display:
Dunsmuir to Berg -8080
Berg to East Roseville -5151
-

Mile Post	Rule 6.3	CP #'s	SOUTH ▼ STATIONS ▲ NORTH	Sta. #'s	Siding Feet
321.4	CTC	VP321	DUNSMUIR x-over !BTX	OZ209	8501
			(1.8)		
319.6		VP320	SOUTH DUNSMUIR	OZ208	
			(0.4)		
319.2		VP319	CASTLE CRAG !	OZ205	5805
318.0		VP318	(5.3)		
313.9		VP314	CONANT !	OZ200	5385
312.7		VP313	(3.7)		
310.2		VP310	SIMS !	OZ196	8300
308.6		VP309	(6.0)		
304.2		VP304	GIBSON !	OZ191	4970
303.2		VP303	(3.9)		
300.3		VP300	LAMOINE !	OZ187	5570
299.1		VP299	(3.0)		
297.3		VP297	DELTA !	OZ183	5255
296.2		VP296	(4.4)		
285.9		VP286	LAKEHEAD !	OZ179	8300
284.2		VP284	(7.7)		
278.2		VP278	OBRIEN !	OZ171	6120
277.0		VP277	(7.3)		
270.9		VP271	GRAY ROCKS !	OZ164	9350
269.1		VP269	(4.2)		
266.7		VP267	CENTRAL VALLEY !	OZ160	5095
265.7		VP266	(3.3)		
263.4		VP263	SILVERTHORN !	OZ156	5290
262.4		VP262	(4.8)		
258.6		VP259	REDDING	OZ152	
256.6		VP257	(3.5)		
255.1		VP255	GIRVAN !	OZ147	9245
253.3		VP253	(10.2)		
244.9		VP245	CULP !	OZ138	8445
243.2		VP243	(7.6)		
237.3		VP237	DRAPER !	OZ130	8200
235.6		VP236	(7.0)		
230.3		VP230	BLUNT !	OZ122	8345
228.6		VP229	(10.4)		
219.9		VP220	RAWSON !	OZ112	8305
218.2		VP218	(5.0)		
214.9		VP215	GERBER !	OZ107	13500
			(3.0)		
211.7		VP212	SOUTH GERBER TX	OZ105	
			(18.0)		
193.9		VP194	ANITA !	OZ087	8378
192.2		VP192	(10.2)		
183.7		VP184	CHICO !	OZ078	8540
182.1		VP182	(14.8)		
168.9		VP169	RICHVALE !	OZ061	8185
167.2		VP167	(13.1)		
155.8		VP156	FAGAN !	OZ049	8420
154.1		VP154	(9.7)		
146.1		VP146	BERG !	OZ038	8450
144.4		VP144	(4.1)		
142.0		F180	BINNEY JCT. (X)	PX774	
141.8			(7.6)		
134.4		VP134	OSTROM !	OZ028	8350
132.7		VP133	(11.1)		
123.3		VP123	BROCK !	OZ016	8260
121.6		VP122	(6.8)		
116.5			LINCOLN	PX903	
			(3.4)		
113.1		VP113	SUNSET WHITNEY !	OZ006	8370
111.4		VP111	(4.9)		
108.2		VP108	ANDORRA	OZ002	
			(1.1)		
107.1		VP107	SIERRA		
			(0.5)		

106.6	CTC	RV107	WASHINGTON		
			(0.2)		
106.4		RV106	EAST ROSEVILLE BTX	RV323	

(208.1)

SI-01 MAIN TRACK AUTHORITY

CTC between: MP 321.4 and MP 106.4

SI-02 MAXIMUM SPEED TABLE

Maximum Speed MPH

Between Mileposts 321.4 and 106.4	PSGR	FRT
(Except as Below).....	**70**	**70**
321.4 and 295.6 *.....	25	25
288.7 and 286.6.....	50	40
286.6 and 285.9.....	45	40
285.9 and 269.0.....	50	40
269.0 and 261.2.....	65	60
261.2 and 259.7.....	55	50
259.7 and 256.6.....	45	45
256.6 and 243.7.....	70	60
243.7 and 242.5.....	60	50
242.5 and 233.6.....	70	60
233.6 and 230.9.....	65	60
230.9 and 230.6.....	60	50
230.6 and 226.6.....	65	60
226.6 and 224.4.....	55	45
224.4 and 223.2.....	45	45
211.8 and 211.4.....	30	25
211.4 and 209.9.....	35	35
184.5 and 183.8.....	60	60
143.9 and 142.0.....	45	40
142.0 and 139.8.....	30	30
125.4 and 125.2.....	55	45
125.2 and 123.3.....	65	65
123.3 and 122.8.....	55	45
122.8 and 117.5.....	60	55
117.5 and 117.1.....	50	40
117.1 and 116.4.....	55	55
111.0 and 107.1.....	65	65
107.1 and 106.4.....	30	30

* Equation: milepost transition

VALLEY SUBDIVISION (0918)

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
Sidings Castle Crag, Conant, Sims, Gibson, Delta, Lakehead, O'Brien, Silverthorn, Gray Rocks, Culp, Draper, Blunt, Gerber	25
Sidings Anita, Chico, Richvale, Fagan, Berg, Sunset Whitney	20
Sidings Dunsmuir, Lamoine, Central Valley, Girvan, Rawson	10
2. Dual Control Switch Turnouts (No Exceptions)	
3. Misc. Speed Restrictions	
Girvan: trks.740-744	5
Anderson: trk.170	5
Red Bluff: trk.175, trks.792-794	5
Rawson: trks.812-815	5
Tehama: main track to CFNR through manual crossovers	5
Chico: all yard trks	5
Binney Jct. CP F180: connection track southward to Sacramento Sub	20
Binney Jct. CP F180: connection track northward to Sacramento Sub	10
Connection track between MP 107.1 and CP Yosemite MP 106.8 on Roseville Sub	10

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS

MP 295.67 = MP 288.72

SI-06 RCL OPERATIONS

Remote Control Area:
Roseville Area Limits:
Andorra MP 108.2 and MP 106.4 including Roseville Yard on Valley Sub; all main track, industrial leads and yard tracks.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 316.5	(#)& 241.8 *	(#) 116.9
% 311.7	(#) 225.9	% 108.2
(#) 307.4	% 220.4	
% 298.1	(#) 206.3	
(#) 283.2	(#) 191.3	
% 279.2	% 187.7	
% 267.7	(#) 178.3	
(#) 264.1	(#) 163.9	
% 261.3	(#)(@)150.5	
% 251.4	(#) 136.4	

* Protects Tunnel #3 MP 273.9. If detector is activated by a northward train and indicated car is a doublestack car loaded two containers high, car must be set out at Redding.

SI-08 RULES ITEMS

Rule 7.7. Redding:
Between CP VP259 and CP VP 257, kicking or dropping cars to the main track is prohibited.

Rule 32.1. Dunsmuir and Redding: When leaving the following trains or cuts of cars unattended, a sufficient number of hand brakes must be applied on the south end to hold the cars with the air brakes released, but apply no less than the number of hand brakes indicated below:

*Dunsmuir:	25 cars or less:	10 hand brakes
	26 to 50 cars:	15 hand brakes
	over 50 cars:	20 hand brakes
*Redding:	25 cars or less:	10 hand brakes trk163
	over 25 cars:	15 hand brakes trk163
	over 25 cars:	10 hand brakes trk031 and Lower #1 trk035

Rule 32.1: Between Dunsmuir and Gray Rocks do not tie-up and leave a train unattended unless track has derail protection. Exception: Lakehead.

SI-09 FRA EXCEPTED TRACKS

Sims: 521
Lakehead: All industry trks
Gray Rocks: 718
Silverthorn: 160
Redding: 731
Girvan: 753-754
Anderson: 767, 770
Red Bluff: 794
Rawson: 812

OZ103, OZ087, OZ078, OZ061, OZ055, OZ051, OZ043, OZ038, OZ028, OZ016, OZ006: all yard and industry tracks.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Anderson	247.1	OZ141
Red Bluff	223.4	OZ117
Redbank	221.0	. . .
Tehama	211.7	OZ105
Los Molinos	209.7	OZ103
Biggs	161.4	OZ055
Gridley	158.0	OZ051
Sunset	149.8	OZ043
Erle	131.2	OZ025
Ewing	121.0	OZ014

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 158 tons

VALLEY SUBDIVISION (0918)

SI-13 TRAIN MAKE-UP RESTRICTIONS

Tri-level cars TTQX (type M3X), BNSF 306000 - 306153, GVSR 89000-89058, must not be operated on the Valley Subdivision.

Use the following table to determine maximum EPA/EDBA permitted within following restricted areas:

LEAD CONSIST EPA/EDBA TABLE
Between Dunsmuir and Lakehead

Train Type	Max EPA	Max EDBA
All northward trains	31	28
All southward trains	62 (all intermodal equip) 52 (other trains)	26

TRAIN MAKE-UP RESTRICTIONS between DUNSMUIR and LAKEHEAD
Note: asterisk (*) character can be a letter or a number.

A. Use following instructions to determine coupler limits and helper placement:

Between designated limits, the amount of trailing tonnage behind a RESTRICTED car must not exceed the tonnage listed in the 'Maximum Trailing Tonnage' table. On ascending grade, when train includes any helper positioned within the trailing tonnage behind a restricted car, subtract the tonnage handled by the helper using the following calculation:

Multiply the EPA of the helper by the factor '164'. Subtract this tonnage from the total trailing tonnage behind a restricted car. This final figure is the actual trailing tonnage which must comply with the 'Maximum Trailing Tonnage' table.

Maximum Trailing Tonnage Table

Type of Car	4,600 Tons	6,100 Tons
Articulated doublestack car (P3*,P4*,P5*)	One or more empty platforms	
Multi-plaform spine car (P3*, P5*)	One or more empty platforms	
Car 73 feet in length or longer weighing less than 50 tons	Coupled to a car less than 73 feet in length.	Coupled to another car 73 feet in length or longer.
Car is between 65 feet and 73 feet in length weighing less than 50 tons	Coupled to another car less than 65 feet in length	
TOFC/COFC flat car	Loaded on one end only	

SI-13 TRAIN MAKE-UP RESTRICTIONS Continued...

B. When train tonnage exceeds 3,600 tons, each of the first five cars behind the lead consist must weigh 50 tons or more. This restriction will not apply if train does not contain five cars that weigh 50 tons or more.

C. When train tonnage exceeds 4,100 tons, each of the first five cars behind the lead consist must weigh 50 tons or more; AND
1. All cars must be 73 feet or longer; or
2. All cars must be less than 73 feet in length.

In determining train make-up restrictions in A, B and C above, be governed by the following when dealing with these non-conventional cars:

Articulated doublestack car or spine car(P3*, P4*, P5*) having all platform/wells loaded is to be considered the equivalent of 2 1/2 cars, each weighing 50 tons and each less than 73 feet in length.

Articulated doublestack car or spine car(P3*, P4*, P5*) having any empty platform/wells is to be considered the equivalent of 2 1/2 cars, each weighing less than 50 tons and each less than 73 feet in length.

Articulated doublestack cars designated by TCS car type P1 will be considered as P3, P4 or P5 by the number of platforms listed on the consist. Example: DTTA 1234, DTTB 1234, DTTC 1234 are all three platform (P3*)s.

Two-unit solid drawbar-connected long cars (P2):
1. If the total weight of the car is 120 tons or more, it is to be considered the equivalent of two cars, each weighing 50 tons and each over 73 feet in length.
2. If the total weight of the car is less than 120 tons, it is to be considered the equivalent of two cars, each weighing less than 50 tons and each over 73 feet in length.

Three-unit solid drawbar-connected doublestack car (P3*):
1. If the total weight of the car is 150 tons or more and all platforms are loaded, it is to be considered the equivalent of three cars, each weighing 50 tons and each less than 73 feet in length.
2. If the total weight of the car is less than 150 tons, it is to be considered the equivalent of three cars, each weighing less than 50 tons and each less than 73 feet in length.

Four-unit solid drawbar-connected doublestack car (P4*):
1. If the total weight of the car is 200 tons or more and all platforms are loaded, it is to be considered the equivalent of four cars, each weighing 50 tons and each less than 73 feet in length.
2. If the total weight of the car is less than 200 tons, it is to be considered the equivalent of four cars, each weighing less than 50 tons and each less than 73 feet in length.

SI-13 TRAIN MAKE-UP RESTRICTIONS Continued...

COUPLER LIMITS:
Use following instructions to determine coupler limits and helper placement:
On ascending grades between designated limits, the amount of trailing tonnage behind a car must not exceed the tonnage listed in the 'Coupler Limits' table. When train includes any helper engine positioned within the trailing tonnage behind a car, subtract the tonnage handled by the helper using the following calculation:
Multiply the EPA of the helper by the factor 164'. Subtract this tonnage from the total trailing tonnage behind a car. This final figure is the actual trailing tonnage which must comply with the 'Coupler Limits' table.

Coupler Limits Table		
Territory	**Standard Car Coupler**	**High Strength Car Coupler**
Delta to Dunsmuir	7,000	10,000

Each car is to be considered equipped with a standard type coupler unless it is known the car is equipped with high strength couplers. If it is not known that a car is equipped with high strength couplers, it can be determined by looking at the coupler casting identification located on top of the coupler. A high strength coupler will have the letter "E" as the LAST character of identification. Examples of high strength coupler identifications are E60HTE, SBE60CE, E60DE.

REVISE Rule 32.12.7 System Helper Placement Table to read:
A. Rear or Cut-in Requirement for Helper:
Use the following applicable table to determine whether a helper is placed on rear of train or at cut-in position on train. If rear helper or cut-in helper exceeds EPA requirements in below tables, sufficient locomotives must be isolated to prevent exceeding EPA limits in tables. It is permissible to cut out traction motors or trucks on units equipped with locked axle protection (GE AC, GE C40-8, GE C44-9 and EMD AC locomotives.

LOADED BULK-COMMODITY UNIT TRAIN	
Helper EPA	**Placement Requirement**
23 or less:	May be placed on rear or cut in as outlined in Part B. When placed on rear, it must be placed ahead of any caboose.
24 to 36:	Must be cut in as outlined in Part B.

EMPTY BULK-COMMODITY UNIT TRAIN	
Helper EPA	**Placement Requirement**
11 or less:	May be placed on rear or at cut-in position as outlined in Part B. When placed on rear, it must be placed ahead of any caboose.
12 to 28:	Must be cut in as outlined in Part B.

SI-13 TRAIN MAKE-UP RESTRICTIONS Continued...

OTHER THAN A LOADED or EMPTY BULK-COMMODITY UNIT TRAIN	
Helper EPA	**Helper Placement**
Any helper:	1. Rail pick-up cars RGAX 4694-4696; 2. Two-axle scale test car; 3. Cars designated 'Rear End Only' or 'Rear Rider'; 4. Occupied caboose; 5. Solid drawbar-connected five platform car in series CN 677000-677139; 6. Solid drawbar gondola AMGX car with symbol 2-P.
7 or less:	Placed on rear. The following makeup restrictions apply to cars and platforms/wells of multi-platform cars entrained within the 450 tons restricted tonnage limit immediately ahead of the helper. The conventional cars and platform/wells must not be: 1. Articulated multi-platform car having either an empty end platform/well or two consecutive empty platforms/wells; 2. Solid drawbar-connected car having a single empty platform/well; 3. Car less than 73 feet in length coupled to a car 73 feet in length or longer weighing less than 60 tons. 4. Intermodal flatcar 85 feet or longer in length loaded with a single trailer or container. Note: This also applies to a two-unit solid drawbar-connected (twin flatcars 186 feet in total length) with a single trailer/container on either platform. When train makeup within the 450 tons restricted tonnage limit immediately ahead of the helper does not meet the above requirements, helper may be cut into train at a location that does permit complying with makeup restrictions. When cut into train under this condition Part B will not apply.
8 to 12:	Placed on rear. The following makeup restrictions apply to cars and platforms/wells of multi-platform cars entrained within the restricted tonnage limit immediately ahead of the helper. The conventional cars and platform/wells must not be: 1. Articulated multi-platform car having either an empty end platform/well or two consecutive empty platforms/wells; 2. Solid drawbar-connected car having a single empty platform/well; 3. Car less than 73 feet in length coupled to a car 73 feet in length or longer weighing less than 60 tons. 4. Intermodal flatcar 85 feet or longer in length loaded with a single trailer or container. Note: This also applies to a two-unit solid drawbar-connected (twin flatcars 186 feet in total length) with a single trailer/container on either platform. When train makeup within the restricted tonnage limit immediately ahead of the helper does not meet the above requirements, helper may be cut into train at a location that does permit complying with makeup restrictions. When cut into train under this condition Part B will not apply.

TABLE CONTINUED ON NEXT PAGE

VALLEY SUBDIVISION (0918)

SI-13 TRAIN MAKE-UP RESTRICTIONS Continued...

OTHER THAN A LOADED or EMPTY BULK-COMMODITY UNIT TRAIN	
Helper EPA	**Helper Placement**
13 to 21:	Placed on rear. The following makeup restrictions apply to cars and platforms/wells of multi-platform cars entrained within the restricted tonnage limit immediately ahead of the helper. The conventional cars and platform/wells must not be: 1. Articulated multi-platform car having either an empty end platform/well or two consecutive empty platforms/wells; 2. Solid drawbar-connected car having a single empty platform/well; 3. Car less than 73 feet in length coupled to a car 73 feet in length or longer weighing less than 60 tons. 4. Intermodal flatcar 85 feet or longer in length loaded with a single trailer or container. Note: This also applies to a two-unit solid drawbar-connected (twin flatcars 186 feet in total length) with a single trailer/container on either platform. 5. Car weighing less than 45 tons. When train makeup within the restricted tonnage limit immediately ahead of the helper does not meet the above requirements, helper may be cut into train at a location that does permit complying with makeup restrictions. When cut into train under this condition Part B will not apply.
22 to 36:	Must be cut in as outlined in Part B. The following makeup restrictions apply to cars and platforms/wells of multi-platform cars entrained within the restricted tonnage limit immediately ahead of the helper. The conventional cars and platform/wells must not be: 1. Articulated multi-platform car having either an empty end platform/well or two consecutive empty platforms/wells; 2. Solid drawbar-connected car having a single empty platform/well; 3. Car less than 73 feet in length coupled to a car 73 feet in length or longer weighing less than 60 tons. 4. Intermodal flatcar 85 feet or longer in length loaded with a single trailer or container. Note: This also applies to a two-unit solid drawbar-connected (twin flatcars 186 feet in total length) with a single trailer/container on either platform. 5. Car weighing less than 45 tons.

SI-13 TRAIN MAKE-UP RESTRICTIONS Continued...

RESTRICTED TONNAGE:
When helper exceeds 7 EPA, the cars that make up the tonnage ahead of the helper as indicated in the following table must comply with the train makeup restrictions contained in Rule 32.12.7 Helper Placement.

Between DUNSMUIR and LAKEHEAD		
HELPER EPA	**Rear Helper**	**Cut-in Helper**
8 to 12	800	400
13 to 16	1050	525
17	1250	625
18	1500	750
19	1750	850
20	1950	950
21	2200	1100
22	----	1200
23	----	1325
24	----	1450
25	----	1550
26	----	1675
27	----	1800
28	----	1900
29	----	2025
30	----	2150
31	----	2250
32	----	2375
33	----	2475
34	----	2600
35	----	2725
36	----	2825

SI-14 MISC. INSTRUCTIONS

Restricted Tracks: 6-axle units are prohibited on any industry track between Tehama and Dunsmuir. Only 4-axle units not exceeding 140 tons may operate on yard tracks at Chico.

Dunsmuir: Northward freight trains must not pass CP VP321 without obtaining instructions regarding crew change.

Indicator letter 'W' on signal mast MP 319.9 at county road crossing: when illuminated, southward trains on main track or siding are required to STOP and not proceed until 'W' indicator is extinguished. This does not apply to trains or engines making switching moves that do not block county road crossing.

Lamoine: Siding must not be entered by southward freight trains.

Redding: If signal 2582 displays a STOP and PROCEED indication, northward trains must stop south of South Street and contact Train Dispatcher before proceeding. Be governed by his instructions.

Chico: Between MP 187.5 and MP 182.5, crew members must close all windows on all occupied locomotives for safety purposes.

Tehama: Yard Limits between MP 186.3 (MP 211.6) and MP 185.5 on old West Valley route; operation joint with CFNR.

Roseville Terminal: Refer to Roseville Subdivision for Roseville Terminal Special Instructions.

Derails (Rule 8.20) in service at following locations:
Ostrom - south end
Brock - south end

MODOC SUBDIVISION (0921)

Mile Post	Rule 6.3	CP #'s	Radio Display: MP 552.9 to MP 445.6 -1414 Texum -9696 SOUTH ▼ STATIONS ▲ NORTH	Sta. #'s	Siding Feet
553.2	YL		TEXUM TY (6.1)	OZ311	
547.1	TWC		STUKEL (9.2)	OY356	3666
537.9			MERRILL (4.7)	OY347	3660
533.2			HATFIELD (3.5)	OY342	4883
529.7			TULE LAKE (4.3)	OY339	2058
525.4			BNSF CROSSING (X)(A) (1.1)		
524.3			STRONGHOLD (18.2)	OY333	3648
506.1			PEREZ (20.7)	OY315	4905
485.4			AMBROSE (7.7)	OY294	3859
477.7			CANBY (19.4)	OY287	4936
457.4			ALTURAS T (18.7)	OY267	6197
445.6			END OF TRACK		

(116.7)

SI-01 MAIN TRACK AUTHORITY

TWC between:
MP 552.9. and MP 445.6.

Yard Limits between:
MP 553.2 switch at Texum lead and MP 552.9.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 553.2 and 445.6	
(Except as Below).....	**40**
552.9 and 553.2 N.....	10
553.2 and 552.9.....	25
536.7 and 525.3.....	25
519.0 and 516.2.....	25
516.2 and 513.6.....	10
513.6 and 496.0.....	25
496.0 and 495.0.....	10
495.0 and 480.0.....	25
480.0 and 479.0.....	10
479.0 and 462.6.....	25
462.6 and 459.4.....	10
459.4 and 458.3.....	25
458.3 and 456.8.....	10
456.8 and 445.6.....	25

Note: Where no permanent or temporary speed restrictions are in effect for freight trains, UPRR Passenger Trains may operate at 5 MPH above maximum speed for freight trains.

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
All sidings.....	10
2. Dual Control Switch Turnouts (No Exceptions.)	
3. Misc. Speed Restrictions	
Tuber Grain Elevator: trk.744.....	5

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS
MP 458.3 = MP 457.4

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

% 548.7	(#) 520.2	% 481.1
(#) 546.2	(#) 501.1	(#) 473.3
(#) 533.6	(#) 489.6	(#) 463.6

SI-08 RULES ITEMS - None.

SI-09 FRA EXCEPTED TRACKS - None.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Spring Lake	550.3	OY359
Hosley	543.0	OY353
Lost River	540.6	OY349
Malone	536.0	OY345
Tuber	527.7	OY337
Staley	522.0	OY331
Copic	520.3	OY329
Juniper	459.7	OY269
McArthur	446.4	OY256

SI-11 INDUSTRIAL LEADS - None.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 158 Tons

Grade Restrictions: On descending grades between: Ambrose MP 485.0 and Canby MP 479.0; the following table must be used to determine the maximum speed allowed:

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
Below 80	250 or less	No Restriction
	250 to 350	30
	350 to 500	25
80 thru 110	250 or less	30
	250 to 350	25
	350 to 500	20
110+ thru 140	250 or less	25
	250 to 350	25
	350 to 500	20

A train that exceeds the table, one that experiences dynamic brake failure, or when the use of full dynamic brakes and an 18-pound brake pipe reduction will not control the train at the allowable speed, the train must be stopped and sufficient hand brakes set to prevent movement. The train must not proceed until additional dynamic braking is obtained, tonnage reduced, or retainers on all cars are placed in operative position. The train must not proceed except as instructed by the district Manager of Operating Practices.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

Snow Conditions:

A. When spreader is connected in multiple with engine, Rule 31.6.2 Procedure for Conducting Locomotive Air Brake Test, must be performed by engineer when taking charge.

B. To prevent build-up of ice on brake shoes and to ensure air brakes are effective, engineer operating engine with flanger must make an automatic brake pipe reduction of sufficient amount to allow both engine and flanger brakes to apply. This procedure must be done at approximately 10 minute intervals.

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

D. Rotary snowplows must be stopped with wings in the closed position when a train or engine is passing on adjacent track.

E. Flangers (operating snow equipment) may operate at 5 MPH above the posted maximum speed limit not to exceed 35 MPH.

Alturas: Yard limits extend on line serving Lakeview from point of connection with Modoc Sub. to MP 458.6. Between these points operation is joint with Great Western Railway.

FRESNO SUBDIVISION (0938)

Radio Display:
Elvas to South Florin -5151
South Florin to Arena -0808
Arena to Bakersfield -9696

Mile Post	Rule 6.3	CP #'s	SOUTH ▼ STATIONS ▲ NORTH	Sta. #'s	Siding Feet
38.9	CTC	RV091	ELVAS Trk.1 T	RV338	
			(0.6)		
38.9		RV092	ELVAS Trk.2		
			(0.6)		
39.3	CTC 2MT	SP039	SOUTH ELVAS		
			(2.3)		
41.8		SP042	BRIGHTON X	JO439	
			(1.2)		
43.0		SP043	POLK		
			(1.7)		
44.7	CTC	SP045	NORTH FLORIN		
			(2.9)		
47.6		SP048	SOUTH FLORIN	JO435	
			(4.5)		
52.1	CTC 2MT	SP052	ELK GROVE	JO429	
			(2.9)		
55.0	CTC		CP SP055		
			(7.2)		
59.5	CTC	SP060	NEED	JO421	
62.2	2MT	SP062	(7.6)		
68.1	CTC	SP068	ACAMPO !	JO412	8350
69.8		SP070	(3.5)		
71.9		SP072	LODI ! T	JO409	6070
73.3		SP073	(3.6)		
74.8		SP075	TOMSPUR !	JO404	9805
76.9		SP077	(3.1)		
80.0	CTC 2MT	SP080	AKERS	JO400	
			(2.3)		
82.3		SP082	NORTH EL PINAL		
			(0.7)		
83.0		SP083	EL PINAL	PX859	
			(1.0)		
84.0			STOCKTON T	PX862	
			(0.2)		
84.2		SP084	MARKET X		
			(0.3)		
84.5		SP085	CHURCH		
			(0.2)		
84.7			BNSF CROSSING (X)(M)		
			(0.1)		
84.8		SP087	SCOTTS X		
			(2.3)		
87.1	DT ABS	SP088	HUNTER STREET X		
			(5.8)		
92.9	CTC	SP090	NORTH LATHROP X		
			(0.6)		
93.5		SP092	PACIFIC		
			(0.4)		
93.9		SP093	HICKS		
			(0.2) (X)UP(M)		
94.1		SP094	PALM		
			(5.3)		
97.7		SP098	CALLA !		8350
99.4		SP099	(9.3)		
107.0		SP107	COVELL !	JO386	8350
108.7		SP109	(1.6)		
110.3		SP110	NORTH MODESTO		6236
			(1.3)		
111.6		SP111	WOODLAND		
			(1.0)		
112.6		SP112	SOUTH MODESTO	PO032	4192
			(0.4)		
113.0		SP113	I STREET		
			(1.7)		
114.7		SP115	MODESTO JCT.	JO379	
			(4.2)		
117.2	CTC	SP117	CERES !	JO376	8350
118.9		SP119	(6.1)		
125.0		SP125	TURLOCK	PG203	
			(5.4)		
128.7		SP129	ALCANT !	JO364	8350
130.4		SP130	(10.2)		
138.9		SP139	ARENA !	JO354	8350
140.6		SP141	(7.3)		
146.3		SP146	FERGUS !	JO346	8350
147.9		SP148	(1.4)		
149.3		SP149	NORTH MERCED		
			(2.1)		
151.4		SP151	SOUTH MERCED	JO343	
			(6.6)		
156.3		SP156	LINGARD !	JO337	8350
158.0		SP158	(11.8)		
168.0		SP168	CHOWCHILLA !	JO326	8300
169.8		SP170	(9.9)		
178.0		SP178	NOTARB !	JO315	8410
179.7		SP180	(3.4)		
183.1		SP183	NORTH MADERA		
			(1.9)		
185.0		SP185	SOUTH MADERA		
			(6.0)		
189.3		SP189	IRRIGOSA !	JO304	8350
191.0		SP191	(6.2)		
197.2	CTC 2MT	SP197	BIOLA JCT	JO295	
			(2.1)		
199.3	DT ABS	SP199	BIOLA		
			(1.6)		
200.9			FRESNO YARD B	JO292	
			(8.2)		
209.1	CTC	SP209	CALWA	JO285	
			(8.0) (X)BNSF(M)		
215.4		SP215	GOBLE !	JO277	8350
217.1		SP217	(6.8)		
222.3		SP222	SUN-MAID !	JO270	8350
223.9		SP224	(3.4)		
227.3		SP227	KINGSBURG		
			(5.6)		
231.2		SP231	TRAVER !	JO262	8300
232.9		SP233	(4.4)		
237.3		SP238	NORTH GOSHEN !		
			(1.4)		
238.7		SP239	GOSHEN JCT X	JO255	12190
			(1.0)		
239.7		SP240	SOUTH GOSHEN !		
			(9.9)		
247.9		SP248	TULARE SIDING !		8200
249.6		SP250	(1.5)		
251.1		SP251	TULARE	JO244	
			(11.7)		
261.1		SP261	TIPTON !	JO233	8350
262.8		SP263	(11.8)		
272.9		SP273	EARLIMART !	JO221	8350
274.6		SP275	(9.4)		
282.3		SP282	DELFAR !	JO211	8350
284.0		SP284	(8.3)		
290.7		SP290	FAMOSO !	JO201	8350
292.3		SP292	(7.0)		
297.6		SP298	CAWELO !	JO194	8330
299.3		SP299	(7.0)		
304.5		SP305	SACO !	JO189	8350
306.3		SP306	(2.3)		
308.6			OIL JCT	JO185	
			(2.2)		
310.8		SP311	NORTH BAKERSFIELD		

(270.9)

FRESNO SUBDIVISION (0938)

SI-01 MAIN TRACK AUTHORITY

CTC between:
MP 38.9 and MP 87.1;
MP 92.9 and MP 199.3;
MP 209.1 and MP 310.8.

ABS Rule 9.14 / 9.15 between:
MP 87.1 and MP 92.9;
MP 199.3 and MP 209.1.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH	
Between Mileposts	**PSGR**	**FRT**
38.9 and 92.9		
(Except as Below).....	**79**	**70**
38.8 and 39.0 Trk.1 & Trk.2.....	25	25
39.0 and 40.9.....	40	40
40.9 and 43.0 N Trk.2.....	60	60
69.0 and 70.9.....	70	65
70.9 and 72.3.....	45+	45+
82.6 and 84.7.....	40	40
84.7 (X).....	30	30
84.7 and 85.3.....	60	60
87.0 and 87.1 1.....	40	40
Between Mileposts		
92.9 and 310.8*		
(Except as Below).....		**70**
92.9 and 93.5.....		25
93.5 and 94.0.....		30
110.2 and 114.7.....		40
168.0 and 197.2.....		60
197.2 and 209.1 Trk.1.....		40
197.2 and 197.3 Trk.2.....		30
197.3 and 209.1 Trk.2.....		40
199.3 and 209.1 N-Trk.1 S- Trk.2..		20
209.1 (X).....		30
219.0 and 221.0.....		60
224.5 and 226.0.....		60
244.8 and 310.8.....		60

* Where no permanent or temporary speed restrictions are in effect, UPRR passenger trains may operate 10 MPH above maximum speed for freight trains not to exceed 79 MPH.

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
Siding Tomspur.....	40
Sidings Arena, Chowchilla, Notarb, Saco.....	25
Sidings Acampo, Lodi, North Modesto, South Modesto, Irrigosa, Earlimart, Delfar, Famoso, Cawelo.....	10
2. Dual Control Switch Turnouts	
RV091 to Trk.2 Martinez Sub. west.....	25
RV092 to Trk.2 Martinez Sub. east.....	25
Turnouts: SP042, SP043, SP052, SP055, SP060, SP062, SP075, SP077, SP080, SP088	40
Crossover: SP082.....	15
Turnout: SP083 (to Sacramento sub).....	20
Crossover: SP087.....	10
Turnout: SP197.....	30
3. Misc. Speed Restrictions	
Connection track between CP SP085 and CP SP086 (BNSF).....	10
Connection track between CP SP092 Pacific and CP TR093 West Lathrop.....	20
Connection track between CP SP094 Palm and CP F085 Oakland Sub..	30
Connection track between CP SP093 Hicks and CP F085 Oakland Sub.	10
All work leads, industry and yard tracks between Bakersfield and Lathrop and between Elvas and Florin.....	5
Exception: Placerville Industrial Lead between MP 0.0 and MP 10.1 (all tracks), the Winery Spur lead between Madera and Hublein, all tracks in Fresno Yard.....	10

SI-04 MAIN TRACK DESIGNATIONS

Two main tracks between:
MP 38.9 and MP 43.0;
MP 52.1 and MP 55.0;
MP 59.5 and MP 62.2;
MP 80.0 and MP 87.1;
MP 197.2 and MP 199.3.

Double Track between:
MP 87.1 and MP 92.9;
MP 199.3 and MP 209.1.
Within these limits, track No. 1 is signaled for movement southward and track No. 2 is signaled for movement northward.

SI-05 MILEPOST EQUATIONS - None.

FRESNO SUBDIVISION (0938)

SI-06 RCL OPERATIONS

Remote Control Areas:
Roseville Limits: South Florin MP 47.6 and Elvas MP 39.8 on the Fresno Subdivision. All main track, industrial leads and yard tracks.

Stockton Limits: MP 80.0 Akers and MP 90.0. All main track, industrial leads and yard tracks.

Fresno Limits: MP 197.0 (Biola) and MP 211.0. All main track, industrial leads and yard tracks.

Bakersfield Limits: MP 304.0 (Saco) and MP 322.0 (Mojave Sub). All main Track, industrial leads and yard tracks.

Remote Control Zones:
Stockton Zone 3: West Yard #11 - Trk 114 to south clearance point with Trk 114.

Stockton Zone 4: West Yard #11 - Trk 113 to south clearance point with Trk 113.

Before entering any of above limits, train or engine movements must contact Stockton Yardmaster for permission to enter Zone limits.

Fresno North Zone: clearance point of track 118 and main track approximately MP 199.9 south thru all tracks from leads 118, 110 and 111 to middle of yard approximately MP 200.8.
PSP installed at north limit MP 199.9.

Before entering above limits, train or engine movements must contact Fresno Yardmaster for permission to enter Zone limits. Use radio channel 6666 to operate switches.

Restrictive Tonnage: 7000 tons per locomotive

Location	Entry speed
Fresno Track 112	6 MPH
Track 111	7 MPH
Track 818	4 MPH

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 44.6	(#) 144.7	(#) 253.3
% 48.8	% 152.5	% 258.2
(#) 55.5	(#) 161.2	(#) 267.7
(#) 65.7	% 165.9	(#) 277.2
% 74.8	% 173.1	% 288.7
(#) 78.5	(#) 176.3	(#) 294.5
(#) 91.1	% 181.6	(#) 307.7
% 95.5	% 187.0	
(#) 102.3	(#) 193.6	
% 109.3	(#) 212.3	
% 116.0	% 218.3	
(#) 121.1	(#) 224.4	
% 124.5	% 228.5	
(#) 132.5	(#) 235.1	
% 142.5	% 242.5	

SI-08 RULES ITEMS

Rule 9.12.2: Stockton: movements across BNSF interlocking MP 84.8 are controlled by BNSF Train Dispatcher. Contact on road channel 3636.

Calwa: movements across BNSF interlocking MP 209.1, are under control of BNSF. When signal governing movement across BNSF interlocking displays STOP indication, member of crew must notify UP Train Dispatcher who may authorize movement after ascertaining from BNSF Train Dispatcher that opposing controlled signals on BNSF track are set to display STOP indication.

SI-09 FRA EXCEPTED TRACKS

Sacramento area: all yard and industry tracks;

JQ439, JQ438, JQ435: All industry and yard tracks.

JQ409: 113-114, 501, 709-712,723-727.

PX859: 771-779, interchange tracks with ST&ERR.

Port of Stockton: interchange tracks with CCTRR
792-796, 813, 820-824,
829-830, 837-838.

PX862: 115, 500-502, 700-703, 771-772, 785-786, 793.

MP127.2: All yard and industry tracks
30 feet behind clearance point.

JQ343: 135 Ragu spur; from 16th St. eastward all yard and industry tracks.

JQ326: All yard and industry tracks.

JQ292: yd 11-trk 115. 729, 731, 741, 745-748.

JQ244: 747; JQ233: 762; Famosa: 784.

JQ201: 783, 786-787, 833, 836-837, all yard and industry tracks in Zone 5.

JQ199: 161, 768, 789;

JQ198: 789-790;

JQ193: 805-807, 809;

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Galt	63.3	JQ417
Urgon	69.3	JQ411
Castle	77.8	JQ402
French Camp	88.3	PX866
Lathrop	93.5	PX868
Manteca	96.8	JQ397
Ripon	103.3	JQ391
Salida	106.4	JQ387
East Modesto	113.1	JQ380
Keyes	120.8	JQ373
Turlock	126.2	PG203
Atwater	143.2	JQ351
Madera	183.9	JQ310
Fresno	205.5	JQ288
Calwa	208.3	JQ286
Malaga	210.4	JQ283
Fowler	215.1	JQ279
Kingsburg	226.0	JQ268
Tagus	245.6	JQ248
Tulare	250.0	JQ244
Pixley	266.8	JQ227
Cabernet	290.3	JQ201
Slater	295.9	JQ198
Lerdo	300.5	JQ193

FRESNO SUBDIVISION (0938)

SI-11 INDUSTRIAL LEADS

Placerville Industrial Lead:(0937) from Brighton 13.7 miles east to end of track; high-stand derail installed at MP 0.3. When derail is in derailing position and secured by MW lock, crew member must contact MW employee or Train Dispatcher for instructions.

Business Tracks	MP	Sta.#'s
Nimbus	12.7	JR412
Mills	6.9	JR406
Mayhew	4.2	JR404

Ione Industrial Lead:(0936) from Galt 24.0 miles east to MP 24.0. Track Out of Service between MP 24.0 and 27.4 and RED flag is displayed between rails at MP 24.0. Maximum speed 20 MPH.
Exceptions:
MP 27.4 to MP 26.0.....10
MP 0.4 to MP 0.0.....10
6-axle locomotives are prohibited from operation on entire lead.
Maximum Gross Weight between
Galt and Rancho Seco: 158 tons.
FRA Excepted Track MP 27.4 to MP 26.0.
Ione: Before making any switching movement at Owens-Illinois or Interpace on the Owens-Illinois lead, air brake system on each car handled must be charged a sufficient amount to complete a Rule 30.10.2 Air Brake test.
Ione: All yard tracks.....5 MPH

Business Tracks	MP	Sta.#'s
Indian Hill	22.7	JR322
Rancho Seco	12.5	JR312

Woodbridge Industrial Lead:(0935) from Lodi, 2.4 miles west to end of track. FRA Excepted Track: MP 1.0 to MP 2.1.

Business Tracks	MP	Sta.#'s
Woodbridge	73.8	JR202
Lodi	71.6	JQ409

Oakdale Industrial Lead:(0934) from Stockton via BNSF to Riverbank to Shortline RR and Oakdale.
When signals governing movement over (X) display STOP indication after approach circuit is occupied, a member of crew must contact Train Dispatcher for permission to operate push-button time release.
Approach circuit to reclear westward interlocking signal is located 2,000 ft. in advance of signal. Cars or engines must not be left standing in this 2,000 ft. approach circuit.
FRA Excepted Track: MP 91.3 to MP 93.0 main track; track 116.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 158 tons

Maximum Speed/TPOB Table
between MP 80.0 and MP 94.0

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
70 +	n/a	65

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

Restricted Tracks: Unless specifically authorized by MofW manager, 6-axle units are prohibited from operating on any roundhouse tracks at Fresno or any industry tracks on the Fresno Subdivision.
Exceptions:
Trk 764 Pixley,
Trk 735 Goshen,
Trk 742 Tulare,
Trk 726 Traver,
Trks 775-777 Saco,
wye tracks Fresno,
Gilbert Feeds at Keyes and
Foster Farms at Livingston.

Tagus: between MP 245.3 and MP 245.6 from 0700 hrs. to 1600 hrs. daily use bell and whistle approaching this location account Men & Equipment working near main track.

Stockton: CP SP086 is controlled by BNSF Train Dispatcher.

Fresno: Operation on wye at MP 204 is joint with SJVRR.

COAST SUBDIVISION (0950)

Radio Display:
N. Elmhurst to N. Salinas -4242
North Salinas to North SLO -5151
-

Mile Post	Rule 6.3	CP #'s	SOUTH ▼ STATIONS ▲ NORTH	Sta. #'s	Siding Feet
13.5	CTC	NI012	NORTH ELMHURST (2.2)	PX940	
15.7	TWC ABS		MULFORD (9.2)	CO010	
24.9			ALVARADO (5.7)	CO020	3248
30.6	CTC	CO030	CARTER T (1.6)		
31.0 32.2	CTC 2MT	CO031 CO032	NEWARK T (2.4)	CO025	
33.7 34.6	CTC	CO034 CO035	ALBRAE ! (10.0)	CO029	3980
44.7	CTC 3MT	CO045	COAST (1.1)		
45.7			SAN JOSE (0.7)	CO040	
46.4			CP STOCKTON (0.7)		
47.1			CP JULIAN T (0.6)		
47.7	CTC 2MT		CP CAHILL (0.8)		
48.5			CP DELMAS (0.5)		
49.0			CP MACK (0.5)		
49.5			CP MICHAEL X (2.1) (X)UP(M)		
51.6		CO052	LICK X (8.3)	CO047	
59.9	CTC	CO060	COYOTE (10.2)	CO055	
68.1 70.1		CO068 CO070	MORGAN HILL ! (6.9)	CO064	10529
77.0		CO077	GILROY (1.4)	CO072	
78.4	DT ABS		CP CO078 (1.3)		
79.7			CARNADERO (3.3)	CO075	
83.0	CTC	CO083	CORPORAL (6.7)	CO078	
89.7	DT ABS	CO090	LOGAN (7.6)	CO085	
97.3		CO097	WATSONVILLE JCT. BT (9.5)	CO092	
106.8 108.1	CTC	CO107 CO108	CASTROVILLE (6.3)	CO102	6300
113.1	TWC ABS	CO113	NORTH SALINAS (1.8)		
114.9			SALINAS B (16.3)	CO110	9895
131.2			GONZALES (9.0)	CO127	7475
140.2			SOLEDAD (20.1)	CO135	7450
160.3			KING CITY (19.2)	CO155	6300
179.5			SAN ARDO (13.0)	CO174	5780
192.5			BRADLEY (9.8)	CO187	5150
200.5 202.3			MCKAY (10.6)	CO195	W5000 E3770
212.9			PASO ROBLES (5.5)	CO208	
218.4	TWC ABS		TEMPLETON (11.2)	CO213	4700
229.6			SANTA MARGARITA (3.5)	CO225	19015
233.1	CTC	CO233	SOUTH SANTA MARGARITA (6.9)		
238.8 240.0		CO239 CO240	SERRANO ! (3.8)	CO233	5750
242.7 243.8		CO243 CO244	CHORRO ! (4.7)	CO236	5100
248.4 248.5	CTC 2MT	CO248 CO249	NORTH SAN LUIS OBISPO		

(236.2)

SI-01 MAIN TRACK AUTHORITY

CTC between:
MP 13.5 and MP 13.6;
MP 30.7 and MP 78.4;
MP 83.0 and MP 89.7;
MP 97.3 and MP 113.1;
MP 233.1 and MP 248.5.

ABS Rule 9.14 / 9.15 between:
MP 78.4 and MP 83.0;
MP 89.7 and MP 97.3.

ABS / TWC between:
MP 13.6 and MP 30.7;
MP 113.1 and MP 233.1.

Coast and Lick: Main tracks between Coast and Lick are controlled by San Jose Caltrain Train Dispatcher, and are under control and supervision of Penninsula Corridor Joint Powers Board (PCJPB) and Caltrain. Trains and engines using main tracks between Coast and Lick are governed by current UPRR Timetable/Special Instructions and the General Code of Operating Rules. The term Control Operator or Train Dispatcher will apply to Supervisors of Commuter Operations.

COAST SUBDIVISION (0950)

SI-02 MAXIMUM SPEED TABLE

Maximum Speed MPH

Between Mileposts 13.5 and 248.5	PSGR	FRT
(Except as Below)	**79**	**60**
13.5 and 13.7	15	15
13.7 and 17.1	50	40
17.1 and 26.1	70	60
26.1 and 26.4	60	60
26.4 and 29.2	70	60
29.2 and 31.0	35	35
31.0 and 35.2	70	60
35.2 and 35.8	65	55
35.8 and 38.2	70	60
38.2 and 38.7	50	40
38.7 and 39.4	70	60
39.4 and 40.0	45	40
40.0 and 43.0	60	50
43.0 and 43.8	50	50
43.8 and 44.6	30	25
44.6 and 46.7	40	40
46.7 and 47.8	15	15
47.8 and 49.4	35	35
44.6 and 46.3 Trks. 2 & 3	60	40
46.3 and 46.7 Trks. 2 & 3	45	25
46.7 and 47.1 Trks. 2 & 3	35	25
47.1 and 47.8 Trks. 2 & 3	20	10
47.8 and 49.4 Trk. 2	35	35
70.2 and 70.5	55	50
76.2 and 78.6	35	35
78.6 and 79.6	60	40
78.6 and 79.6 N Trk.1 & S Trk.2	59	40
79.6 and 80.1	55	40
80.1 and 83.1	60	40
80.1 and 83.1 N Trk.1 & S Trk.2	59	40
83.0 and 84.5	50	40
84.5 and 85.2	35	35
85.2 and 88.6	35	30
88.6 and 89.6	30	25
89.6 and 91.2	50	40
91.2 and 94.6	60	40
91.2 and 94.6 N Trk.1 & S Trk.2	59	40
94.6 and 96.6	50	40
96.6 and 97.3	25	25
97.3 and 98.1	45	40
98.1 and 104.9	50	40
104.9 and 114.6	70	60
114.6 and 118.6	60	40
118.6 and 144.3	70	60
144.3 and 145.8	45	40
145.8 and 146.0	40	35
146.0 and 150.7	45	40
150.7 and 152.1	60	40
152.1 and 159.7	70	60
159.7 and 160.6	60	60
160.6 and 164.0	70	60
164.0 and 165.4	45	40
165.4 and 172.5	70	60
172.5 and 182.1	60	40
182.1 and 184.8	55	40
184.8 and 185.0	50	40
185.0 and 190.3	55	40
190.3 and 191.0	20	20
191.0 and 205.6	55	40
205.6 and 208.5	50	40

Between Mileposts 13.5 and 248.5	PSGR	FRT
(Except as Below)	**79**	**60**
208.5 and 208.8	45	40
208.8 and 213.7	55	40
213.7 and 216.6	40	35
216.6 and 223.8	50	40
228.0 and 231.7	55	40
223.8 and 228.0	40	35
231.7 and 233.4	35	35
233.4 and 236.6	30	25
236.6 and 244.6	25	20
244.6 and 246.0	30	25
246.0 and 248.1	40	40
248.1 and 248.5	25	25

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed MPH

1. Thru Sidings & Turnouts

Siding Morgan Hill..... 35
Siding Albrae..... 20
Sidings Salinas, Gonzales, Serrano, Chorro..... 10
Turnouts: Castroville, Soledad (S), King City, San Ardo, Bradley (S), McKay (E/W), Templeton, Santa Margarita (S)..... 15

2. Dual Control Switch Turnouts

CP CO030, CP CO031, CP CO045..... 15
CP CO033..... 60
CP CO060..... 35
CP CO052: crossovers..... 40
CP CO045: crossovers..... 40

3. Misc. Speed Restrictions

San Jose Yard: Trks 013-024..... 5
Spring Switches (trailing): MP 83.1, MP 89.6, MP 97.3..... 25
Manual crossovers: MP 79.5, MP 230.8... 10
All yard and industry tracks between MP 83.1 and MP 214.0..... 5
San Jose Caltrain station Trk.2..... 15
San Jose Caltrain station Trks. 3-5:
Passenger..... 15
Freight..... 10

SI-04 MAIN TRACK DESIGNATIONS

Three main tracks between:
MP 44.6 and MP 47.7.

Two main tracks between:
MP 31.0 and MP 33.0;
MP 47.7 and MP 59.9.

Double track between:
MP 78.4 and MP 83.0;
MP 89.7 and MP 97.3.

Between Coast and Lick the easternmost track is designated track No. 1.

SI-05 MILEPOST EQUATIONS - None.

COAST SUBDIVISION (0950)

SI-06 RCL OPERATIONS

Remote Control Areas:
Watsonville Limits: MP 95.0 and MP 98.0. All main track, industrial leads and yard tracks.

San Jose Limits: MP 38.0 and MP 52.0. All industrial leads and yard tracks.

Remote Control Zones:
San Jose South Zone: from south end Track 125 at clearance point (near CP Stockton) north through and including all south end lead switches to tracks 013-515 south clearance points.
PSP installed at south limit.

San Jose North Zone: Track 126 from MP 44.7 (Coast) north to clearance point at main track.
PSP installed south side Reed St. crossing.

During the following periods contact San Jose Yardmaster before entering Zone:
Monday thru Friday 0630-2230 hrs. and
Saturday and Sunday 0630-1430 hrs.
Before entering San Jose Yard at CP Stockton or the station of Coast, trains and engines must have authority from San Jose yardmaster to ascertain whether any Zone is activated.

Restrictive Tonnage: 7000 tons per locomotive

Location	Entry Speed
San Jose: Track 25 East.....	7 MPH
West Yard track...	7 MPH

SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 12.4	(#) 123.7	% 233.3
% 23.6	(#) 136.3	% 241.5
(#) 28.9	(#) 155.5	(#) 244.8
% 33.2	% 166.7	
(#)hw52.6 *	(#) 175.4	
(#) 66.2	% 187.9	
(#) 83.3	(#) 192.8	
% 86.5	(#) 210.7	
(#) 99.1	% 214.6	
(#) 111.9	% 221.7	
% 119.1	(#) 226.9	

* hw (Hot Wheel/Sliding Wheel) detector at MP 52.6 is a separate function from the Hot Box/Dragger (#) portion of the detector. Trains activating the Hot Wheel detector portion must stop immediately consistent with proper train handling techniques. If necessary, train must be secured before making inspection. After inspection, if flat spots are found exceeding measurements in Rule 1.34, crew member must notify Train Dispatcher who will notify district MTO/MOP. Train must not be moved without authority from district MTO/MOP.

SI-08 RULES ITEMS

Rule 1.3.2: Employees whose duties require, must have copies of the current Caltrain Timetable available for reference.

Rule 5.11; Rule 15.7.1: Caltrain commuter trains may be addressed by schedule number shown in Public Schedule/Timetable on track warrants and track bulletins.

Rule 6.2: When track bulletin has been received listing current Caltrain instructions and crew has in possession those general orders listed, train may enter Caltrain trackage by controlled signal indication or verbal authority from Supervisor of Commuter Operations without obtaining a Caltrain track warrant.

Rule 6.30: Caltrain College Park and Santa Clara stations: When passenger trains are stopped on Trk.2 or Trk.3, trains moving on Trk.1 must ring bell continuously and sound whistle signal 5.8.2(7) when approaching station until headend has cleared passenger train.

Rule 6.32.1. Mt. Eden: Before making movement over Eichler Rd. located on spur track serving Lincoln Properties warehouse, crew member must place two lighted fusees on each side of track on the crossing.

Rule 6.32.6. King City:
Do not block public crossings between
MP 163.5 and MP 164.5 between
0745 hrs and 0801 hrs.

Rule 8.20. Wunpost: Derail on south end of track 725 protecting main track may be left in the non-derailing position when train departs southward and NO cars are left in yard. When any car(s) remain in yard, derail MUST be left lined in derailing position.

Rule 9.12.1: When the following letter-type indicators are illuminated, after stopping, trains are authorized to pass signal displaying STOP indication and proceed as specified below.
Castroville: Letter "S" on southward Absolute signal at the north end Castrovile requires trains via Ord to enter Seaside Industrial Lead and trains via Salinas to enter siding. Letter "S" on northward Absolute signal at the south end Castrovile requires trains to enter siding.
North Salinas: Letter "S" on southward Absolute signal requires trains to enter siding.

Rule 10.3: Between Coast and Lick, Track and Time must be granted by San Jose Control Operator. Telephone: 408-271-4987.

AB Rule 30.13: Passenger trains must make Running Air Brake test immediately before passing MP 239.5.

Rule 32.1: Do not tie up and leave a train unattended on heavy grade unless track has derail protection between
Santa Margarita MP 232.2 and
San Luis Obispo MP 247.3, and
the Vasona Industrial Lead.

COAST SUBDIVISION (0950)

SI-09 FRA EXCEPTED TRACKS

Mulford: Trk 125 portion that is further than 30 feet from the main track; also trks 721, 746, 756, 770, 775, 777, 788, 793, 794 and 800;

Alvarado: Trks 925-928.

Newark: Trks 100, 112, 711-725;

Newark Yard: yard trk 6;

San Jose: yard trks 15, 16, 21, 4.

Gilroy: Trks 745, 747, 749;

Logan: Trk 706.

Watsonville Yard: Yard Trks 2-16 including all lead trks and other trks more than 30 feet from main track.

Salinas: Trk 118 and all connecting tracks except trks 115 and 117; trks 733-734, 740 and all connecting tracks.

Luther: all lead and business trks;

Spreckels Industrial Lead: Trk 106 and all connecting tracks.

Robert: Trk 810;

Russell: Trks 822, 824;

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Mt. Eden	21.5	CO016
Baumberg	23.0	CO018
Alviso	38.5	CO034
Santa Clara	44.9	CO039
College Park	46.2	CO041
Perry	64.5	CO058
San Martin	71.2	CO066
Rucker	74.0	CO068
Moss Landing	104.0	CO099
Cooper	110.8	CO105
Firestone	116.8	CO112
Spence	122.1	CO117
Molus	135.5	CO130
Camphora	137.4	CO132
San Lucas	169.1	CO164
Wunpost	185.7	CO181
Atascadero	223.0	CO218
Cuesta	234.0	CO229

SI-11 INDUSTRIAL LEADS

Newark Industrial Lead:(0923) 2.5 miles westward from Newark manual interlocking to Dumbarton (end of track).

Vasona Industrial Lead:(0956) 15.7 miles westward between CP Cahill and Permanente.
All track is FRA Excepted Track. Cars must not be shoved ahead of engine on descending grade Permanente to Monta Vista. On descending grade between Permanente and Monta Vista, train exceeding 250 TPAD must have retaining valves set on all cars. At Permanente sufficient time must be allowed to charge air brake system on cars before making any switching movement or air brake test. Upon completion of proper air brake test, wait not less than five minutes to recharge air brake system before releasing hand brakes and commencing any movement.

Hollister Industrial Lead:(0954) From Carnadero 12.5 miles south to Hollister; end of track MP 12.5. Maximum speed 10 MPH except 5 MPH on Fat City spur and track #3282 at Hollister.
All track is FRA Excepted Track.

Business Tracks	MP	Sta.#'s
Bolsa	9.1	CB002

SI-11 INDUSTRIAL LEADS Continued...

Seaside Industrial Lead:(0951) 12.9 miles westward from Castroville MP 107.0.

Business Tracks	MP	Sta.#'s
Seaside	9.7	CB212
Ord	5.6	CB208
Castroville	0.0	CO102

Santa Cruz Industrial Lead:(0955) from Watsonville Jct. 31.9 miles west to Davenport;
Maximum speed 10 MPH;
All track is FRA Excepted Track except between MP 19.3 and MP 20.9. 6-axle locomotives are prohibited from operation on entire lead.
Derail on both tracks MP 31.5.

Remote Control Area Limits between:
MP 0.0 and MP 15.0.

Maximum train tonnage permitted (excluding locomotives).....3000 tons
Maximum train length permitted (excluding locomotives).....2000 feet

Business Tracks	MP	Sta.#'s
Capitola	15.7	CB115
Seabright	19.2	CB118
Santa Cruz	20.4	CB120
Eblis	21.6	CB121
Davenport	31.9	CB131

Spreckels Industrial Lead:(0952) 1.1 miles westward from Spreckels Jct. MP 116.9.

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 158 tons.

On descending grade between:
Santa Margarita MP 232.2 and
North San Luis Obispo MP 247.3, the following table must be used to determine maximum speed:

Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
Below 80	300 or Less	35 MPH
	300+ to 400	30 MPH
	400+ to 450	25 MPH
80 thru 100	300 or Less	25 MPH
	300+ to 400	20 MPH
100+ thru140	300 or Less	20 MPH

A train that exceeds the table, one that experiences dynamic brake failure, or if the use of full dynamic brakes and an 18-pound brake pipe reduction will not control the train at the allowable speed, the train must be STOPPED and sufficient hand brakes set to prevent movement. The train must not proceed until additional dynamic braking is obtained, tonnage reduced, or retainers on all cars are placed in operative position. The train must not proceed except as instructed by the district Manager of Operating Practices.

COAST SUBDIVISION (0950)

SI-13 TRAIN MAKE-UP RESTRICTIONS

Use the following table to determine maximum EPA/EDBA permitted within following restricted areas:

LEAD CONSIST EPA/EDBA TABLE Santa Margarita and SLO		
Train Type	**Max EPA**	**Max EDBA**
Loaded Bulk-Commodity Unit Train	38	31
All Other Trains	34	27

TRAIN MAKE-UP RESTRICTIONS between SANTA MARGARITA and SAN LUIS OBISPO
Note: asterisk (*) character can be a letter or a number.

A. Use following instructions to determine coupler limits and helper placement:

Between designated limits, the amount of trailing tonnage behind a RESTRICTED car must not exceed the tonnage listed in the 'Maximum Trailing Tonnage' table. On ascending grade, when train includes any helper engine positioned within the trailing tonnage behind a restricted car, subtract the tonnage handled by the helper using the following calculation:

Northward between
San Luis Obispo and Santa Margarita:
Multiply the EPA of the helper by the factor '164'. Subtract this tonnage from the total trailing tonnage behind a restricted car. This final figure is the actual trailing tonnage which must comply with the 'Maximum Trailing Tonnage' table.

Southward between
Santa Margarita and San Luis Obispo:
Multiply the EPA of the helper by the factor '205'. Subtract this tonnage from the total trailing tonnage behind a restricted car. This final figure is the actual trailing tonnage which must comply with the 'Maximum Trailing Tonnage' table.

Maximum Trailing Tonnage		
Type of Car	**3,000 Tons**	**4,100 Tons**
Articulated doublestack car (P4*, P5*)	One or more empty platforms	
Multi-platform articulated Spine Car (P3*, P5*)	One or more empty platforms	
Car 73 feet in length or longer weighing less than 50 tons	Coupled to a car less than 73 feet in length.	Coupled to another car 73 feet in length or longer.

SI-13 TRAIN MAKEUP RESTRICTIONS Continued...

B. When train tonnage exceeds 3,600 tons, each of the first five cars behind the lead consist must weigh at least 50 tons. This restriction will not apply if train does not contain five cars that weigh 50 tons or more.

C. When train tonnage exceeds 4,100 tons, the first five cars behind the lead consist must each weigh at least 50 tons; AND
1. Be 73 feet in length or longer; OR
2. Be less than 73 feet in length.

In determining train make-up restrictions in A, B and C above, be governed by the following when dealing with these non-conventional cars:

Articulated doublestack car or spine car (P3*, P4*, P5*) having all platform/wells loaded is to be considered the equivalent of 2 1/2 cars, each weighing 50 tons and each less than 73 feet in length.

Articulated doublestack car or spine car (P3*, P4*, P5*) having any empty platform/wells is to be considered the equivalent of 2 1/2 cars, each weighing less than 50 tons and each less than 73 feet in length.

Articulated doublestack cars designated by TCS car type P1 will be considered as P3, P4 or P5 by the number of platforms listed on the consist. Example: DTTA 1234, DTTB 1234, DTTC 1234 are all three platform (P3*)s.

Two-unit solid drawbar-connected long cars (P2):
1. If the total weight of the car is 120 tons or more, it is to be considered the equivalent of two cars, each weighing 50 tons and each over 73 feet in length.
2. If the total weight of the car is less than 120 tons, it is to be considered the equivalent of two cars, each weighing less than 50 tons and each over 73 feet in length.

Three-unit solid drawbar-connected doublestack car (P3*):
1. If the total weight of the car is 150 tons or more and all platform/wells are loaded, it is to be considered the equivalent of three cars, each weighing 50 tons and each less than 73 feet in length.
2. If the total weight of the car is less than 150 tons, it is to be considered the equivalent of three cars, each weighing less than 50 tons and each less than 73 feet in length.

Four-unit solid drawbar-connected doublestack car (P4*):
1. If the total weight of the car is 200 tons or more and all platforms are loaded, it is to be considered the equivalent of four cars, each weighing 50 tons and each less than 73 feet in length.
2. If the total weight of the car is less than 200 tons, it is to be considered the equivalent of four cars, each weighing less than 50 tons and each less than 73 feet in length.

SI-13 TRAIN MAKEUP RESTRICTIONS Continued...

COUPLER LIMITS:

On ascending grades between designated limits, the amount of trailing tonnage behind a car must not exceed the tonnage listed in the 'Coupler Limits' table. When train includes any helper engine positioned within the trailing tonnage behind a car, subtract the tonnage handled by the helper using the following calculation:

Northward between
San Luis Obispo and Santa Margarita:
Multiply the EPA of the helper by the factor '164'. Subtract this tonnage from the total trailing tonnage behind a car. This final figure is the actual trailing tonnage which must comply with the 'Coupler Limits' table.

Southward between
Santa Margarita and San Luis Obispo:
Multiply the EPA of the helper by the factor '205'. Subtract this tonnage from the total trailing tonnage behind a car. This final figure is the actual trailing tonnage which must comply with the 'Coupler Limits' Table.

Coupler Limits		
Territory	**Standard Coupler**	**High Strength Coupler**
San Luis Obispo to Santa Margarita	4,700	7,300
Santa Margarita to San Luis Obispo	5,300	8,300

Each car is to be considered equipped with a standard type coupler unless it is known the car is equipped with high strength couplers. If it is not known that a car is equipped with high strength couplers, it can be determined by looking at the coupler casting identification located on top of the coupler. A high strength coupler will have the letter "E" as the LAST character of identification. Examples of high strength coupler identifications are E60HTE, SBE60CE, E60DE.

REVISE Rule 32.12.7 System Helper Placement Table to read:

A. Rear or Cut-in Requirement for Helper:
Use the following applicable table to determine whether a helper is placed on rear of train or at cut-in position on train. If rear helper or cut-in helper exceeds EPA requirements in below tables, sufficient locomotives must be isolated to prevent exceeding EPA limits in tables. It is permissible to cut out traction motors or trucks on units equipped with locked axle protection (GE AC, GE C40-8, GE C44-9 and EMD AC locomotives.

LOADED BULK-COMMODITY UNIT TRAIN	
Helper EPA	**Placement Requirement**
32 or less:	May be placed on rear or cut in as outlined in Part B. When placed on rear, it must be placed ahead of any caboose.
33 to 55:	May be placed on rear or cut in as outlined in Part B.

EMPTY BULK-COMMODITY UNIT TRAIN		
Helper EPA	**Placement Requirement**	
16 or less:	May be placed on rear or cut in as outlined in Part B.	
17 to 32:	Must be cut in as outlined in Part B.	

SI-13 TRAIN MAKEUP RESTRICTIONS Continued...

OTHER THAN A LOADED or EMPTY BULK-COMMODITY UNIT TRAIN	
Helper EPA	**Placement Requirement**
Any helper:	1. Rail pick-up cars RGAX 4694-4696; 2. Two-axle scale test car; 3. Cars designated 'Rear End Only' or 'Rear Rider'; 4. Occupied caboose; 5. Solid drawbar-connected five platform car in series CN 677000-677139; 6. Solid drawbar gondola AMGX car with symbol 2-P.
7 or less:	Placed on rear.
8 to 16:	Placed on rear. The following makeup restrictions apply to cars and platforms/wells of multi-platform cars entrained within the restricted tonnage limit immediately ahead of the helper. The conventional cars and platform/wells must not be: 1. Articulated multi-platform car having either an empty end platform/well or two consecutive empty platforms/wells; 2. Solid drawbar-connected car having a single empty platform/well; 3. Car less than 73 feet in length coupled to a car 73 feet in length or longer weighing less than 60 tons. 4. Intermodal flatcar 85 feet or longer in length loaded with a single trailer or container. Note: This also applies to a two-unit solid drawbar-connected (twin flatcars 186 feet in total length) with a single trailer/container on either platform. When train makeup within the restricted tonnage limit immediately ahead of the helper does not meet the above requirements, helper may be cut into train at a location that does permit complying with makeup restrictions. When cut into train under this condition Part B will not apply.
17 to 23:	Placed on rear. The following makeup restrictions apply to cars and platforms/wells of multi-platform cars entrained within the restricted tonnage limit immediately ahead of the helper. The conventional cars and platform/wells must not be: 1. Articulated multi-platform car having either an empty end platform/well or two consecutive empty platforms/wells; 2. Solid drawbar-connected car having a single empty platform/well; 3. Car less than 73 feet in length coupled to a car 73 feet in length or longer weighing less than 60 tons. 4. Intermodal flatcar 85 feet or longer in length loaded with a single trailer or container. Note: This also applies to a two-unit solid drawbar-connected (twin flatcars 186 feet in total length) with a single trailer/container on either platform. 5. Car weighing less than 45 tons. When train makeup within the restricted tonnage limit immediately ahead of the helper does not meet the above requirements, helper may be cut into train at a location that does permit complying with makeup restrictions. When cut into train under this condition Part B will not apply.

TABLE CONTINUED ON NEXT PAGE

COAST SUBDIVISION (0950)

SI-13 TRAIN MAKEUP RESTRICTIONS Continued...

OTHER THAN A LOADED or EMPTY BULK-COMMODITY UNIT TRAIN	
Helper EPA	**Placement Requirement**
24 to 36:	Must be cut in as outlined in Part B. The following makeup restrictions apply to cars and platforms/wells of multi-platform cars entrained within the restricted tonnage limit immediately ahead of the helper. The conventional cars and platform/wells must not be: 1. Articulated multi-platform car having either an empty end platform/well or two consecutive empty platforms/wells; 2. Solid drawbar-connected car having a single empty platform/well; 3. Car less than 73 feet in length coupled to a car 73 feet in length or longer weighing less than 60 tons. 4. Intermodal flatcar 85 feet or longer in length loaded with a single trailer or container. Note: This also applies to a two-unit solid drawbar-connected (twin flatcars 186 feet in total length) with a single trailer/container on either platform. 5. Car weighing less than 45 tons.

RESTRICTED TONNAGE:
When helper exceeds 7 EPA, the cars that make up the tonnage ahead of the helper as indicated in the following table must comply with the train make-up restrictions in Rule 32.12.7 Helper Placement.

RESTRICTED TONNAGE TABLE

	SLO-Santa Margarita		Santa Margarita-SLO	
Helper EPA	**Rear Helper**	**Cut-in Helper**	**Rear Helper**	**Cut-in Helper**
8 to 16	500	250	500	250
17	800	400	500	250
18	1000	500	500	250
19	1250	625	500	250
20	1450	725	500	250
21	1700	850	500	250
22	1950	975	650	325
23	2150	1075	900	450
24	----	1000	----	250
25	----	1100	----	250
26	----	1200	----	350
27	----	1350	----	450
28	----	1450	----	600
29	----	1570	----	700
30	----	1700	----	800
31	----	1800	----	900
32	----	1900	----	1050
33	----	2050	----	1150
34	----	2200	----	1300
35	----	2300	----	1400
36	----	2400	----	1500

SI-14 MISC. INSTRUCTIONS

Restricted tracks: 6-axle units are prohibited on all work leads or industry tracks unless authorized by MofW manager.

All engines are prohibited from operating on following tracks at Granite Rock Co., Logan:
bunker loading tracks,
scale track,
stockpile tracks and
beyond engine restriction sign at west end of setout tracks 1, 2 and 3.

Newark: when shoving cars into south end of Newark Yard CO032, minimize in-train forces by not exceeding 500 amps and do not exceed 5 MPH.

Templeton: When meeting trains, stay clear of 2nd Avenue MP 217.9 until movement may proceed and not block crossing. This is only access to residential area.

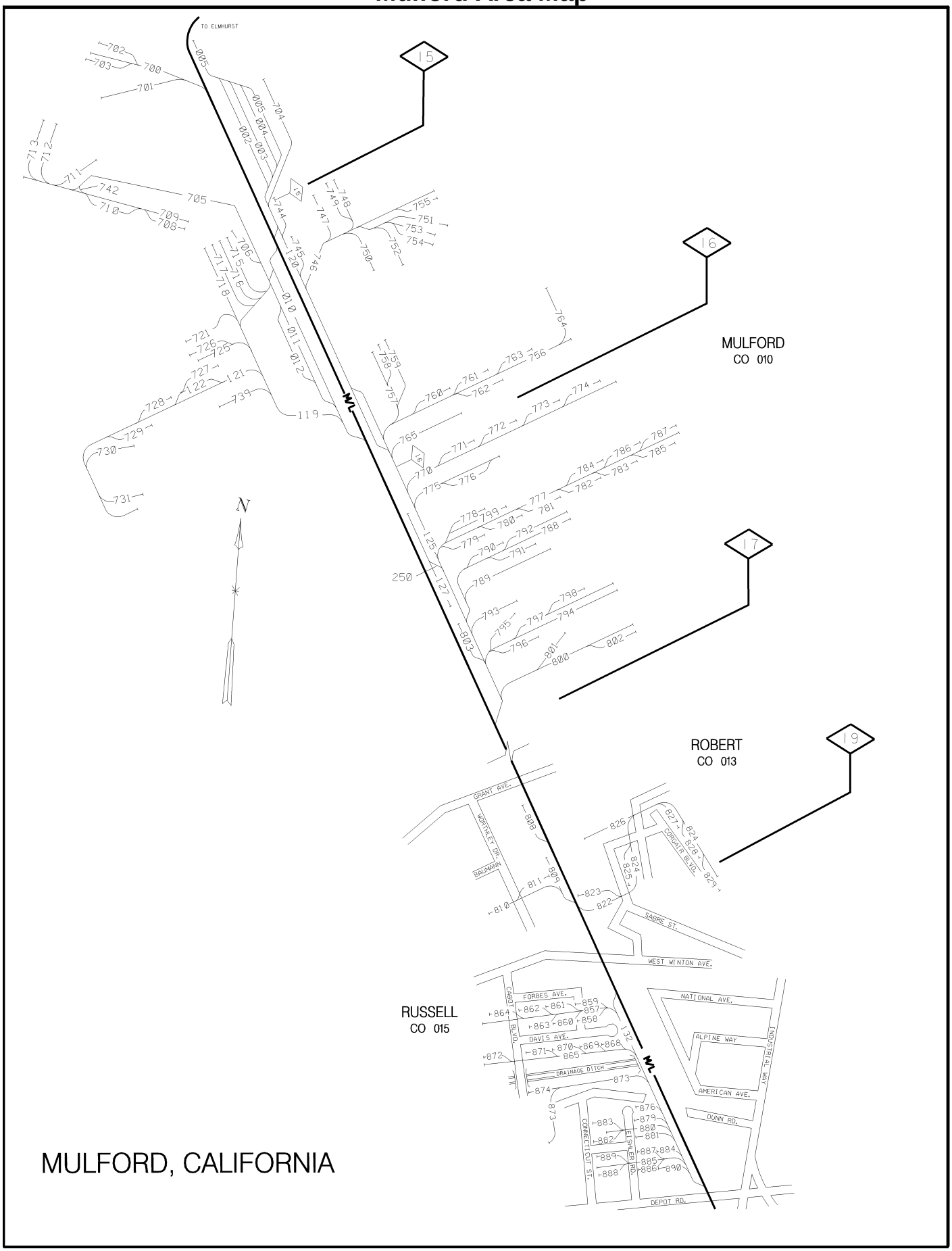
Santa Margarita: Whenever practicable, southward trains and engines stopped at Santa Margarita must remain north of MP 231.5 unless otherwise instructed. Purpose is to mitigate locomotive noise at this location.

Adding helpers:
South trains with tonnage exceeding Coupler Limits in SI-13 must add helper at location north of MP 232.2.

Derails (Rule 8.20) in service at following locations:
Watsonville: derail installed MP 97.1 on industry track Short #1 (Short One).
McKay #2 - north and south ends;
Salinas - north end;
Gonzales - southth end;
MP 213.1: Big Creek Lumber industrial track;
Santa Margarita - north end.

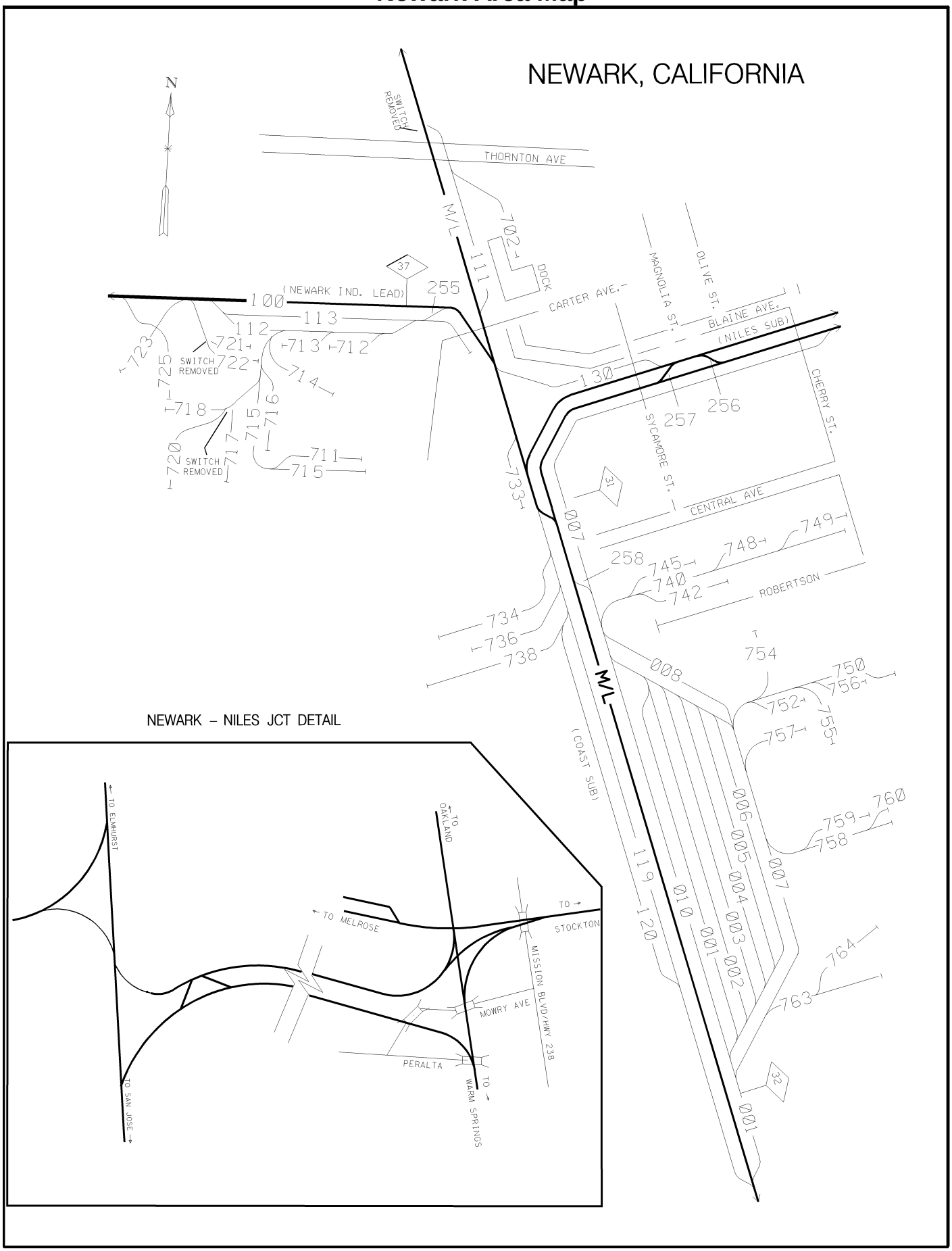
Other Amtrak/Caltrain Stations	**MP**
Great America	40.7
Santa Clara	44.8
College Park	46.3
San Jose	47.5
Tamien	49.2
Capitol	52.4
Blossom Hill	55.7
Morgan Hill	67.5
San Martin	71.2
Gilroy	77.3

Mulford Area Map

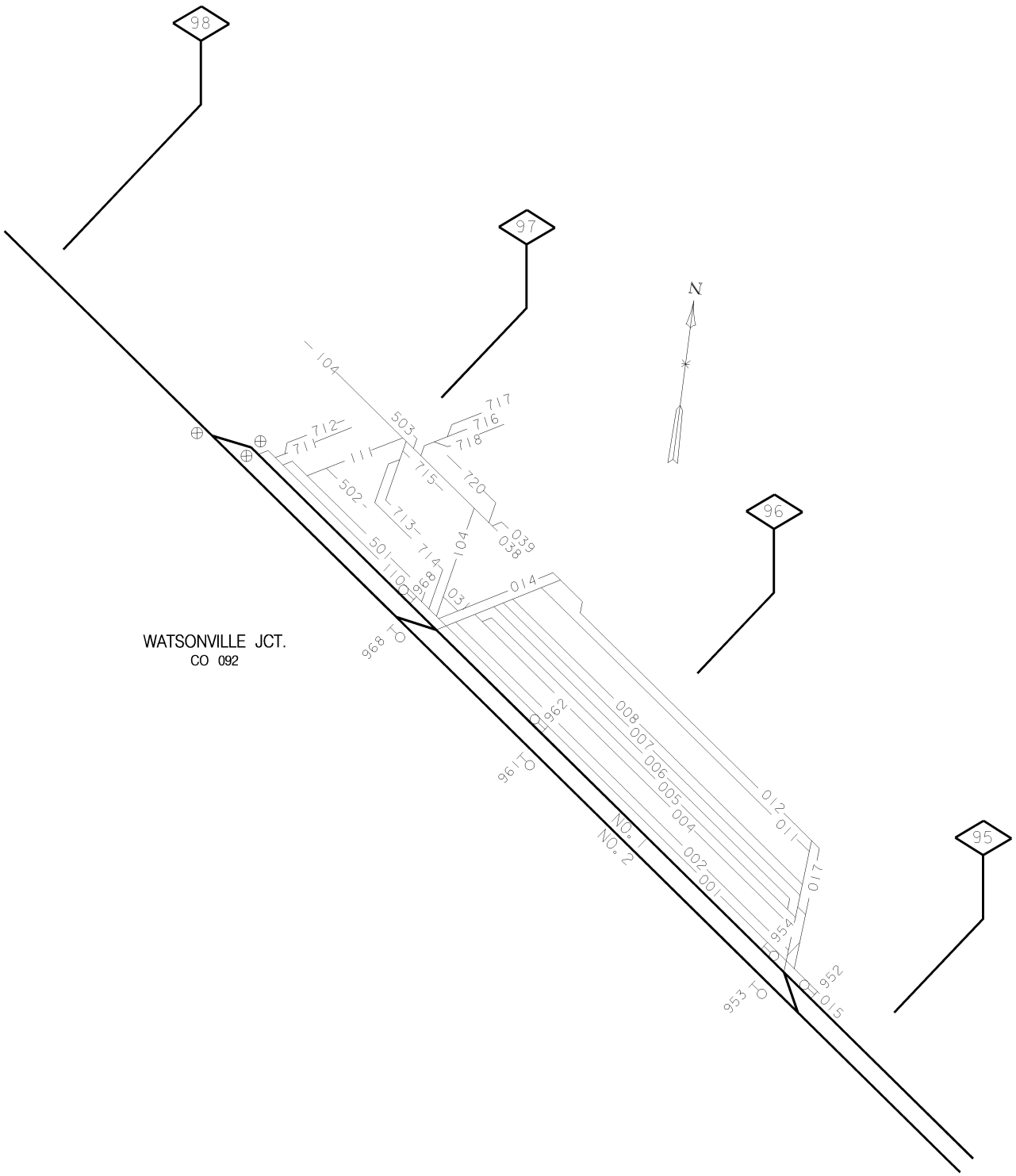


MULFORD, CALIFORNIA

Newark Area Map



Watsonville Yard Map



WATSONVILLE, CALIFORNIA

TRACY SUBDIVISION (0924)

Mile Post	Rule 6.3	CP #'s	Radio Display: West Lathrop to MP 80.7 -0808 MP 80.7 to Martinez -4646 WEST ▼ STATIONS ▲ EAST	Sta. #'s	Siding Feet
93.4	CTC	SP090	NORTH LATHROP (0.4)		
93.0			LATHROP !T (0.4)	PX868	3870
92.6		TR093	WEST LATHROP (5.4)		
87.2	TWC	TR087	CP TR087 (3.7)		
83.5			TRACY BTY (16.6)	PT903	
66.9			BYRON (5.2)	PT921	
61.7			BRENTWOOD (10.9)	PT927	
50.8			LOS MEDANOS T (1.9)	PN930	
48.9			PITTSBURG (7.6)	PN932	4995
41.3			PORT CHICAGO (0.4)	PN939	4015
40.9	CTC	TR041	CP TR041 T (2.8)		
38.1			AVON (2.1)	PN942	
36.0	CTC 2MT	TR036	MOCOCO (1.3)	PN943	
34.7	CTC	RV932	MARTINEZ Trk.1	RV389	
34.5		RV032	FERRY Trk.2		

(58.7)

SI-01 MAIN TRACK AUTHORITY

CTC between:
MP 93.4 and MP 87.2;
MP 40.9 and MP 36.0;
MP 36.0 and MP 34.7 Trk.1
MP 36.0 and MP 34.5 Trk.2

TWC between:
MP 87.2 and MP 40.9.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH	
Between Mileposts	**PSGR**	**FRT**
93.5 and 34.5		
(Except as Below)	**79**	**60**
93.5 and 92.0	10	10
92.0 and 85.1	20	20
85.1 and 81.8	10	10
81.8 and 40.9	25	25
36.0 and 34.8 Trk.1	40	30
34.8 and 34.7 Trk.1	35	25
36.0 and 34.5 Trk.2	40	30

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts	
Siding Lathrop	20
Sidings Pittsburg, Port Chicago	10
2. Dual Control Switch Turnouts	
Port Chicago to BNSF connection	40
3. Misc. Speed Restrictions	
Connection track between West Lathrop CP TR093 and Pacific CP SP092	20
Tracy: all yard tracks	5

SI-04 MAIN TRACK DESIGNATIONS
Two main tracks between:
MP 36.0 and MP 34.7.

SI-05 MILEPOST EQUATIONS
Tracy Sub. MP 34.7 = MP 32.0 Martinez Sub. Trk.1
Tracy Sub. MP 34.5 = MP 31.8 Martinez Sub. Trk.2
Tracy Sub. MP 93.4 = MP 92.9 Fresno Sub.

SI-06 RCL OPERATIONS
Remote Control Area:
Mococo Limits:
MP 42.0 (Port Chicago) and MP 34.7 (Martinez).
All main track, industrial leads and yard tracks.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS
% 89.7
# 59.2
% 39.7

SI-08 RULES ITEMS - None.

SI-09 FRA EXCEPTED TRACKS
All yard and industry tracks between:
MP 93.5 and MP 92.0,
MP 85.1 and MP 81.8.

PT930: 112, 924, 927-928, 930-933;
PT928: 937-938;
PT927: 940;
PN939: 102, 662-663;
PN936: 103, 681, 746-747, 776;
PN935: 902-905;
PN932: 500, 600-601, 780-781, 783-784, 906;
PX881: 130-131, 845, 848;
Shell Point: 27 902 to gate at property line.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Newlove	55.8	PT928
West Pittsburg	44.9	PN933

SI-11 INDUSTRIAL LEADS

Port Chicago Industrial Lead:(0926) Operation via BNSF Stockton to Port Chicago 42.6 miles westward. Radio Display 3636 for BNSF.

Business Tracks	MP	Sta.#'s
Stockton Tower	93.2	PX862
East Pittsburg	48.5	PN931
BNSF (X)(S)Y	48.1	. . .
Shell Point	46.3	PN935
McAvoy	42.5	PN936
Nichols	41.0	PN937
UP Station #'s on BNSF		
Woodsboro	1125.0	PN901
Gillis	1126.6	PN903
Holt	1129.1	PN905
Trull	1133.0	PN909
Middle River	1134.8	PN911
Orwood	1136.8	PN913
Werner	1138.8	PN915
Bixler	1139.8	PN916
Knightsen	1141.9	PN919
Oakley	1145.9	PN922
Dupont	1147.6	PN923
East Antioch	1149.2	PN924
Zee	1149.8	PN925
Sando	1150.3	PN926
Antioch	1151.9	PN928

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 158 tons

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

Rule 6.32.2 Due to rusty rail conditions, be governed by rule between Corral Hollow Rd. MP 80.6 and Summersville Rd. MP 52.10.

STOP signs are located on main track at following road crossings:
MP 70.1 Tracy Blvd.;
MP 69.8 Schulte Rd.;
MP 69.2 Corral Hollow Rd.;
MP 67.4 Lammers Rd.;
MP 61.7 Oak St.;
MP 61.3 Central Ave.;
MP 59.1 Lone Tree Ave.;
MP 53.5 A St.;
MP 53.3 D St.;
MP 52.1 Summerville Rd.;
MP 50.5 Loveridge Rd.

TIDEWATER SUBDIVISION (0903)

Radio Display:
Turlock to Rogers -0808

Mile Post	Rule 6.3	CP #'s	SOUTH ▼ STATIONS ▲ NORTH	Sta. #'s	Siding Feet
32.7	CTC	SP115	MODESTO JCT.	JO379	
			(1.8)		
34.5	YL		ROGERS Y	PO035	
			(7.1)		
41.6	TWC		HATCH T	PO042	
			(3.1)		
44.7			KEARNEY	PO045	
			(3.2)		
47.9			TURLOCK	PO048	

(15.2)

SI-01 MAIN TRACK AUTHORITY

TWC between:
MP 36.0 and MP 47.9.

Yard Limits between:
MP 32.0 and MP 36.0.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 32.7 and 47.9	
(Except as Below).....	**25**
32.7 and 34.5.....	10
42.2 and 47.9.....	10

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
1. Thru Sidings & Turnouts (No Exceptions.)	
2. Dual Control Switch Turnouts (No Exceptions.)	
3. Misc. Speed Restrictions (No Exceptions.)	

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS - None.

SI-06 RCL OPERATIONS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.

SI-08 RULES ITEMS - None.

SI-09 FRA EXCEPTED TRACKS

All tracks are FRA Excepted Track.
Exception: main track between MP 42.2 and MP 34.5.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Moore	33.2	PQ034
Bronco	37.5	PQ037

SI-11 INDUSTRIAL LEADS

Chemurgic Industrial Lead:(0904) 2.9 miles from Hatch to Chemurgic.

Business Tracks	MP	Sta.#'s
Chemurgic	2.9	PG203

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 143 tons

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISCELLANEOUS INSTRUCTIONS - None.

SAN FRANCISCO SUBDIVISION (0928)

Mile Post	Rule 6.3	CP #'s	Radio Display: San Francisco to Santa Clara -4242 SOUTH ▼ STATIONS ▲ NORTH	Sta. #'s	Siding Feet
0.0	ABS		SAN FRANCISCO (44.7)	JM030	
44.7	CTC		COAST		

(44.7)

SI-01 MAIN TRACK AUTHORITY

San Francisco and Coast: Main track between Coast and San Francisco is under the control and supervision of Joint Powers Board and Caltrain. Trains and engines using main track between Coast and San Francisco are governed by current Caltrain Timetable/Special Instructions and the General Code of Operating Rules. In addition, trains and engines using the Redwood Harbor and Redwood Junction Industrial Leads, are governed by the current UPRR Timetable/Special Instructions. The term Control Operator or Train Dispatcher will apply to Supervisors of Commuter Operations.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts	
(Except as Below).....	

Speeds between San Francisco and Coast are governed by current Caltrain Timetable.

SI-03 OTHER SPEED RESTRICTIONS - None.

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS - None.

SI-06 RCL OPERATIONS

Remote Control Areas:
Limits: MP 40.9 and MP 41.4. #4 and #3 trks only.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.

SI-08 RULES ITEMS - None.

SI-09 FRA EXCEPTED TRACKS

All industrial leads and yard tracks between:
MP 0.0 and MP 44.7

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Bayshore	5.1	JM037
South San Francisco	9.3	JM032
Ravenswood	30.9	JM012
Sunnyvale	38.8	JM005

SI-11 INDUSTRIAL LEADS

Redwood Junction Industrial Lead:(0929)
3.8 miles from Redwood Junction
MP 26.2 to MP 30.0.
Maximum Speed 20 MPH, except:
MP 26.9 xing - 5 MPH.

Business Tracks	MP	Sta.#'s
Bellehaven	28.6	JM015
Henderson	29.0	JM013

Redwood Harbor Industrial Lead:(0931)
2.5 miles from Redwood Junction.
MP 26.2 to Redwood Harbor MP 28.7 end of track.
Maximum speed 5 MPH between
MP 27.5 and MP 28.7.

Business Tracks	MP	Sta.#'s
Redwood Harbor	28.7	JM015
Lone Star	27.7	JM311
Granite Rock	27.8	JM311
Port of Redwood City	27.9	JM311

SI-12 TONNAGE RESTRICTIONS - None.

SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISCELLANEOUS INSTRUCTIONS - None.

WARM SPRINGS SUBDIVISION (0953)

Mile Post	Rule 6.3	CP #'s	Radio Display: Niles Jct. to San Jose Depot -4242 SOUTH ▼ STATIONS ▲ NORTH	Sta. #'s	Siding Feet
0.0 0.3	CTC	F030	NILES JCT. T (6.7) (X)(M)	PX932	
6.7	TWC YL		WARM SPRINGS BY (4.4)	JM930	W4250
			MP 6.0 to MP 8.4 is the Warm Springs Industrial Lead.		
11.1	TWC ABS		MILPITAS (5.8)	JM934	
16.9			COLLEGE PARK TY (0.5)	CO041	
17.4	CTC		CP ARENA (0.3)		
17.7			CP JULIAN		
			(17.7)		

SI-01 MAIN TRACK AUTHORITY

CTC between:
MP 0.0 and MP 0.3
MP 17.4 and MP 17.7

TWC between:
MP 0.3 and MP 4.4
MP 9.8 and MP 16.9

Yard limits between:
MP 4.4 and MP 9.8
MP 16.9 and MP 17.4

ABS between:
MP 0.3 and MP 4.0;
MP 8.3 and MP 17.4.

Note: CP Arena and CP Julian are controlled by Caltrain San Jose Control Operator.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH
Between Mileposts 0.0 and 17.7	
(Except as Below).....	**10**
(No Exceptions).....	

SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed MPH

1. Thru Sidings & Turnouts (No Exceptions)

2. Dual Control Switch Turnouts (No Exceptions.)

3. Misc. Speed Restrictions
Connection track between
CP F030 and Niles Sub..... 10
Connection track between
CP F030 and Oakland Sub..... 10

SI-04 MAIN TRACK DESIGNATIONS - None.

SI-05 MILEPOST EQUATIONS - None.

SI-06 RCL OPERATIONS

Remote Control Area:
Limits: MP 0.0 and MP 17.7. All main track, industrial leads and yard tracks.

Remote Control Zones:
Zone 1: main track MP 6.7 to MP 8.2.

Zone 2: main track MP 8.2 to MP 9.8.

Zone 3: from clearance point at switch MP 9.7 on Warm Springs subdivision to MP 12.2 at Milpitas.

Mall Zone limits: from clearance point of south switch Track 527 north end of A lead, south on A and B leads through crossover to main track to, but not including crossing at Montague MP 12.3. PSP installed north side of crossing.

Zones 1, 2, 3 and the Mall Zone are activated 24 hrs. 7 days a week. Unless advised by Train Dispatcher or manager in charge that specific Zone is deactivated, all train or engine movements or MofW, must contact RCO in charge on channel 38-38 Milpitas Yard or 27-27 Warm Springs Yard and request deactivation of Zone.

Restrictive Tonnage: 7000 tons per locomotive

Location	Entry Speed
Warm Springs Track 100	10 MPH
Milpitas Track 100 N/S	10 MPH

SI-07 ITEM 13 TRAIN DEFECT DETECTORS
(#) 1.5

SI-08 RULES ITEMS - None.

SI-09 FRA EXCEPTED TRACKS

Warm Springs: 58-70; yard 3: 539-540; North Milpitas Industrial Lead.

Milpitas: 31-38, 103, 521-527

San Jose: 704, 715, 717, 718.

North San Jose: all yard and industry tracks.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #'S
Snoboy	4.6	JM926
Wayne	13.9	JM933
North San Jose	15.1	JM935

WARM SPRINGS SUBDIVISION (0953)

SI-11 INDUSTRIAL LEADS

North San Jose Industrial Lead:(0964)
2.2 miles west from MP 15.2.

Granite Rock Industrial Lead:(0963)
Begins at MP 15.4.

San Jose Industrial Lead:(0902)
7.8 miles from MP 12.2 to MP 20.0;
Maximum speed 10 MPH.
FRA Excepted Track at Milpitas:
yard tracks 31-38, 103, 521-527.

Business Tracks	MP	Sta.#'s
Berryessa	14.1	PS714
Mayberry Team	15.7	PS715
Santa Clara Team	16.9	PS717
San Jose Yard	17.5	PS718
Valbrick	19.6	PS720

Milpitas Industrial Lead:(0897) Milpitas Industrial Lead: 2.5 miles from hand-throw switch at MP 9.7 to MP 12.2 (begining of San Jose IL).

North Milpitas Industrial Lead:(0901) from MP 0.0 to end of track at MP 8.5. Remote Control Area. Lead is accessed via Warm Springs yard.

Warm Springs Industrial Lead:(0899) 2.4 miles south from south Yard Limit (MP 6.0) to MP 8.4. RC Tower Zone between MP 6.0 and MP 8.2 (former main track).

SI-12 TONNAGE RESTRICTIONS/TPOB

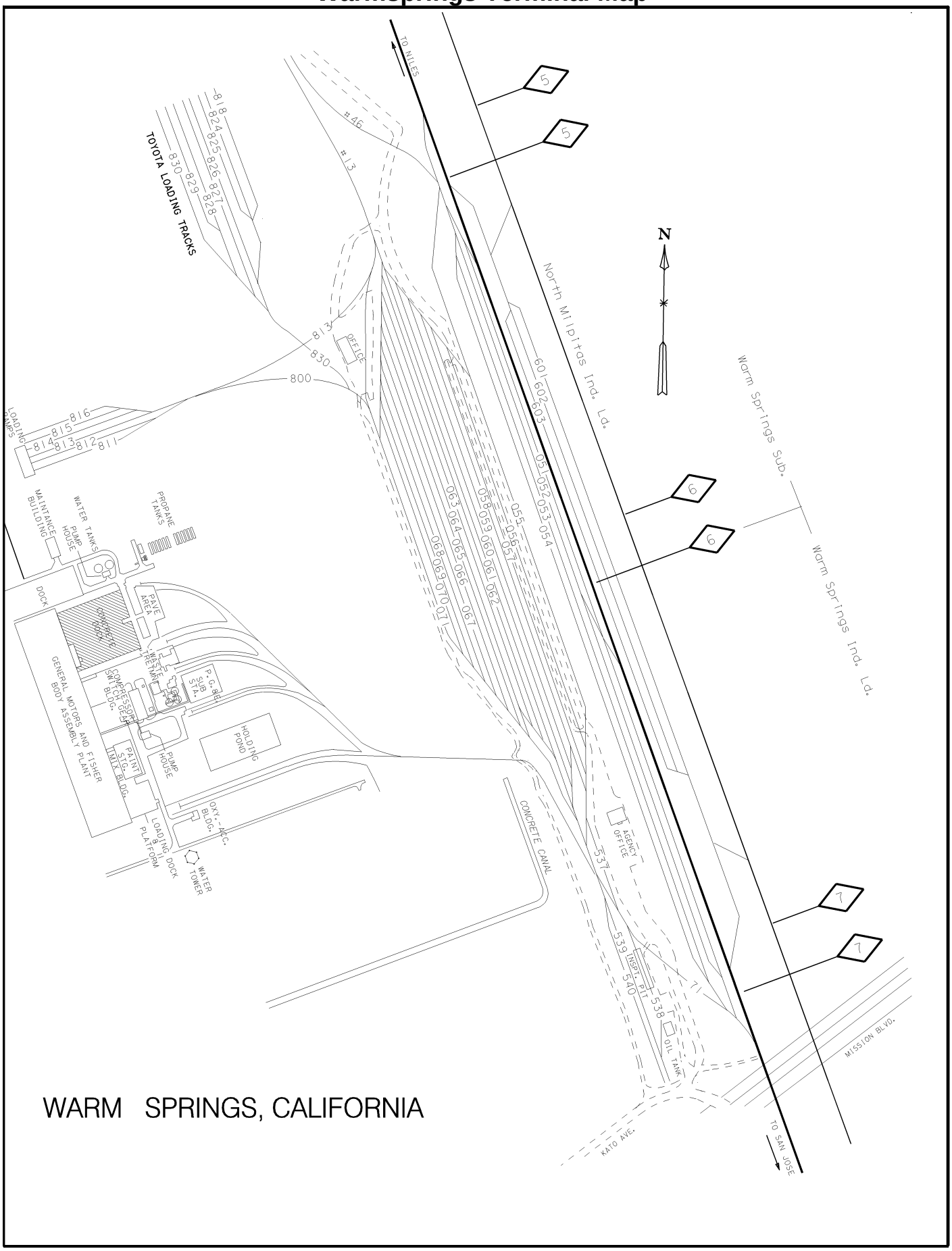
Maximum Gross Weight: 158 tons

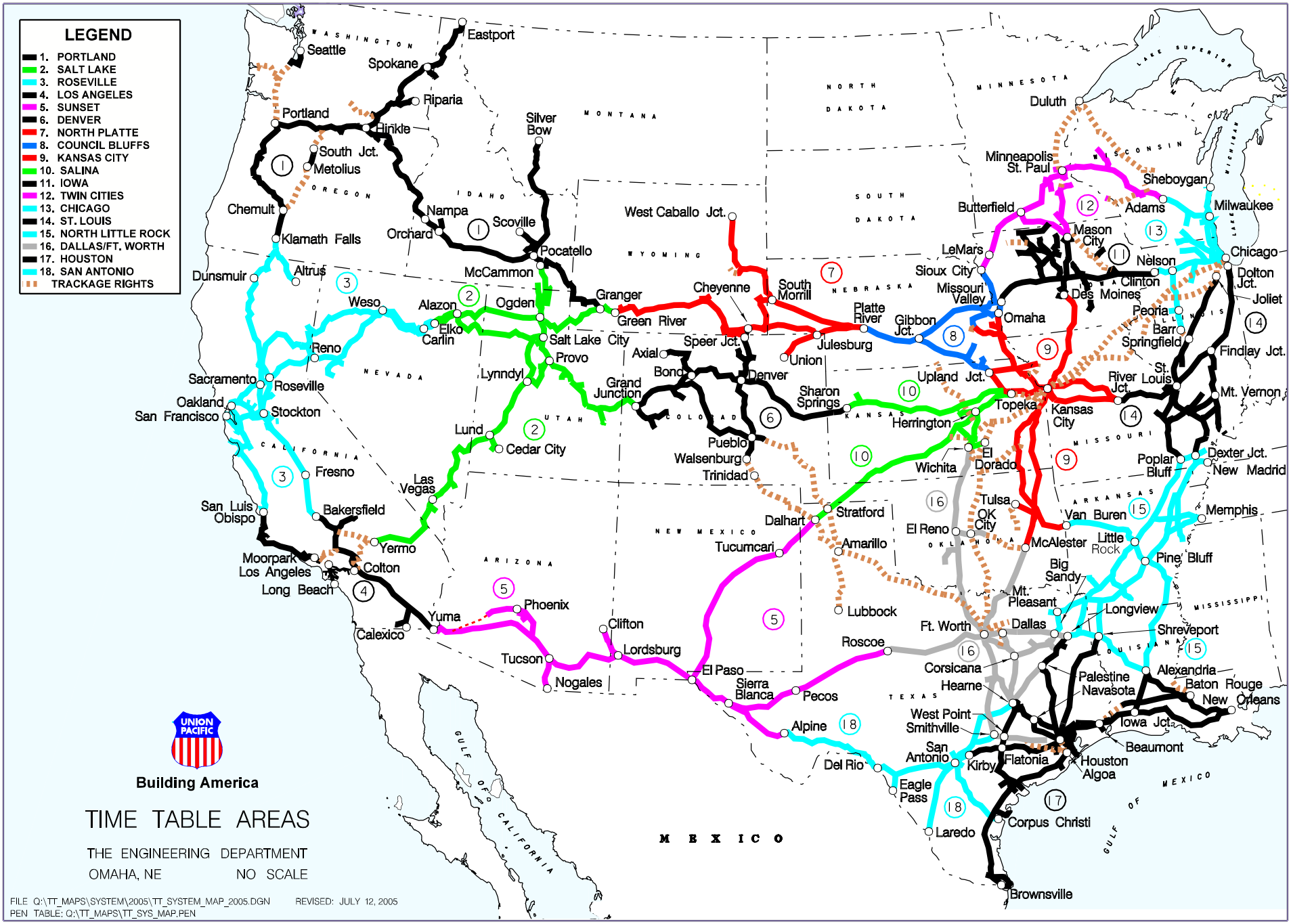
SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

SI-14 MISC. INSTRUCTIONS

Warm Springs: Freight trains must not enter Warm Springs Yard Limits unless permission has been obtained from Warm Springs Yardmaster.

Warmsprings Terminal Map




LEGEND
1. PORTLAND
2. SALT LAKE
3. ROSEVILLE
4. LOS ANGELES
5. SUNSET
6. DENVER
7. NORTH PLATTE
8. COUNCIL BLUFFS
9. KANSAS CITY
10. SALINA
11. IOWA
12. TWIN CITIES
13. CHICAGO
14. ST. LOUIS
15. NORTH LITTLE ROCK
16. DALLAS/FT. WORTH
17. HOUSTON
18. SAN ANTONIO
TRACKAGE RIGHTS
Eastport
Seattle
Spokane
Riparia
Portland
Pasco
Silver Bow
South Jct.
Metolius
Chemult
Klamath Falls
Nampa
Orchard
Scoville
Pocatello
West Caballo Jct.
Dunsmuir
Altrus
McCammon
Weso
Alazon
Ogden
Granger
Cheyenne
South Morrill
Elko
Carlin
Salt Lake City
Green River
Reno
Provo
Axial
Speer Jct.
Julesburg
Union
Sacramento
Roseville
Lynndyl
Bond
Denver
Upland Jct.
Oakland
San Francisco
Stockton
Grand Junction
Sharon Springs
Topeka
Kansas City
Herrington
Lund
Cedar City
Pueblo
Walsenburg
Trinidad
Wichita
El Dorado
Fresno
Las Vegas
Tulsa
OK City
Stratford
Dalhart
San Luis Obispo
Bakersfield
Tucumcari
Amarillo
El Reno
McAlester
Moorpark
Los Angeles
Long Beach
Colton
Yermo
Lubbock
Ft. Worth
Dallas
Yuma
Calexico
Phoenix
Clifton
Roscoe
Tucson
Lordsburg
El Paso
Sierra Blanca
Pecos
Nogales
Alpine
Del Rio
Eagle Pass
Laredo
Corpus Christi
Brownsville
Duluth
Minneapolis St. Paul
Sheboygan
Butterfield
Adams
Milwaukee
Mason City
LeMars
Sioux City
Nelson
Chicago
Missouri Valley
Clinton
Dolton Jct.
Des Moines
Joliet
Omaha
Peoria
Gibbon Jct.
Platte River
Barr
Springfield
Findlay Jct.
St. Louis
River Jct.
Mt. Vernon
Poplar Bluff
Dexter Jct.
New Madrid
Memphis
Van Buren
Little Rock
Pine Bluff
Big Sandy
Mt. Pleasant
Longview
Shreveport
Palestine
Navasota
Alexandria
Baton Rouge
Hearne
Corsicana
New Orleans
West Point
Smithville
Iowa Jct.
San Antonio
Kirby
Flatonia
Houston
Algoa
Beaumont
Lake Superior
Lake Michigan
Gulf of California
Gulf of Mexico
Mexico
Building America
TIME TABLE AREAS
THE ENGINEERING DEPARTMENT
OMAHA, NE NO SCALE
FILE Q:\TT_MAPS\SYSTEM\2005\TT_SYSTEM_MAP_2005.DGN REVISED: JULY 12, 2005
PEN TABLE: Q:\TT_MAPS\TT_SYS_MAP.PEN

Continental Time Conversion Chart

1:00 AM	0100	1:00 PM	1300	
1:30 AM	0130	1:30 PM	1330	
2:00 AM	0200	2:00 PM	1400	
3:00 AM	0300	3:00 PM	1500	
4:00 AM	0400	4:00 PM	1600	
5:00 AM	0500	5:00 PM	1700	
6:00 AM	0600	6:00 PM	1800	
7:00 AM	0700	7:00 PM	1900	
8:00 AM	0800	8:00 PM	2000	
9:00 AM	0900	9:00 PM	2100	
10:00 AM	1000	10:00 PM	2200	
11:00 AM	1100	11:00 PM	2300	
11:59 AM	1159	11:59 PM	2359	
Noon	1200	Midnight	0000	(new date)
12:01 PM	1201	12:01 AM	0001	

TABLE OF TRAIN SPEEDS

Min Per Mi.	Sec. Per Mi.	Miles Per Hour	Min. Per Mi.	Sec Per Mi.	Miles Per Hour	Min Per Mi.	Sec. Per Mi.	Miles Per Hour	Min. Per Mi.	Sec Per Mi.	Miles Per Hour
			1	6	54.5	1	21	44.4	1	35	37.9
0	45	80.0	1	7	53.7	1	22	43.9	1	40	36.0
0	48	75.0	1	8	52.9	1	23	43.4	1	45	34.3
0	50	72.0	1	10	51.4	1	24	42.9	1	50	32.7
0	52	69.2	1	11	50.7	1	25	42.4	1	55	31.3
0	54	66.6	1	12	50.0	1	26	41.9	2	0	30.0
0	56	64.2	1	13	49.3	1	27	41.4	2	5	28.8
0	58	62.0	1	14	48.6	1	28	40.9	2	10	27.7
1	0	60.0	1	15	48.0	1	29	40.4	2	15	26.7
1	1	59.0	1	16	47.4	1	30	40.0	2	20	25.7
1	2	58.0	1	17	46.7	1	31	39.6	2	25	24.8
1	3	57.1	1	18	46.1	1	32	39.1	3	0	20.0
1	4	56.2	1	19	45.6	1	33	38.7	4	0	15.0
1	5	55.3	1	20	45.0	1	34	38.2	6	0	10.0

SAFETY

IS MY PERSONAL RESPONSIBILITY