

THE WESTERN PACIFIC RAILROAD COMPANY
SACRAMENTO NORTHERN RAILWAY
TIDEWATER SOUTHERN RAILWAY COMPANY

OPERATING DEPARTMENT -- TIMETABLE NO. 9

San Francisco - May 14, 1982

BULLETIN NO. 12

ALL CONCERNED:

Refer to Pages 7

9

11

15....and from each page, below MAXIMUM SPEEDS table:

DELETE: Trains bearing symbol OMW, CCVX, FF, BAF, OME, TOF or COFC, if not over 70 cars or 80 tons per operative brake*, and, when not otherwise restricted, will be governed by Column 1. All other trains will be governed by Column 2 unless specifically authorized to operate at Column 1 speeds by Chief Train Dispatcher. No train which exceeds 70 cars or 80 tons per operative brake* will be authorized or will accept authorization to operate at Column 1 speeds. Such train will be governed by Column 2 speeds.

*To determine "Tons per Operative Brake," subtract the number of cars with inoperative brakes from the total number of cars in train including caboose and divide the gross tonnage of train with this figure. Example: The train has 40 loads, 20 mtys, 4500 tons. There are no brakes cut out. 40 plus 20 equals 60. 4500 divided by 60 equals 75 tons per operative brake.

ADD: All trains will operate at Column 2 speeds unless they qualify to operate at Column 1 speeds in accordance with the following:

Trains bearing symbol OMW, FF, OME, TOF or COFC, if not over 70 cars or 80 tons per operative brake* or if not otherwise restricted will operate at Column 1 speeds. Trains bearing these symbols which exceed 80 tons per operative brake* may operate at Column 1 speeds, if not over 70 cars, PROVIDED they also meet the conditions shown in the following table:

<u>Tons Per Operative Brake*</u>	<u>Maximum Number of Cars (Including Caboose)</u>
81 to 85	55
86 to 90	50
91 to 95	45
96 to 100	40

* To determine "Tons per Operative Brake," subtract the number of cars with inoperative brakes from the total number of cars in train including caboose and divide the gross tonnage of train with this figure. Examples:

- a) 40 loads, 20 mtys, 4500 tons; no brakes cut out: 40 plus 20 equals 60. 4500 divided by 60 equals 75 tons per operative brake. TRAIN SYMBOLS ABOVE OPERATE AT COLUMN 1 SPEEDS.
- b) 40 loads, 20 mtys, 4500 tons; 6 cars with inoperative brakes: 40 plus 20 equals 60 total cars. 60 minus 6 equals 54. 4500 divided by 54 equals 83.3 tons per operative brake. TRAIN SYMBOLS ABOVE OPERATE AT COLUMN 2 SPEEDS (using the table above, the maximum number of cars permissible for 83.3 tons per operative brake is 55; example train has 60).
- c) 35 loads, 16 mtys, 3950 tons; 3 cars with inoperative brakes: 35 plus 16 equals 51 total cars. 51 minus 3 equals 48. 3950 divided by 48 equals 82.3 tons per operative brake. TRAIN SYMBOLS ABOVE OPERATE AT COLUMN 1 SPEEDS (using table above, the maximum number of cars permissible for 82.3 tons per operative brake is 55; example train has 51).

Refer to Pages 17 and 21 -- and from each page, below MAXIMUM SPEEDS table:

DELETE: Trains bearing symbol OMW, CCVX, FF, BAF, OME, TOF or COFC or SP symbol RVOGP, CPEFF, OACHT, OANPT or RVNPP if not over 70 cars or 80 tons per operative brake*, and, when not otherwise restricted, will be governed by Column 1. All other trains will be governed by Column 2 unless specifically authorized to operate at Column 1 speeds by Chief Train Dispatcher. No train which exceeds 70 cars or 80 tons per operative brake* will be authorized or will accept authorization to operate at Column 1 speeds. Such train will be governed by Column 2 speeds.

*To determine "Tons per Operative Brake," subtract the number of cars with inoperative brakes from the total number of cars in train including caboose and divide the gross tonnage of train with this figure. Example: The train has 40 loads, 20 mtys, 4500 tons. There are no brakes cut out. 40 plus 20 equals 60. 4500 divided by 60 equals 75 tons per operative brake.

ADD: All trains will operate at Column 2 speeds unless they qualify to operate at Column 1 speeds in accordance with the following:

Trains bearing symbol OMW, FF, OME, TOF or COFC, or SP symbol RVOGP, CPEFF, OACHT, RVCHF or RVNPP, if not over 70 cars or 80 tons per operative brake* or if not otherwise restricted will operate at Column 1 speeds. Trains bearing these symbols which exceed 80 tons per operative brake* may operate at Column 1 speeds, if not over 70 cars, PROVIDED they also meet the conditions shown in the following table:

<u>Tons Per Operative Brake*</u>	<u>Maximum Number of Cars (Including Caboose)</u>
81 to 85	55
86 to 90	50
91 to 95	45
96 to 100	40

* To determine "Tons per Operative Brake," subtract the number of cars with inoperative brakes from the total number of cars in train including caboose and divide the gross tonnage of train with this figure. Examples:

a) 40 loads, 20 mtys, 4500 tons; no brakes cut out: 40 plus 20 equals 60. 4500 divided by 60 equals 75 tons per operative brake. TRAIN SYMBOLS ABOVE OPERATE AT COLUMN 1 SPEEDS.

b) 40 loads, 20 mtys, 4500 tons; 6 cars with inoperative brakes: 40 plus 20 equals 60 total cars. 60 minus 6 equals 54. 4500 divided by 54 equals 83.3 tons per operative brake. TRAIN SYMBOLS ABOVE OPERATE AT COLUMN 2 SPEEDS (using the table above, the maximum number of cars permissible for 83.3 tons per operative brake is 55; example train has 60).

c) 35 loads, 16 mtys, 3950 tons; 3 cars with inoperative brakes: 35 plus 16 equals 51 total cars. 51 minus 3 equals 48. 3950 divided by 48 equals 82.3 tons per operative brake. TRAIN SYMBOLS ABOVE OPERATE AT COLUMN 1 SPEEDS (using table above, the maximum number of cars permissible for 82.3 tons per operative brake is 55; example train has 51).

R. R. GENTRY
Division Superintendent
Eastern Division

C. AADNESEN
Division Superintendent
Western Division

POSTED _____

TIME _____ DATE _____