



## **ROSEVILLE AREA TIMETABLE #5**

**Effective 0900 Monday, August 24, 2009**

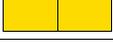
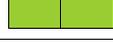
D. J. Duffy, Executive Vice President - Operations  
S. R. Barkley, Vice President - HDC & Network Operations  
J. M. Santamaria, Vice President - Transportation  
R. S. Blackburn, Vice President - Northern Region  
G. D. Workman, Vice President - Southern Region  
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B. J. Kanuch, Chief Mechanical Officer  
T. F. Jacobi, Vice President - Operating Systems & Practices  
R. M. Grimaila, Sr. AVP - Safety, Environmental & Security

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**This document supersedes:**

Union Pacific Railroad Roseville Timetable 4 effective Dec 18, 2005

# EXPLANATION OF CHARACTERS

Symbol Represents		Symbol Represents	
ABS	AUTOMATIC BLOCK SIGNAL	+	HEAD - END RESTRICTION ONLY
ACS	AUTOMATED CAB SIGNAL	(R)	REDUCE / RESUME SPEED SIGNS AT OTHER THAN PRESCRIBED LOCATION
ATC	AUTOMATIC TRAIN CONTROL	(#)	HOT BOX AND DRAGGING EQUIPMENT DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR
ATS	AUTOMATIC TRAIN STOP	#	HOT BOX DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR
CTC	CENTRALIZED TRAFFIC CONTROL	@	HOT BOX AND DRAGGING EQUIPMENT DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY WITH HOLD OR STOP SIGNALS
TWC	TRACK WARRANT CONTROL	\$	HOT BOX DETECTOR STATION EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY
DT	DOUBLE TRACK	%	DRAGGING EQUIPMENT DETECTOR WITH RADIO TRANSMITTED VERBAL INDICATOR - TALK ON DEFECT ONLY
#MT	MULTIPLE MAIN TRACK - # (number MT's)	&	HIGH WIDE SHIFTED LOAD AND DRAGGING EQUIPMENT DETECTOR EQUIPPED WITH RADIO TRANSMITTED VERBAL INDICATOR
!	SIDING WITH ENTERING SIGNAL ALLOWING ASPECT MORE FAVORABLE THAN LUNAR	(@)	WHEEL IMPACT DETECTOR EQUIPPED WITH RADIO TRANSMITTED VERBAL DEFECT INDICATORS - TALK ON DEFECT ONLY
(A)	AUTOMATIC INTERLOCKING	(&)	HIGH WIDE SHIFTED LOAD AND DRAGGING EQUIPMENT DETECTOR - TALK ON DEFECT ONLY
B	BASE RADIO STATION	Track Diagram Color Codes	
D	DRAW BRIDGE		CTC
(G)	GATE-NORMAL POSITION AGAINST CONFLICTING ROUTE		ATC
G	GATE-NORMAL POSITION AGAINST THIS SUBDIVISION		ABS
(M)	MANUAL INTERLOCKING		ACS
(S)	STOP SIGN		TWC
T	TURNING FACILITY		ATS
(X)	RAILROAD CROSSING AT GRADE		YL / DARK
X	CROSSOVER BETWEEN MAIN TRACKS WITH DUAL CONTROL SWITCHES		9.14 / 9.15
Y	YARD LIMITS		
(Z)	MANUAL INTERLOCKING WITH A RELEASE BOX AND A M/W KEY RELEASE, IF EQUIPPED		
(11-2)	SPECIAL INSTRUCTIONS APPLY ITEM 11 - 2 SWITCH MACHINES		
(11-3)	SPECIAL INSTRUCTIONS APPLY ITEM 11 - 3 SWITCH MACHINES		
N	NORTHWARD		
S	SOUTHWARD		
E	EASTWARD		
W	WESTWARD		
C	CENTER		

## OTHER AVAILABLE REFERENCE MATERIAL

Area #	Area Name	Order #	Area #	Area Name	Order #	Area #	Area Name	Order #
1	Portland	PB-27020	9	Kansas City	PB-27028	17	Houston	PB-27036
2	Salt Lake City	PB-27021	10	Salina	PB-27029	18	San Antonio	PB-27037
3	Roseville	PB-27022	11	Iowa	PB-27030	0	All Area 3 Hole Singles	PB-27038
4	Los Angeles	PB-27023	12	Twin Cities	PB-27031	0	3" Binder	PB-27019
5	Sunset	PB-27024	13	Chicago	PB-27032	0	Area Tabs (19 Each)	PB-27018
6	Denver	PB-27025	14	St. Louis	PB-27033	0	System Special Instructions	PB-27015
7	North Platte	PB-27026	15	North Little Rock	PB-27034			
8	Council Bluffs	PB-27027	16	Dallas / Ft. Worth	PB-27035			

## Operating Practices

J.L. Breeden, General Manager - Operating Practice

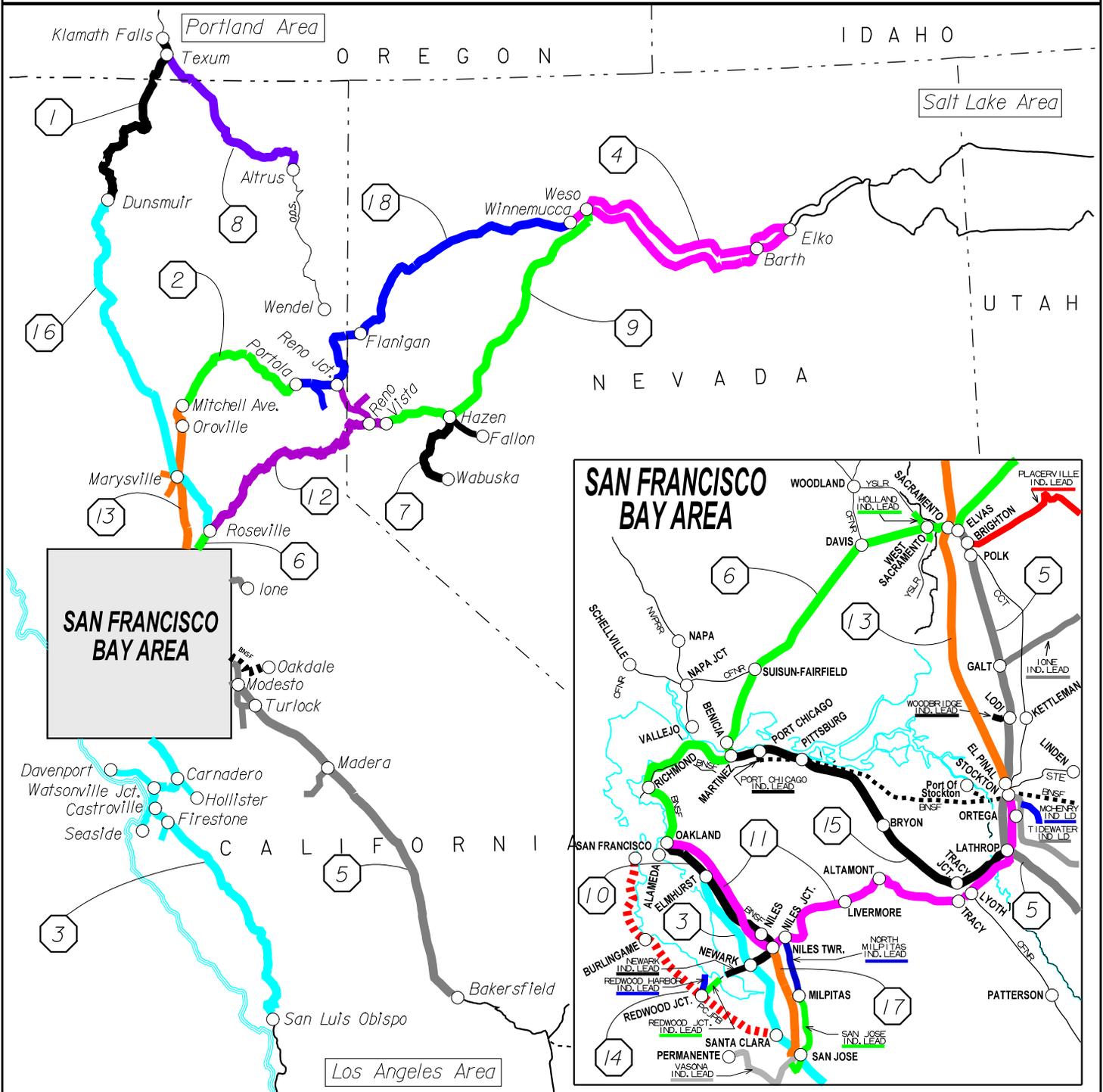
M.S. Barnum, Sr. Director - Operating Practice

Rules Manager	Phone Number	Timetable Area
Greg Fowler	903-535-7047	Dallas / Ft. Worth, Houston, Little Rock, San Antonio
John Malcom	708-649-5322	Chicago, Council Bluffs, Iowa, Kansas City, St. Louis, Twin Cities
Jack McGinley	909-685-2826	Los Angeles, Portland, Sunset, Roseville
Robert Wild	801-212-3824	Denver, North Platte, Salina, Salt Lake City



# ROSEVILLE AREA TIMETABLE #5

Effective 0900 Monday, August 24, 2009



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



# ROSEVILLE AREA

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# ROSEVILLE AREA

Station Name	Circ7 #	Subdivision	Page #	Station Name	Circ7 #	Subdivision	Page #
10TH STREET		NILES	40	CHERRY		NILES	40
10TH STREET		MARTINEZ	34	CHICO	OZ078	VALLEY	48
26TH STREET Trk.2	RV420	MARTINEZ	34	CHILCOOT	PX619	WINNEMUCCA	6
34TH STREET	RV419	MARTINEZ	34	CHOLONA	PX497	WINNEMUCCA	6
66TH AVENUE		NILES	40	CHORRO	CO236	COAST	60
ACAMPO	JQ412	FRESNO	54	CHOWCHILLA	JQ326	FRESNO	54
AKERS	JQ400	FRESNO	54	CHURCH		FRESNO	54
ALBRAE	CO029	COAST	60	CISCO	RV250	ROSEVILLE	24
ALCANT	JQ364	FRESNO	54	CITRUS HEIGHTS		MARTINEZ	34
ALTAMONT	PX898	OAKLAND	16	CLARK	RV169	NEVADA	20
ALTURAS	OY267	MODOC	52	CLURO		ELKO	2
ALVARADO	CO020	COAST	60	COAST		SAN FRANCISCO	73
AMBROSE	OY294	MODOC	52	COAST Trk.1		COAST	60
ANDESITE	OZ247	BLACK BUTTE	44	COLADO	RV083	NEVADA	20
ANDORRA	OZ002	VALLEY	48	COLFAX	RV288	ROSEVILLE	24
ANITA	OZ087	VALLEY	48	COLISEUM		NILES	40
ANTELOPE	PX471	WINNEMUCCA	6	COLLEGE PARK	CO041	WARM SPRINGS	70
ANTELOPE	RV327	MARTINEZ	34	CONANT	OZ200	VALLEY	48
APPIAN	RV819	MINA	32	CORDELIA		MARTINEZ	34
ARENA	JQ354	FRESNO	54	CORPORAL	CO078	COAST	60
AUBURN Trk.2	RV305	ROSEVILLE	24	COSTA		MARTINEZ	34
AVON	PN942	TRACY	68	COVELL	JQ386	FRESNO	54
BARTH	UX327	ELKO	2	COYOTE	CO055	COAST	60
BATTLE MOUNTAIN	UX371	ELKO	2	CRAIG	PX761	SACRAMENTO	12
BELDEN	PX698	CANYON	8	CULP	OZ138	VALLEY	48
BENICIA	RV386	MARTINEZ	34	DARWIN	RV147	NEVADA	20
BEOVAWE	UX339	ELKO	2	DEL PASO	PX811	SACRAMENTO	12
BEOVAWE	UX339	ELKO	2	DEL FAR	JQ211	FRESNO	54
BERG	OZ038	VALLEY	48	DELTA	OZ183	VALLEY	48
BINNEY JCT.	PX774	SACRAMENTO	12	DORRIS	OZ293	BLACK BUTTE	44
BINNEY JCT.	PX774	VALLEY	48	DOYLE	PX596	WINNEMUCCA	6
BIOLA		FRESNO	54	DRAPER	OZ130	VALLEY	48
BIOLA JCT	JQ295	FRESNO	54	DUNSMUIR x-over	OZ209	VALLEY	48
BLACK BUTTE		BLACK BUTTE	44	DUNSMUIR x-over	OZ209	BLACK BUTTE	44
BLAIRSDEN	PX648	CANYON	8	E. WHIRLWIND	UX346	ELKO	2
BLUE CANON	RV264	ROSEVILLE	24	EARLIMART	JQ221	FRESNO	54
BLUNT	OZ122	VALLEY	48	EAST ATKINSON		MARTINEZ	34
BNSF CROSSING		FRESNO	54	EAST CARLIN	UX312	ELKO	2
BNSF CROSSING		MODOC	52	EAST DAVIS		MARTINEZ	34
BOWMAN	RV301	ROSEVILLE	24	EAST EMERYVILLE	RV417	MARTINEZ	34
BRADLEY	CO187	COAST	60	EAST HAGGIN		MARTINEZ	34
BRENTWOOD	PT927	TRACY	68	EAST NORDEN		ROSEVILLE	24
BRIGHTON	JQ439	FRESNO	54	EAST OAKLAND	CO003	NILES	40
BROCK	OZ016	VALLEY	48	EAST ROSEVILLE	RV323	MARTINEZ	34
BYRON	PT921	TRACY	68	EAST ROSEVILLE	RV323	VALLEY	48
CALLA	JQ394	FRESNO	54	EAST ROSEVILLE	RV323	ROSEVILLE	24
CALWA	JQ285	FRESNO	54	EAST TROY	RV245	ROSEVILLE	24
CAMP RODGERS	PX703	CANYON	8	EAST TRUCKEE		ROSEVILLE	24
CANBY	OY287	MODOC	52	EL PINAL	PX859	FRESNO	54
CAPE HORN	RV283	ROSEVILLE	24	EL PINAL	PX859	SACRAMENTO	12
CARLIN	UX312	ELKO	2	ELK GROVE	JQ429	FRESNO	54
CARNADERO	CO075	COAST	60	ELKO (Amtrak)		ELKO	2
CARTER		COAST	60	ELLISON	UX383	ELKO	2
CASTLE CRAG	OZ205	VALLEY	48	ELSEY	PX738	CANYON	8
CASTROVILLE	CO102	COAST	60	ELVAS	RV338	MARTINEZ	34
CAWELO	JQ194	FRESNO	54	ELVAS Trk.1	RV338	FRESNO	54
CENTRAL VALLEY	OZ160	VALLEY	48	ELVAS Trk.2		FRESNO	54
CERES	JQ376	FRESNO	54	EMIGRANT GAP	RV259	ROSEVILLE	24

# ROSEVILLE AREA

Station Name	Circ7 #	Subdivision	Page #	Station Name	Circ7 #	Subdivision	Page #
EXPRESSWAY		COAST	60	HOLD SIGNAL 598		ELKO	2
FAGAN	OZ049	VALLEY	48	HOLD SIGNAL 656		ELKO	2
FAMOSO	JQ201	FRESNO	54	HOLD SIGNAL F243		CANYON	8
FERGUS	JQ346	FRESNO	54	HOTLUM	OZ238	BLACK BUTTE	44
FERNLEY	RV155	NEVADA	20	HOWARD		MARTINEZ	34
FERRY Trk.2		MARTINEZ	34	HUMBOLDT	RV050	NEVADA	20
FERRY Trk.2		TRACY	68	HUNTER STREET		FRESNO	54
FLANIGAN	PX574	WINNEMUCCA	6	I STREET		FRESNO	54
FLOKA	PX479	WINNEMUCCA	6	I STREET BRIDGE		MARTINEZ	34
FLORISTON	RV209	ROSEVILLE	24	IMLAY	RV032	NEVADA	20
FREMONT	PX924	OAKLAND	16	IRRIGOSA	JQ304	FRESNO	54
FRESNO YARD	JQ292	FRESNO	54	JAMES	PX732	CANYON	8
FULDA Trk.2		ROSEVILLE	24	JUNGO	PX461	WINNEMUCCA	6
GASKELL	PX450	WINNEMUCCA	6	KEDDIE	PX677	CANYON	8
GERBER	OZ107	VALLEY	48	KEGG	OZ272	BLACK BUTTE	44
GERLACH	PX520	WINNEMUCCA	6	KEYES	JQ373	FRESNO	54
GIBSON	OZ191	VALLEY	48	KING CITY	CO155	COAST	60
GILROY	CO072	COAST	60	KING STREET		NILES	40
GIRVAN	OZ147	VALLEY	48	KINGDON HOLD F105		SACRAMENTO	12
GOBLE	JQ277	FRESNO	54	KINGSBURG		FRESNO	54
GOLD RUN	RV277	ROSEVILLE	24	KIRKHAM Trk.2		NILES	40
GONZALES	CO127	COAST	60	KLAMATH FALLS YARD	OZ313	BLACK BUTTE	44
GOSHEN JCT	JQ255	FRESNO	54	KRAMM	PX744	CANYON	8
GRANITE POINT	RV095	NEVADA	20	LAKEHEAD	OZ179	VALLEY	48
GRASS LAKE	OZ255	BLACK BUTTE	44	LAMOINE	OZ187	VALLEY	48
GRAY ROCKS	OZ164	VALLEY	48	LATHROP	PX868	TRACY	68
HAFED	RV178	NEVADA	20	LATHROP	PX868	OAKLAND	16
HAGGIN	PX815	SACRAMENTO	12	LAWTON	RV193	ROSEVILLE	24
HAMMER LANE	PX856	SACRAMENTO	12	LICK	CO047	COAST	60
HATFIELD	OY342	MODOC	52	LINCOLN	OZ010	VALLEY	48
HAWLEY	PX631	WINNEMUCCA	6	LINGARD	JQ337	FRESNO	54
HAYWARD	PX934	OAKLAND	16	LIVERMORE	PX907	OAKLAND	16
HAYWARD	JM109	NILES	40	LODI	JQ409	FRESNO	54
HAZEN	RV143	MINA	32	LOGAN	CO085	COAST	60
HAZEN	RV143	NEVADA	20	LOS MEDANOS	PT930	TRACY	68
HEARST	PX916	OAKLAND	16	MAGNOLIA		NILES	40
HERCULES	RV400	MARTINEZ	34	MARKET		FRESNO	54
HERLONG	PX587	WINNEMUCCA	6	MARSH		MARTINEZ	34
HICKS	PX870	OAKLAND	16	MARTINEZ Trk.1	RV389	TRACY	68
HICKS		FRESNO	54	MARTINEZ Trk.1	RV389	MARTINEZ	34
HOLD SIGNAL F280		CANYON	8	MARYSVILLE	PX776	SACRAMENTO	12
HOLD SIGNAL 010		OAKLAND	16	MASSIE	RV139	NEVADA	20
HOLD SIGNAL 015		OAKLAND	16	MCKAY	CO195	COAST	60
HOLD SIGNAL 025		OAKLAND	16	McKINLEY		OAKLAND	16
HOLD SIGNAL 027		OAKLAND	16	MELROSE	PX943	OAKLAND	16
HOLD SIGNAL 078		COAST	60	MELROSE	PX943	NILES	40
HOLD SIGNAL 091		OAKLAND	16	MERLIN	PX711	CANYON	8
HOLD SIGNAL 092		OAKLAND	16	MERRILL	OY347	MODOC	52
HOLD SIGNAL 436		ELKO	2	MIDAS	RV269	ROSEVILLE	24
HOLD SIGNAL 459		ELKO	2	MIDWAY	PX891	OAKLAND	16
HOLD SIGNAL 468		ELKO	2	MIKON	RV344	MARTINEZ	34
HOLD SIGNAL 482		ELKO	2	MILL CITY	RV023	NEVADA	20
HOLD SIGNAL 513		ELKO	2	MILPITAS	JM934	WARM SPRINGS	70
HOLD SIGNAL 526		ELKO	2	MITCHELL AVE.		CANYON	8
HOLD SIGNAL 546		ELKO	2	MITCHELL AVENUE		SACRAMENTO	12
HOLD SIGNAL 548		ELKO	2	MOCOCO	PN943	TRACY	68
HOLD SIGNAL 562		ELKO	2	MODESTO JCT.	JQ379	FRESNO	54
HOLD SIGNAL 583		ELKO	2	MORGAN HILL	CO064	COAST	60

## ROSEVILLE AREA

Station Name	Circ7 #	Subdivision	Page #	Station Name	Circ7 #	Subdivision	Page #
MOUNKES	PX782	SACRAMENTO	12	QUINCY JCT.	PX670	CANYON	8
MOUNT HEBRON	OZ280	BLACK BUTTE	44	RAGLAN	PX440	WINNEMUCCA	6
MOUNT SHASTA	OZ223	BLACK BUTTE	44	RAWSON	OZ112	VALLEY	48
MULFORD	CO010	COAST	60	REDDING	OZ152	VALLEY	48
NEED	JQ421	FRESNO	54	RENO	PR433	ROSEVILLE	24
NEWARK	CO025	NILES	40	REYNARD	PX542	WINNEMUCCA	6
NEWARK	CO025	COAST	60	RICHVALE	OZ061	VALLEY	48
NEWCASTLE	RV310	ROSEVILLE	24	ROCKLIN	RV319	ROSEVILLE	24
NEWMONT		ELKO	2	RONDA	PX488	WINNEMUCCA	6
NILES JCT.	PX923	NILES	40	ROSE CREEK	RV011	NEVADA	20
NILES JCT.		OAKLAND	16	RYE PATCH	RV065	NEVADA	20
NILES JCT.	PX932	WARM SPRINGS	70	S. KLAMATH FALLS (HOLD)		BLACK BUTTE	44
NORTH JACK LONDON Trk.2	CO001	NILES	40	SACO	JQ189	FRESNO	54
NORTH AZALEA	OZ220	BLACK BUTTE	44	SACRAMENTO	RV340	MARTINEZ	34
NORTH BAKERSFIELD		FRESNO	54	SALINAS	CO110	COAST	60
NORTH BLACK BUTTE	OZ231	BLACK BUTTE	44	SAN ARDO	CO174	COAST	60
NORTH DUNSMUIR	OZ210	BLACK BUTTE	44	SAN FRANCISCO	JM030	SAN FRANCISCO	73
NORTH EL PINAL		FRESNO	54	SAN PABLO	RV407	MARTINEZ	34
NORTH ELMHURST	PX940	COAST	60	SAND PASS	PX565	WINNEMUCCA	6
NORTH ELMHURST	PX940	NILES	40	SANO	PX554	WINNEMUCCA	6
NORTH FLORIN		FRESNO	54	SANTA MARGARITA	CO225	COAST	60
NORTH GOSHEN		FRESNO	54	SCOTTS		OAKLAND	16
NORTH LATHROP		TRACY	68	SCOTTS	PX613	WINNEMUCCA	6
NORTH LATHROP		FRESNO	54	SCOTTS		FRESNO	54
NORTH MADERA		FRESNO	54	SERRANO	CO233	COAST	60
NORTH MERCED		FRESNO	54	SHED 10	RV252	ROSEVILLE	24
NORTH MODESTO		FRESNO	54	SHED 47	RV232	ROSEVILLE	24
NORTH SALINAS		COAST	60	SHELLMOUND	RV416	MARTINEZ	34
NORTH SAN LUIS OBISPO		COAST	60	SHINN		NILES	40
NOTARB	JQ315	FRESNO	54	SIERRA		VALLEY	48
OBRIEN	OZ171	VALLEY	48	SILVERTHORN	OZ156	VALLEY	48
OCALA	RV111	NEVADA	20	SIMS	OZ196	VALLEY	48
OIL JCT	JQ185	FRESNO	54	SLOAT	PX656	CANYON	8
OROVILLE YARD	PX751	SACRAMENTO	12	SMALL (HOLD)	OZ213	BLACK BUTTE	44
ORTEGA		OAKLAND	16	SOLEDAD	CO135	COAST	60
OSTROM	OZ028	VALLEY	48	SOUTH BLACK BUTTE		BLACK BUTTE	44
OZOL	RV390	MARTINEZ	34	SOUTH DUNSMUIR	OZ208	VALLEY	48
PACIFIC		FRESNO	54	SOUTH ELMHURST		NILES	40
PALM		FRESNO	54	SOUTH ELVAS		FRESNO	54
PARRAN	RV120	NEVADA	20	SOUTH FLORIN	JQ435	FRESNO	54
PASO ROBLES	CO208	COAST	60	SOUTH GERBER	OZ105	VALLEY	48
PATRICK	RV174	NEVADA	20	SOUTH GOSHEN		FRESNO	54
PAXTON	PX681	CANYON	8	SOUTH JACK LONDON		NILES	40
PENOYAR	OZ263	BLACK BUTTE	44	SOUTH MADERA		FRESNO	54
PEREZ	OY315	MODOC	52	SOUTH MERCED	JQ343	FRESNO	54
PHIL	PX528	WINNEMUCCA	6	SOUTH MODESTO	PQ032	FRESNO	54
PHILLIPS	PX832	SACRAMENTO	12	SOUTH MOTT	OZ218	BLACK BUTTE	44
PINOLE	RV401	MARTINEZ	34	SOUTH OAKLAND	PX949	NILES	40
PITT		MARTINEZ	34	SOUTH SACRAMENTO	PX818	SACRAMENTO	12
PITTSBURG	PN932	TRACY	68	SOUTH SANTA MARGARITA		COAST	60
PLEASANT GROVE	PX798	SACRAMENTO	12	SPARKS	RV185	ROSEVILLE	24
POE	PX723	CANYON	8	SPRING GARDEN	PX662	CANYON	8
POLK		FRESNO	54	STEGE	RV412	MARTINEZ	34
POLLOCK	PX822	SACRAMENTO	12	STOCKTON	PX862	FRESNO	54
PORT CHICAGO	PN939	TRACY	68	STOCKTON	PX862	OAKLAND	16
PORTOLA	PX637	WINNEMUCCA	6	STRONG	CO002	NILES	40
PORTOLA	PX637	CANYON	8	STRONGHOLD	OY333	MODOC	52
PULGA	PX719	CANYON	8	STUKEL	OY356	MODOC	52

## ROSEVILLE AREA

Station Name	Circ7 #	Subdivision	Page #	Station Name	Circ7 #	Subdivision	Page #
SUISUN BRIDGE		MARTINEZ	34	WORDEN	OZ300	BLACK BUTTE	44
SUN-MAID	JQ270	FRESNO	54	WYCHE	PX872	OAKLAND	16
SUNSET WHITNEY	OZ006	VALLEY	48	YOSEMITE		ROSEVILLE	24
SUTRO		ROSEVILLE	24				
SWANSTON	RV336	MARTINEZ	34				
SWITCH 9		ROSEVILLE	24				
TEMPLETON	CO213	COAST	60				
TEXUM	OZ311	MODOC	52				
TEXUM	OZ311	BLACK BUTTE	44				
THISBE	RV165	NEVADA	20				
THORNTON	PX840	SACRAMENTO	12				
TIPTON	JQ233	FRESNO	54				
TOLENAS	RV378	MARTINEZ	34				
TOMSPUR	JQ404	FRESNO	54				
TOWER (West Leg Wye)	RV345	MARTINEZ	34				
TOY	RV103	NEVADA	20				
TRACY	PX881	OAKLAND	16				
TRACY	PT903	TRACY	68				
TRAVER	JQ262	FRESNO	54				
TREGO	PX507	WINNEMUCCA	6				
TRUCKEE	RV223	ROSEVILLE	24				
TULARE	JQ244	FRESNO	54				
TULARE SIDING		FRESNO	54				
TULE LAKE	OY339	MODOC	52				
TURLOCK	PQ048	FRESNO	54				
UPSAL	RV129	NEVADA	20				
UPTON	OZ226	BLACK BUTTE	44				
VALMY	UX386	ELKO	2				
VERDI	RV200	ROSEVILLE	24				
VIRGILIA	PX688	CANYON	8				
VISTA	RV182	NEVADA	20				
VISTA	RV182	ROSEVILLE	24				
VISTA		MARTINEZ	34				
W. WHIRLWIND	UX346	ELKO	2				
WABUSKA	RV840	MINA	32				
WARM SPRINGS	JM930	WARM SPRINGS	70				
WASHINGTON		VALLEY	48				
WASHINGTON Trk.1		ROSEVILLE	24				
WATSONVILLE JCT.	CO092	COAST	60				
WESO	UX420	NEVADA	20				
WESO	UX422	WINNEMUCCA	6				
WESO	UX422	ELKO	2				
WEST ATKINSON		MARTINEZ	34				
WEST CARLIN	UX315	ELKO	2				
WEST DAVIS		MARTINEZ	34				
WEST EMERYVILLE Trk.2	RV418	MARTINEZ	34				
WEST FREMONT	PX926	OAKLAND	16				
WEST HAGGIN Trk.1		MARTINEZ	34				
WEST LATHROP		TRACY	68				
WEST NORDEN	RV238	ROSEVILLE	24				
WEST OAKLAND	PX950	NILES	40				
WEST RENO		ROSEVILLE	24				
WEST ROSEVILLE Trk.1		MARTINEZ	34				
WEST SACRAMENTO	RV342	MARTINEZ	34				
WEST TRUCKEE		ROSEVILLE	24				
WINNEMUCCA	UX426	WINNEMUCCA	6				
WINNEMUCCA	UX426	NEVADA	20				
WOODLAND		FRESNO	54				

## ELKO SUBDIVISION (0781)

		Radio Display: Elko to Weso Trk.1- 9696 Elko to Winnemucca Trk. 2- 2424					
Mile Post	Track Layout	Rule 6.3	CP #'s	WEST ▼ STATIONS ▲	EAST ▲	Sta. #s Siding Feet	
<b>Track 1</b>							
557.0		DT ABS		ELKO (Amtrak) (10.5)			
545.5			RV546	HOLD SIGNAL 546 (11.0)			
534.5				CARLIN (8.9)	UX312	C8660	
525.6			RV526	HOLD SIGNAL 526 (5.3)			
520.3				BARTH (7.1)	X UX327		
513.2			RV513	HOLD SIGNAL 513 (5.0)			
508.2				BEOWAWE (6.0)	UX339		
502.2			CTC	E. WHIRLWIND (20.1)	X UX346	C1609	
482.1			DT ABS	RV482	HOLD SIGNAL 482 (6.3)		
475.8				BATTLE MOUNTAIN (7.7)	UX371	6500	
468.1			RV468	HOLD SIGNAL 468 (9.6)			
458.5			RV459	HOLD SIGNAL 459 (1.0)			
457.5				VALMY (22.0)	UX386		
435.5			RV436	HOLD SIGNAL 436 (14.6)			
421.0 420.9			CTC	F536	WESO	X UX422	
<b>Track 2</b>							
557.0 =666.3		DT ABS	F669	ELKO (Amtrak) (10.5)		UX293	
655.8			F656	HOLD SIGNAL 656 (9.8)			
646.0			F646	EAST CARLIN (2.6)	(M) UX312	C8660	
643.4			F643	WEST CARLIN (16.0)	(M) UX315		
627.4			F627	CLURO (7.9)			
619.5				BEOWAWE (7.4)	UX339	5907	
612.1			CTC	F612	W. WHIRLWIND (3.0)	X UX346	C1690
609.1				F609	NEWMONT (11.2)		
597.9			DT ABS	F598	HOLD SIGNAL 598 (14.9)		
583.0				F583	HOLD SIGNAL 583 (7.6)		
575.4				ELLISON (2.7)	UX383	6053	
572.7				F572	VALMY (10.9)	(M) UX386	
561.8				F562	HOLD SIGNAL 562 (14.2)		
547.6				F548	HOLD SIGNAL 548 (11.8)		
535.5			CTC	F536	WESO	X UX422	
(134.9)							

### SI-01 MAIN TRACK AUTHORITY

**CTC between:**

Trk. 2 between MP 612.1 (CP F612) and MP 609.1 (CP F609) and on center siding between CP F612, Trk.2 and CP RV502, Trk.1;  
 CP 536 (MP 535.5);  
 MP 421.0 and MP 420.9.

**ABS Rule 9.14/9.15 between:**

CP F669 (Lakeside Sub @ W. Elko MP 559.4) to CP F612 (MP 612.1) on Trk 2;  
 CP F609 (MP 609.1) to CP F536 (MP 535.5) on Trk 2;  
 CP RV560 (Lakeside Sub @ MP 559.3) and CP F536 (MP 421.0) on Trk.1.

**Elko:** Between MP 666.3 and MP 664.0 on Trk. 2 and between MP 557.0 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.

# ELKO SUBDIVISION (0781)

## SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH	
	PSGR	FRT
<b>Between Mileposts</b> 557.0 and 420.9 Westward Trk.1		
(Except as Below).....	79	70
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 522.4.....	50	50
522.4 and 522.0.....	50	40
522.0 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
<b>Between Mileposts</b> 420.9 and 557.0 Eastward Trk.1 Against Current of Traffic	PSGR	FRT
(Except as Below).....	59	49
475.3 and 476.0.....	45	45
500.3 and 517.9.....	55	49
517.9 and 522.0.....	50	49
522.0 and 522.4.....	50	40
522.4 and 525.9.....	50	49
525.9 and 528.0.....	40	40
533.9 and 535.9.....	25	25
<b>Between Mileposts</b> 535.5 and 666.3 Eastward Trk.2	PSGR	FRT
(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
<b>Between Mileposts</b> 670.7 and 535.8 Westward Trk.2 Against Current of Traffic	PSGR	FRT
(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

## SI-03 OTHER SPEED RESTRICTIONS

Maximum Speed	MPH
<b>1. Thru Sidings &amp; Turnouts</b> Sidings Battle Mountain, Carlin.....	10
<b>2. Dual Control Switch Turnouts</b> East and West Carlin.....	15
Weso: crossovers.....	20
<b>3. Misc. Speed Restrictions (No Exceptions.)</b>	

## 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 Elko MP 666.3 and Weso MP 535.5 is designated track No. 2.

## SI-05 MILEPOST EQUATIONS

Weso: MP 535.5 Trk.2 = MP 420.9 Trk.1  
Elko: Trk.2 MP 666.34 = MP 557.0

## SI-06 RCL OPERATIONS - None.

## SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 662.6 Trk2	(#) 554.4 Trk2	(#) 491.0 Trk1
(#) 639.1 Trk2	(#)& 547.6 Trk1	% 479.6 Trk1
(#) 615.4 Trk2	(#)& 529.8 Trk1	(#) 469.9 Trk1
% 610.7 Trk2	(#) 512.5 Trk1	(#) 452.0 Trk1
% 606.4 Trk2	% 503.8 Trk1	(#) 437.7 Trk1
(#) 585.8 Trk2	% 498.6 Trk1	(#) 427.3 Trk1

## SI-08 RULES ITEMS

**Rule 10.1. Carlin:** Westward trains must contact Train Dispatcher for authority to occupy siding.  
**Rule 6.32.2:** Comply with Rule 6.32.2, Procedure 2, at MP 554.9 (Hot Springs Rd.) auxiliary trk. 170 only, due to rusty rail conditions.

## 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
Kamos 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.....	491.9	UX355
Argenta Trk.1.....	489.2	UX358
Mote Trk.1.....	465.3	UX381
Iron Point Trk.1.....	448.1	UX394
Golconda Trk.1.....	434.8	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.

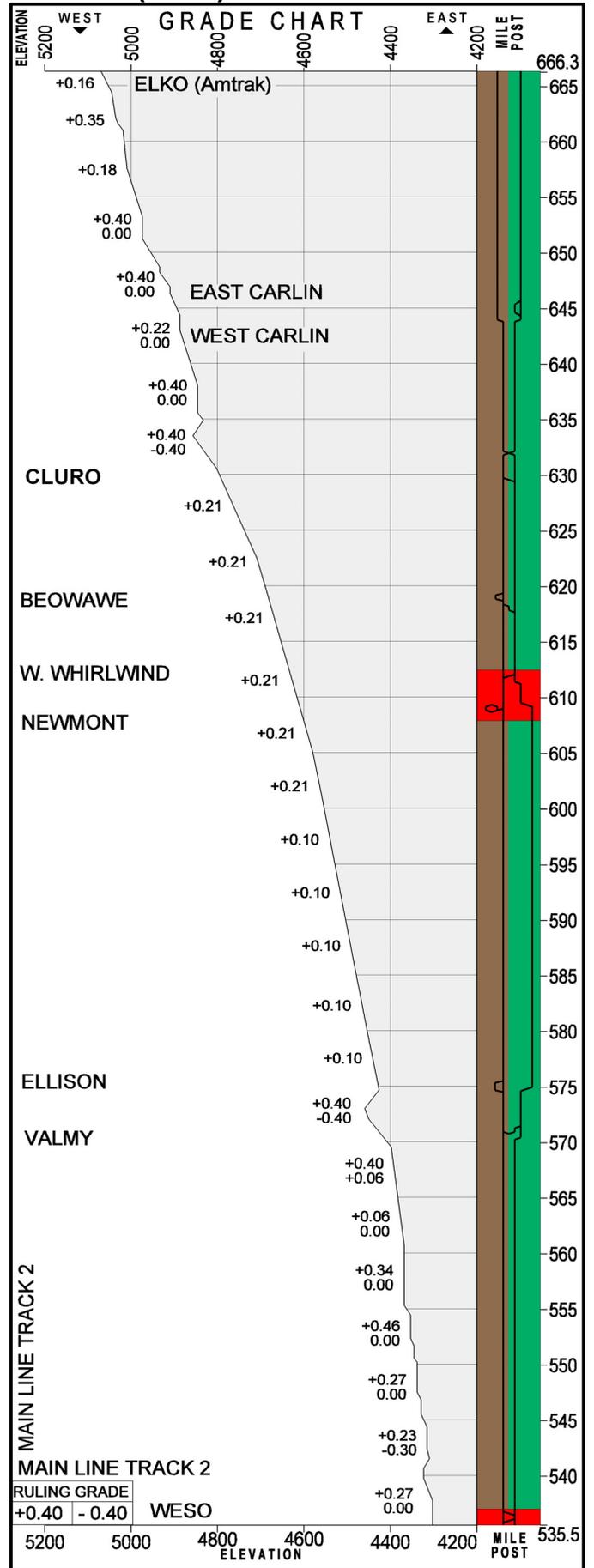
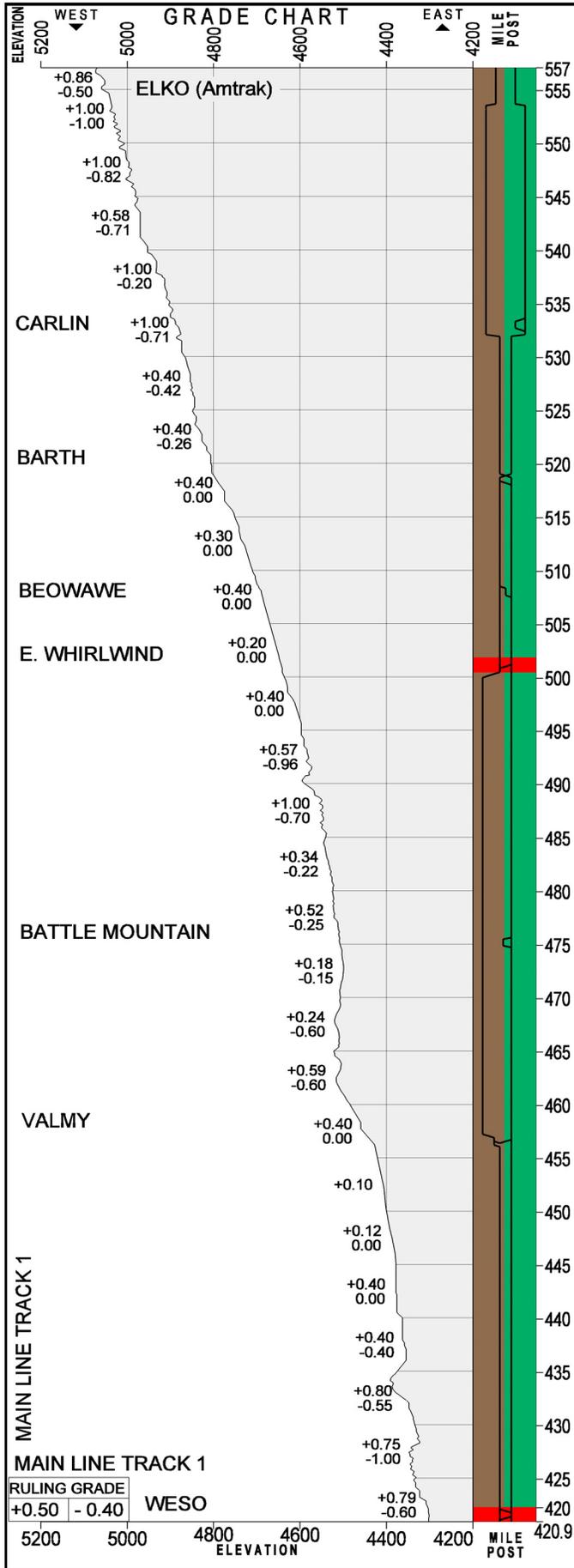
## SI-14 MISC. INSTRUCTIONS

**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.

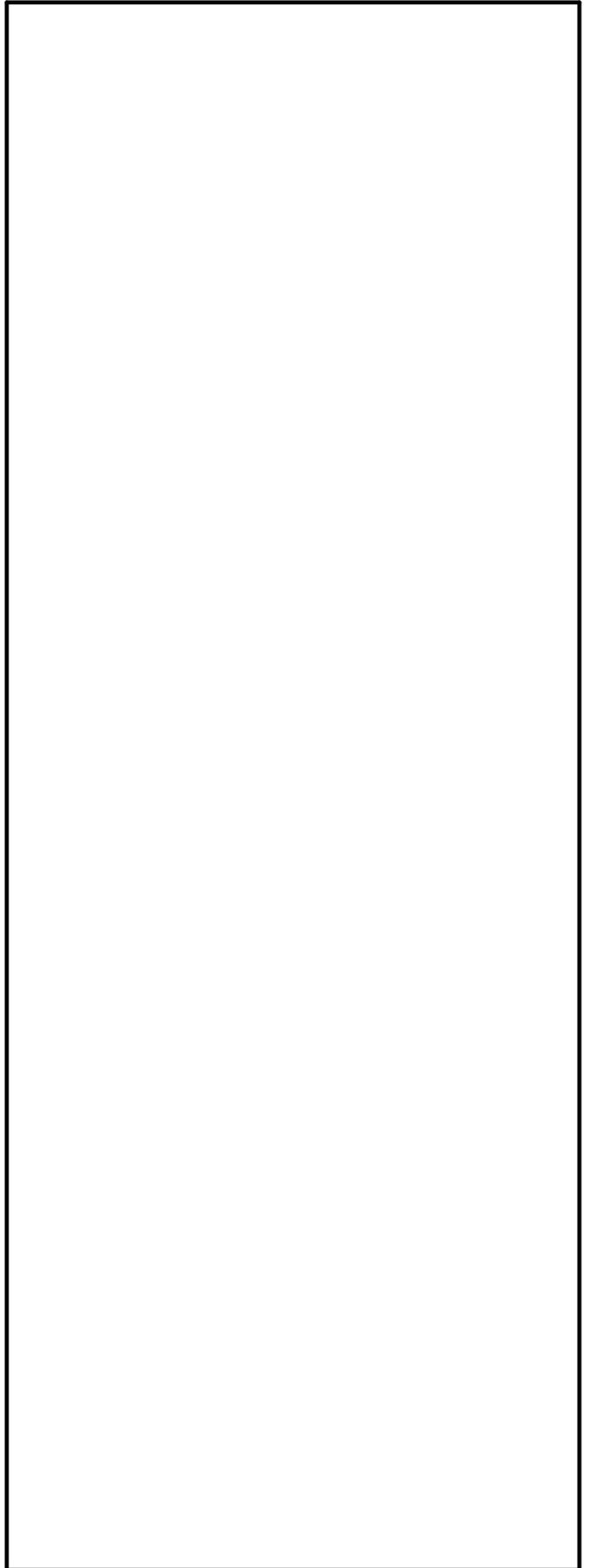
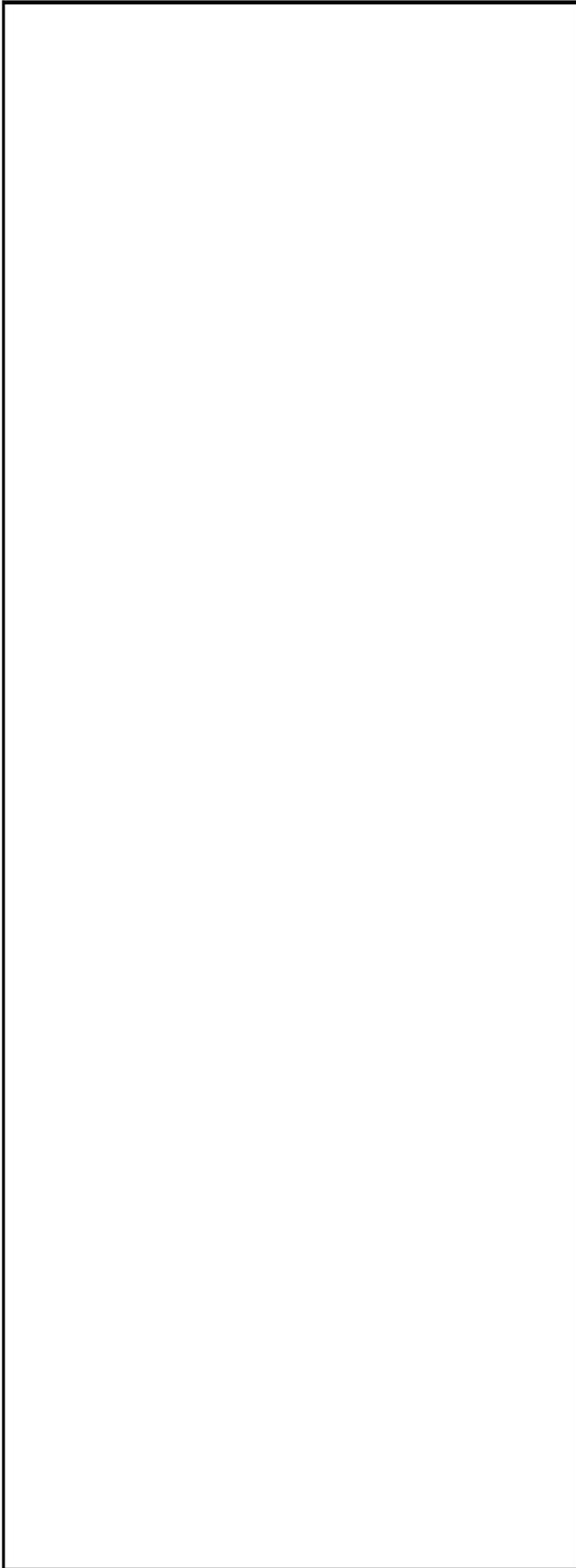
**Elko:** Trains departing west from Trk.101 must contact Train Dispatcher for signal to depart. All westward freight trains must contact Train Dispatcher before departing.

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

# ELKO SUBDIVISION (0781)



**NOTES:**

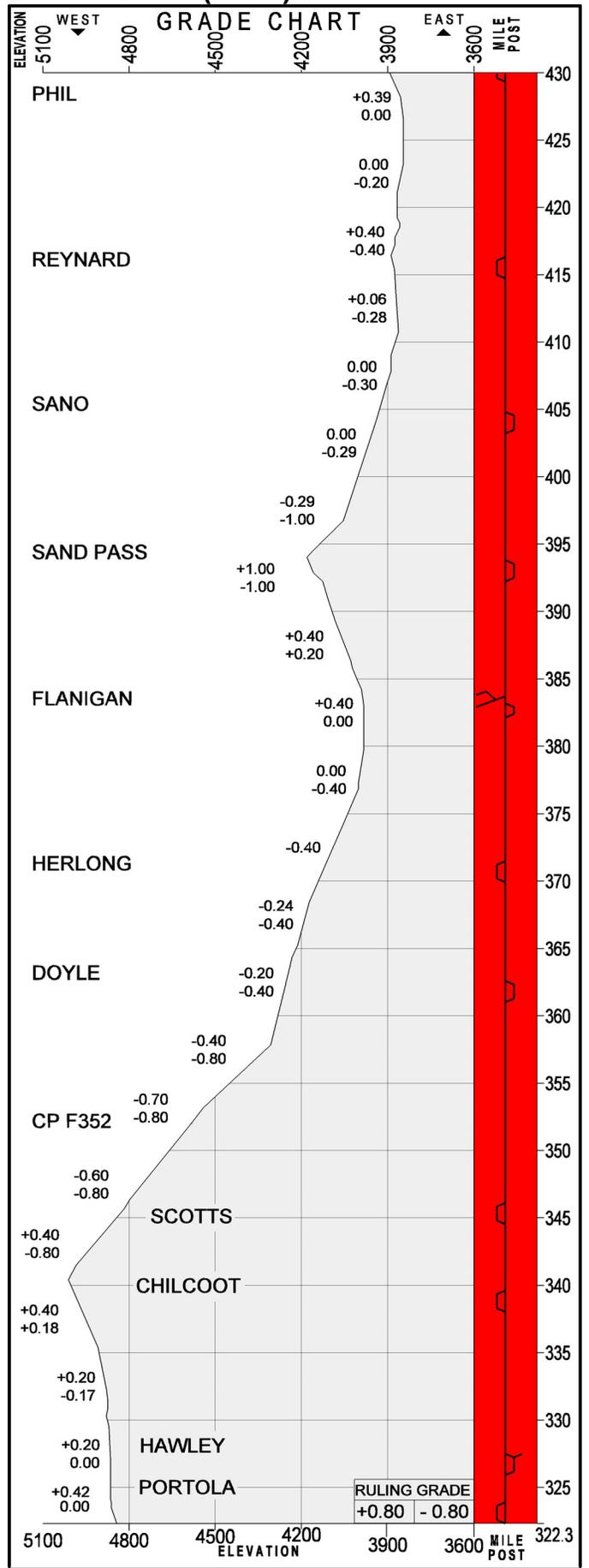
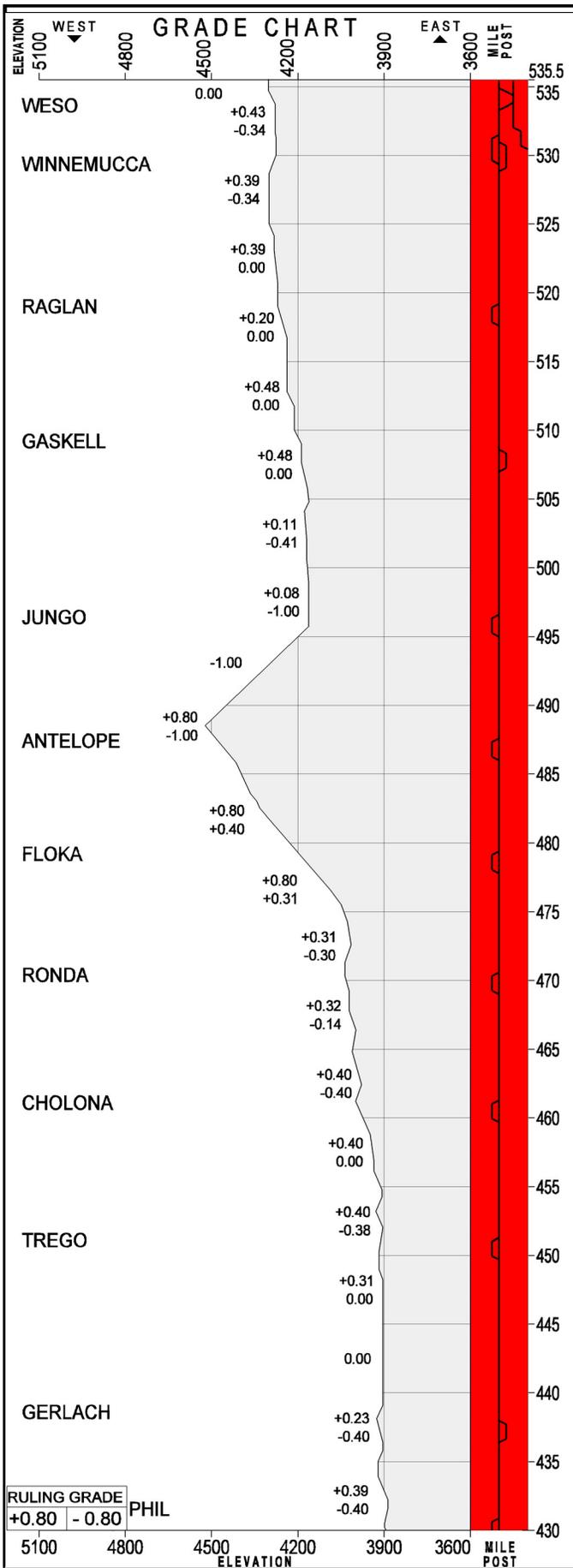


## WINNEMUCCA SUBDIVISION (0779)

Radio Display: Winnemucca to Gerlach- 2424 Gerlach to Portola- 2727							
Mile Post	Track Layout	Rule 6.3	CP #s	WEST ▼ STATIONS	EAST ▲	Sta. #s Siding Feet	
535.5	[Track Diagram]	CTC	F536	WESO (2.7)	X	UX422	
532.1			F532	WINNEMUCCA	BT	UX426	N10007
530.8			F531				S7091
530.7			F530				
532.8			F533		(12.3)		
519.8			F520		RAGLAN (10.6)		PX440 6223
518.5			F518				
509.2			F509		GASKELL (12.0)		PX450 6249
507.9			F508				
497.2			F497		JUNGO (9.0)		PX461 6140
496.0			F496				
488.2			F488		ANTELOPE (8.2)		PX471 6246
487.0			F487				
480.0			F480		FLOKA (8.8)		PX479 6163
478.7			F479				
471.2			F471		RONDA (9.3)		PX488 6246
469.9			F470				
461.9			F462		CHOLONA (10.0)		PX497 6243
460.6			F461				
451.9			F452		TREGO (13.3)		PX507 6220
450.6			F451				
438.6			F439		GERLACH (7.1)	T	PX520 6380
437.3			F437				
431.5			F432		PHIL (14.6)		PX528 6245
430.3			F430				
416.9			F417		REYNARD (11.5)		PX542 5739
415.7			F416				
405.4			F405		SANO (11.0)		PX554 6235
404.1			F404				
394.4			F394		SAND PASS (10.1)		PX565 6234
393.1			F393				
384.3			F384		FLANIGAN (12.2)		PX574 6258
382.9	F383						
372.1	F372		HERLONG (8.9)		PX587 4279		
371.2	F371						
363.2	F363		DOYLE (11.0)		PX596 6456		
361.9	F362						
352.2	F352		CP F352 (6.0)				
346.2	F346		SCOTTS (6.5)		PX613 6213		
344.9	F345						
339.7	F340		CHILCOOT (11.6)		PX619 6342		
338.5	F338						
328.1	F328		HAWLEY (5.8)		PX631 5857		
326.9	F327						
322.3	F322		PORTOLA	B	PX637 10748		
(213.5)							
<b>SI-01 MAIN TRACK AUTHORITY</b> CTC between: MP 535.5 and MP 322.3.							
<b>SI-02 MAXIMUM SPEED TABLE</b>							
<b>Maximum Speed</b>			<b>MPH</b>				
<b>Between Mileposts 535.5 and 322.3</b>							
<b>(Except as Below).....</b>							
521.8 and 520.9.....						70	
510.4 and 509.9.....						60	
495.7 and 494.5.....						65	
494.5 and 489.9.....						40	
489.9 and 488.3.....						35	
488.3 and 481.1.....						50	
481.1 and 480.1.....						60	
441.5 and 437.3.....						55	
434.1 and 429.5.....						60	
404.7 and 399.9.....						60	
399.9 and 397.7.....						55	
397.7 and 397.0.....						50	
397.0 and 397.0.....						35	

<b>Between Mileposts 535.5 and 322.3</b>		
<b>(Except as Below).....</b>	<b>70</b>	
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	
<b>SI-03 OTHER SPEED RESTRICTIONS</b>		
<b>Maximum Speed</b>		<b>MPH</b>
<b>1. Thru Sidings &amp; Turnouts</b>		
Winnemucca: South Passing Track.....	10	
North Passing Track.....	20	
<b>2. Dual Control Switch Turnouts</b>		
CP F341 Reno Jct.....	10	
CP F384 Flanigan to Modoc Sub.....	20	
<b>3. Misc. Speed Restrictions (No Exceptions)</b>		
<b>SI-04 MAIN TRACK DESIGNATIONS - None.</b>		
<b>SI-05 MILEPOST EQUATIONS - None.</b>		
<b>SI-06 RCL OPERATIONS - None.</b>		
<b>SI-07 ITEM 13 TRAIN DEFECT DETECTORS</b>		
(#) 521.4	(#) 434.5	(#) 358.3
(#) 503.9	(#) 419.3	(#) 335.9
(#) 475.1	(#) 404.0	
(#) 456.0	(#) 387.1	
<b>SI-08 RULES ITEMS - None.</b>		
<b>SI-09 FRA EXCEPTED TRACKS</b>		
PX520: 125 east leg of wye; 126 west leg of wye; 014-015, 532, 534, 720.		
<b>SI-10 BUSINESS TRACKS</b>		
<b>Track Name</b>	<b>MP</b>	<b>STA. #S</b>
Marcus .....	525.8	UX432
Pozla .....	348.9	PX610
<b>SI-11 INDUSTRIAL LEADS</b>		
<b>Loyalton Industrial Lead:(0780)</b> Off main track at Hawley to MP 11.6 (End of Track). FRA Excepted Track MP 0.0 to MP 11.6.		
<b>Flanigan Industrial Lead:(0855)</b> Off main track at Flanigan, MP 336.3 to MP 338.3 (End of Track). Flanigan MP 384.4 = MP 336.3 (start of Ind. Ld.).		
<b>SI-12 TONNAGE RESTRICTIONS/TPOB</b>		
<b>Maximum Gross Weight: 158 Tons</b>		
<b>SI-13 TRAIN MAKE-UP RESTRICTIONS - None.</b>		
<b>SI-14 MISC. INSTRUCTIONS</b>		
<b>Derails (Rule 8.20)</b> in service at sidings: Winnemucca(South) - east and west end; Gerlach - east and west end; Chilcoot - west end		
<b>6-axle locomotives are prohibited at:</b> Winnemucca on wye, Gerlach on west leg of wye and balloon track unless inspected by FRA qualified inspector prior to use.		

# WINNEMUCCA SUBDIVISION (0779)



## CANYON SUBDIVISION (0908)

Radio Display: Portola to Mitchell Ave. - 2727						
Mile Post	Track Layout	Rule 6.3	CP #'s	WEST STATIONS ▼	EAST STATIONS ▲	Sta. #'s Siding Feet
322.3	[Track Diagram]	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
			F282	KEDDIE	!	PX677 7386
282.3			F281	(1.8)		
280.7			F280	HOLD SIGNAL F280		
280.5				(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	HOLD SIGNAL 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.				

(113.8)

**SI-01 MAIN TRACK AUTHORITY**

CTC between: MP 322.3 and MP 204.5.

**SI-02 MAXIMUM SPEED TABLE**

Maximum Speed	MPH
<b>Between Mileposts</b>	
<b>322.3 and 204.5</b>	
(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

**SI-03 OTHER SPEED RESTRICTIONS**

Maximum Speed	MPH
<b>1. Thru Sidings &amp; Turnouts</b>	
All Sidings.....	20
Exception: Virgilia.....	25
<b>2. Dual Control Switch Turnouts</b>	
Blairsdan, Sloat, Spring Garden, Keddle, Keddle Wye, Paxton, Belden, Camp Rodgers, Merlin, Pulga, Poe, Mitchell Ave.....	15
Keddle: west wye switch diverging route to BNSF.....	10
<b>3. Misc. Speed Restrictions (No Exceptions.)</b>	

**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 Keddle 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.**

**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. Eastward trains operating with a Hyrail escort must obtain verbal authority from Train Dispatcher before passing CP F227, east end of station James.
2. 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.
3. HMPs are identified by name or number followed by direction.
4. 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.
5. 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.
6. 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.
7. 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.
8. 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.

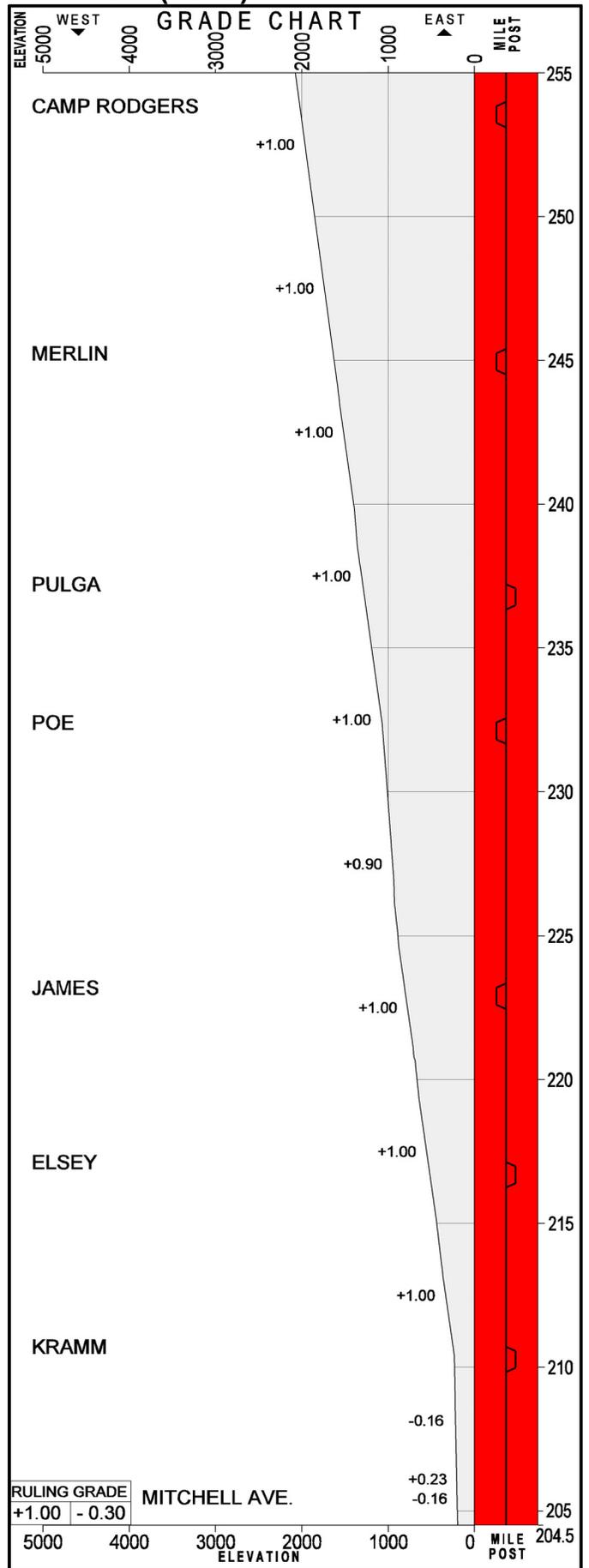
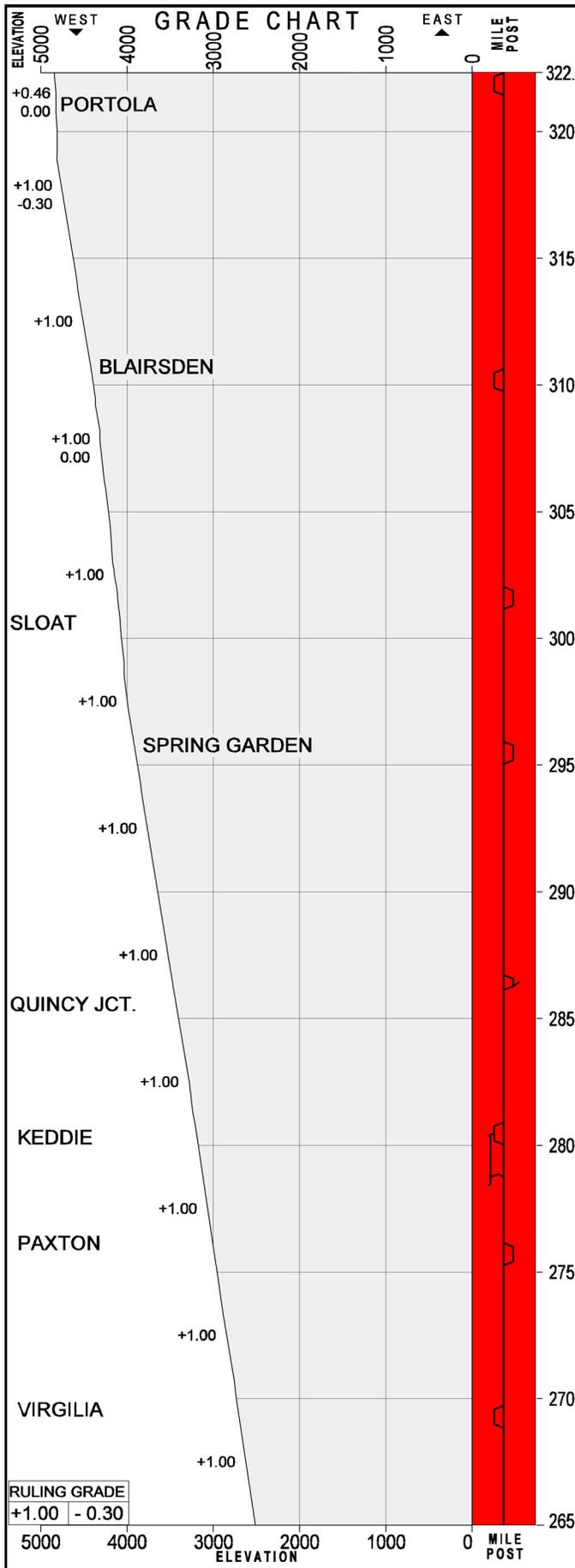
Movement(s) will be made at maximum authorized speed being governed by signal indication. If train cannot make track speed, escort speed will be reduced to match train speed. If radio contact is lost, train will STOP at milepost last reported by escort. After stopping, wait 2 minutes then proceed at 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.

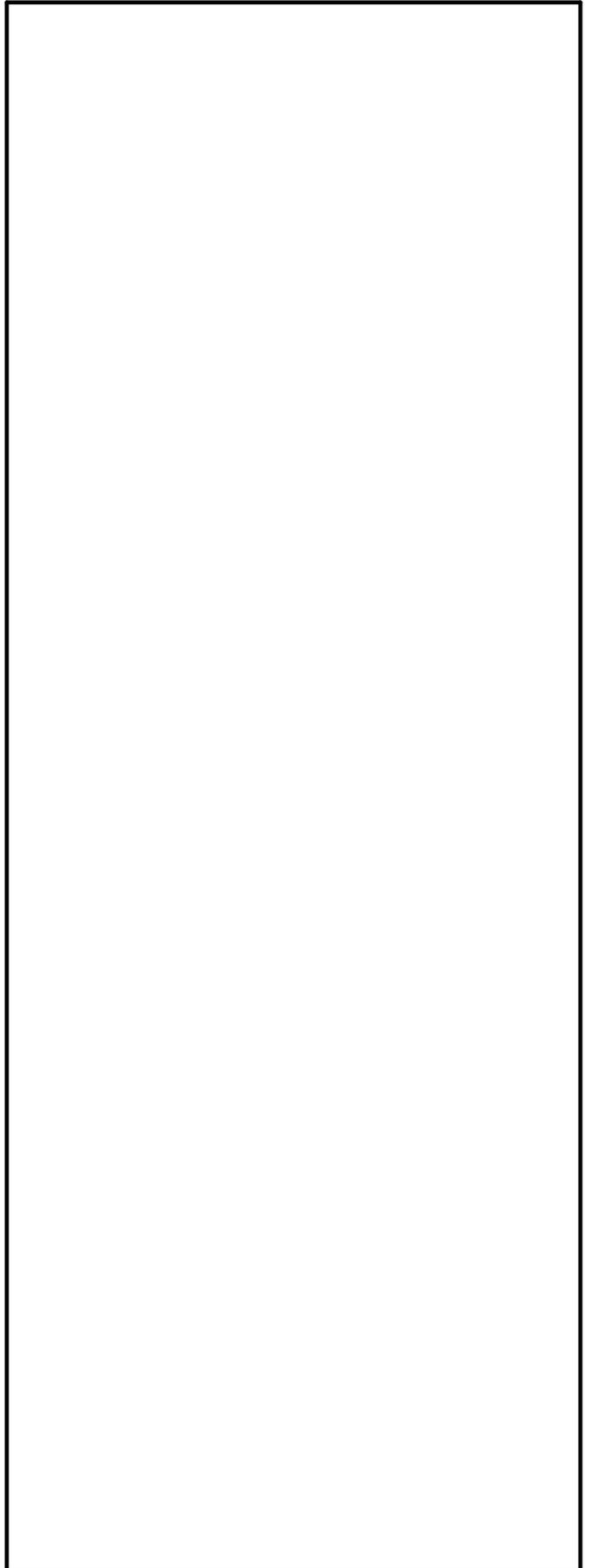
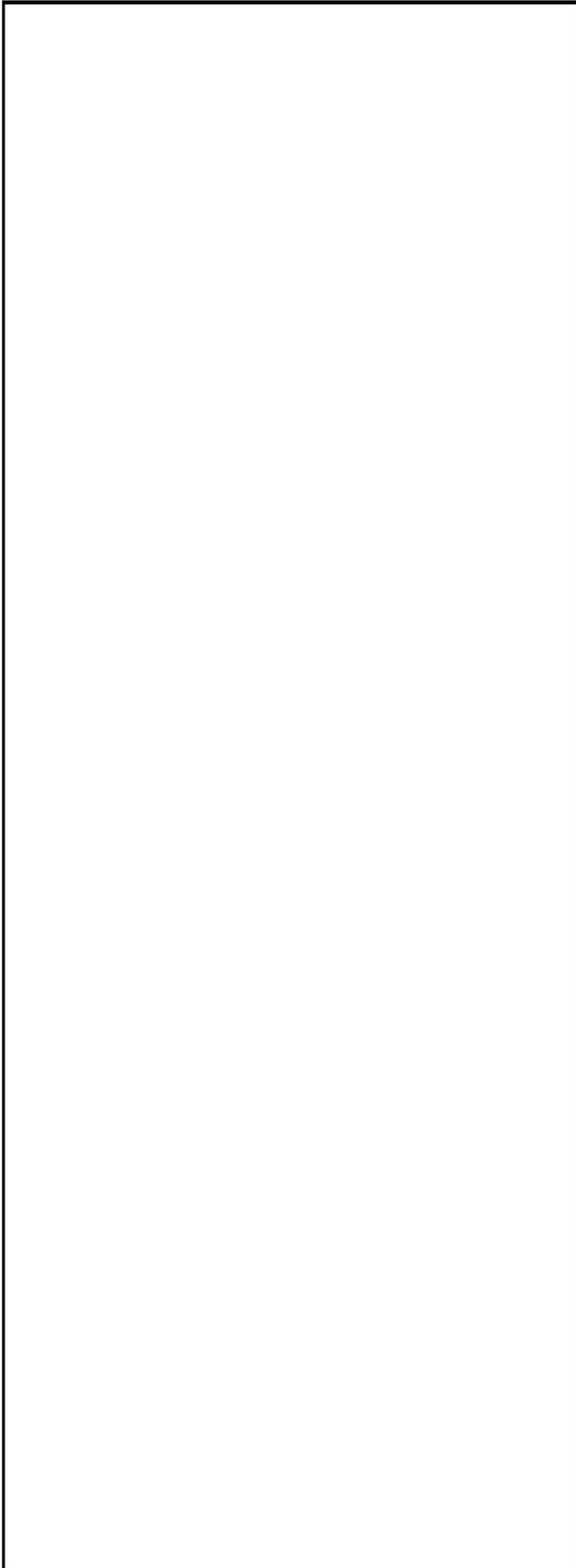
**Keddie:** Eastward BNSF trains diverging north at Keddie must monitor radio channel 27-27 until train is clear of all Train Defect Detectors on UPRR trackage to assure no defects. BNSF radio channel at Keddie is 66-66.

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

# CANYON SUBDIVISION (0908)



**NOTES:**



## SACRAMENTO SUBDIVISION (0905)

Radio Display:								
Mitchell Ave. to Binney Jct.- 2727 (*15) Binney Jct. to Hammer Lane- 5151 (*73) Hammer Lane to El Pinal- 9696 (*56)								
Mile Post	Track Layout	Rule 6.3	CP #'s	WEST STATIONS	EAST STATIONS	Sta. #s / Siding Feet		
204.5	CTC	CTC	F205	MITCHELL AVENUE (0.8)		3660		
203.7 202.6			F204 F202	OROVILLE YARD (10.1)	TB	PX751	5560	
193.6 192.4			F194 F192	CRAIG (13.4)		PX761	6249	
180.2			F180	BINNEY JCT. (0.8)		PX774	(X)UP(M)	
179.4 178.4			F179 F178	MARYSVILLE (5.8)		PX776	5082	
173.6 172.1			F174 F172	MOUNKES (16.4)		PX782	7290	
157.2 155.9			F157 F156	PLEASANT GROVE (13.0)		PX798	6337	
144.2 142.9			F144 F143	DEL PASO (4.4)		PX811	6234	
139.8			F140	HAGGIN (2.9)	(9)	PX815		
136.9 134.2			F137 F134	SOUTH SACRAMENTO (4.0)	!(9)	PX818	13301	
132.9 131.9			F133 F132	POLLOCK (10.3)	(9)	PX822	4416	
122.6 121.3			F123 F121	PHILLIPS (8.3)		PX832	6171	
114.3 113.5			F114 F113	THORNTON (9.4)		PX840	3400	
104.9			F105	KINGDON HOLD F105 (4.5)				
100.4 97.7 95.1			F100 F097 SP083	HAMMER LANE (7.7) EL PINAL	!	PX856 PX859	11715	
(109.4)								
<b>SI-01 MAIN TRACK AUTHORITY</b>								
CTC between: MP 204.5 and MP 95.1								
<b>SI-02 MAXIMUM SPEED TABLE</b>								
<b>Maximum Speed</b>			<b>MPH</b>					
<b>Between Mileposts</b>								
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								

<b>SI-03 OTHER SPEED RESTRICTIONS</b>		
<b>Maximum Speed</b>		<b>MPH</b>
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
<b>SI-04 MAIN TRACK DESIGNATIONS - None.</b>		
<b>SI-05 MILEPOST EQUATIONS - None.</b>		
<b>SI-06 RCL OPERATIONS</b>		
<b>Remote Control Areas:</b>		
Sacramento Area: MP 157.5 and MP 130.0 including all main tracks, industrial leads and yard tracks.		
<b>Remote Control Zones:</b>		
None.		
<b>SI-07 ITEM 13 TRAIN DEFECT DETECTORS</b>		
( # ) 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.		
<b>SI-08 RULES ITEMS</b>		
<b>SSI Item 9:</b>		
Applies at and between MP 124.7 (Bilby Road) and MP 125.6 (Franklin Blvd.). Includes private crossing at MP 124.9.		
Applies at and between MP 131.8 and MP 139.2.		
Note: Sacramento Regional Transit crossings within these limits are equipped with blue lights that flash when power is off at the crossing. If this condition is observed, sound whistle signal 5.8.2(7) and report condition to the train dispatcher.		
<b>SI-09 FRA EXCEPTED TRACKS</b>		
All yard and industrial tracks at the following locations:		
PX776, PX782, PX798, PX811		
PX818: Trks. 6 - 9		
<b>SI-10 BUSINESS TRACKS</b>		
<b>Track Name</b>	<b>MP</b>	<b>STA. #'S</b>
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

# SACRAMENTO SUBDIVISION (0905)

## 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.

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

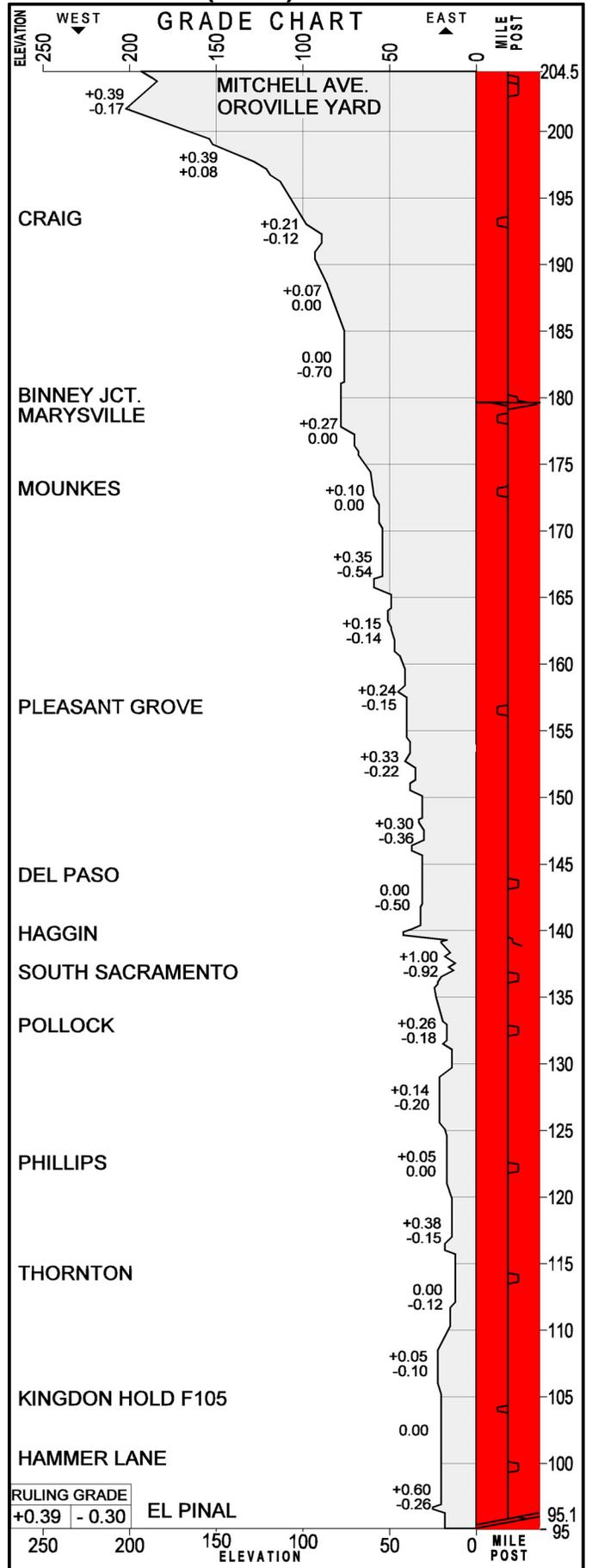
## SI-12 TONNAGE RESTRICTIONS/TPOB

**Maximum Gross Weight:** 143 Tons.

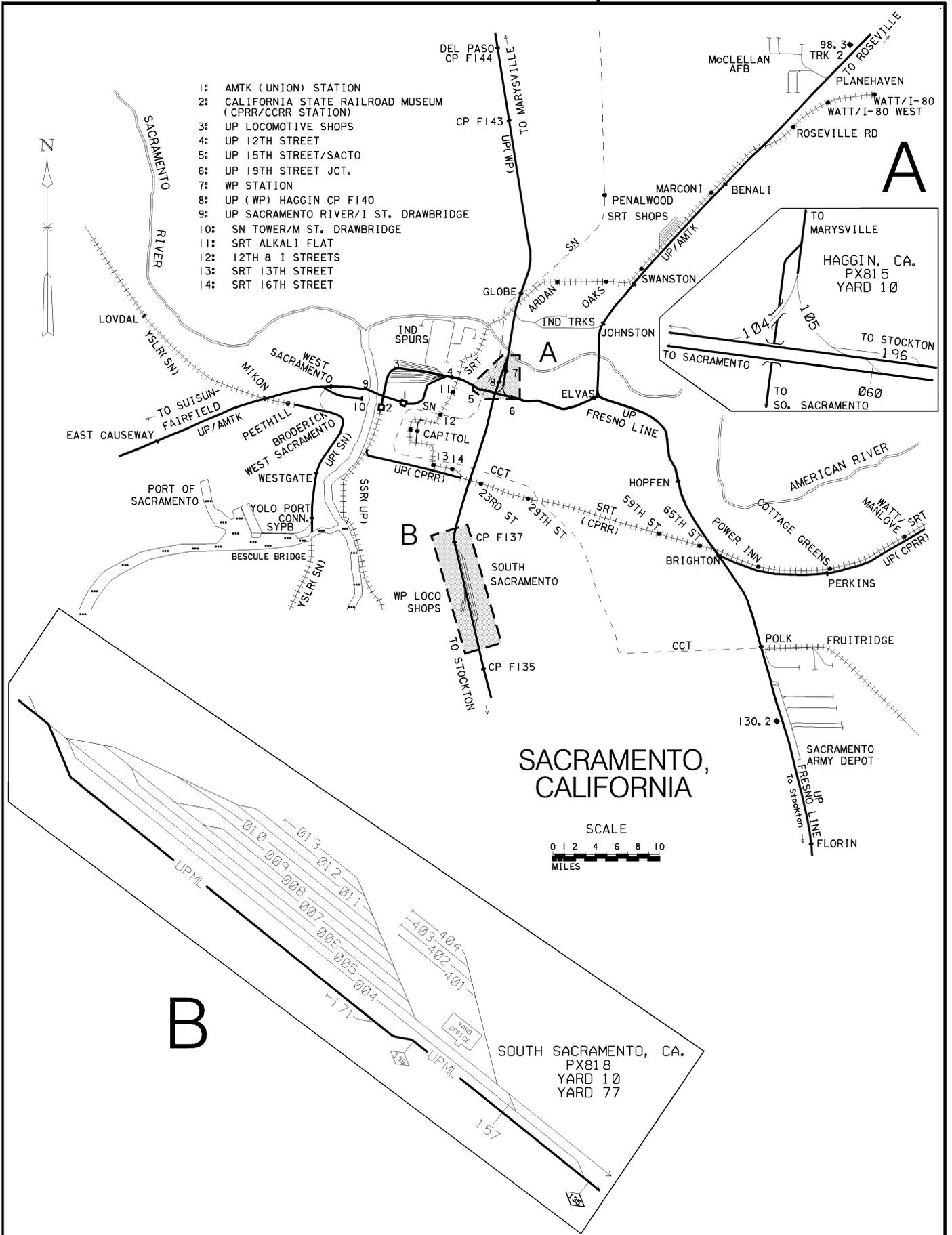
## SI-13 TRAIN MAKE-UP RESTRICTIONS - None.

## SI-14 MISC. INSTRUCTIONS

**Southwest quadrant** connection installed at Binney Junction connecting the Sacramento and Valley Subdivisions. The Sacramento Subdivision switch is located at MP 180.0 and the Valley Subdivision switch is at MP 141.8. Both switches are hand throw switches. Speed through this quadrant is 10 MPH including turnouts. The connection allows Northward trains off the Valley Subdivision to move to the Sacramento Subdivision and Eastward trains off the Sacramento Subdivision to move to the Valley Subdivision.

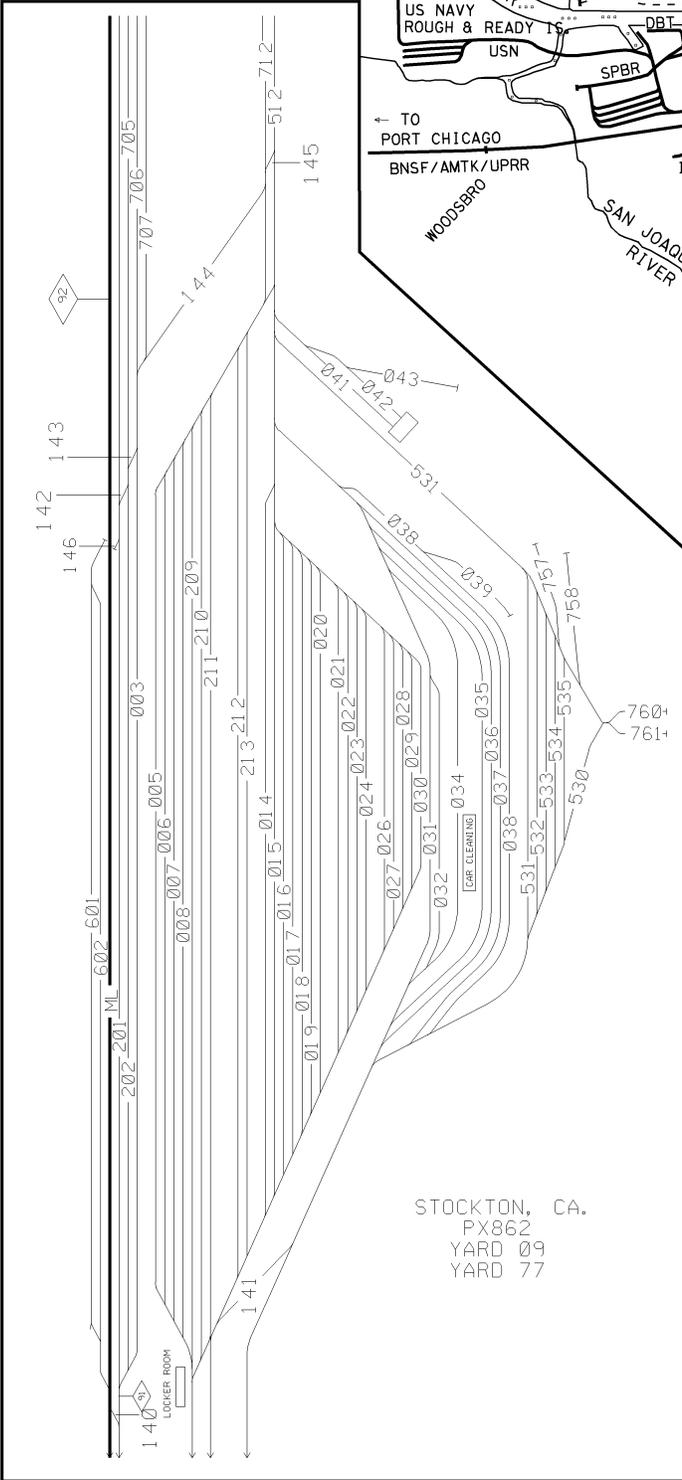


# Sacramento Area Map

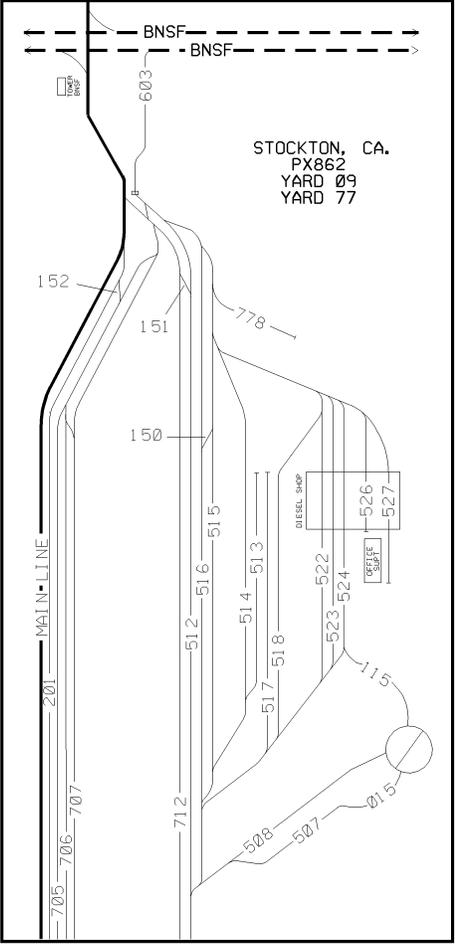


STOCKTON, CALIFORNIA

A



STOCKTON, CA.  
PX862  
YARD 09  
YARD 77



STOCKTON, CA.  
PX862  
YARD 09  
YARD 77

# OAKLAND SUBDIVISION (0900)

Radio Display:							
Scotts to MP 84.0- 9696 (*56) MP 84.0 to Melrose- 4242 (*58)							
Mile Post	Track Layout	Rule 6.3	CP #'s	WEST STATIONS ▼	EAST STATIONS ▲	Sta. #'s Siding Feet	
93.1	Track Layout Diagram	CTC	SP087	SCOTTS (0.4)			
92.7			F093	STOCKTON (1.0)	TB	PX862	
91.7			F092	HOLD SIGNAL 092 (0.8)			
90.9			F091	HOLD SIGNAL 091 (0.5)			
90.4			F990	McKINLEY (0.5)			
90.0			F090	ORTEGA (2.7)			
87.3			F087	LATHROP (2.8)			PX868 10483
84.7			F085				
84.5			SP093	HICKS (1.8)		(X)UP(M)	PX870
82.7			F083	WYCHE (8.8)			PX872 5377
81.6			F082				
73.9			F074	TRACY (10.0)		(X)UP(M) !T	PX881 10692
71.7			F072				
63.9			F064	MIDWAY (7.2)			PX891 5508
62.8			F063				
56.7			F057	ALTAMONT (7.2)			PX898 5418
55.6			F056				
49.5			F050	LIVERMORE (10.9)			PX907 12378
47.0			F047				
38.6			F039	HEARST (8.0)			PX916 4175
37.6	F038						
30.6	F030	NILES JCT. (0.5)		(X)UP(M)			
30.1	F030	FREMONT (0.8)			PX924 4042		
29.3	F029	WEST FREMONT (1.5)			PX926		
27.8	F027	HOLD SIGNAL 027 (2.2)					
25.6	F025	HOLD SIGNAL 025 (4.7)					
20.9	F021	HAYWARD (5.5)			PX934 4025		
19.4	F019						
15.4	F015	HOLD SIGNAL 015 (4.8)					
10.6	F010	HOLD SIGNAL 010 (0.3)					
10.3		6.28		MELROSE	PX943		

**Note: CP F074 at Tracy governs movement through interlocking.**

(82.7)

**SI-01 MAIN TRACK AUTHORITY**

**CTC between:**  
MP 93.1 and MP 10.6

**Rule 6.28 applies between:**  
MP 10.6 and MP 10.3

**SI-02 MAXIMUM SPEED TABLE**

Maximum Speed	MPH	
Between Mileposts	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 82.0.....	60	60
80.2 and 79.9.....	70	60
72.2 and 71.8.....	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
42.9 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 10.3.....	10	10

**SI-03 OTHER SPEED RESTRICTIONS**

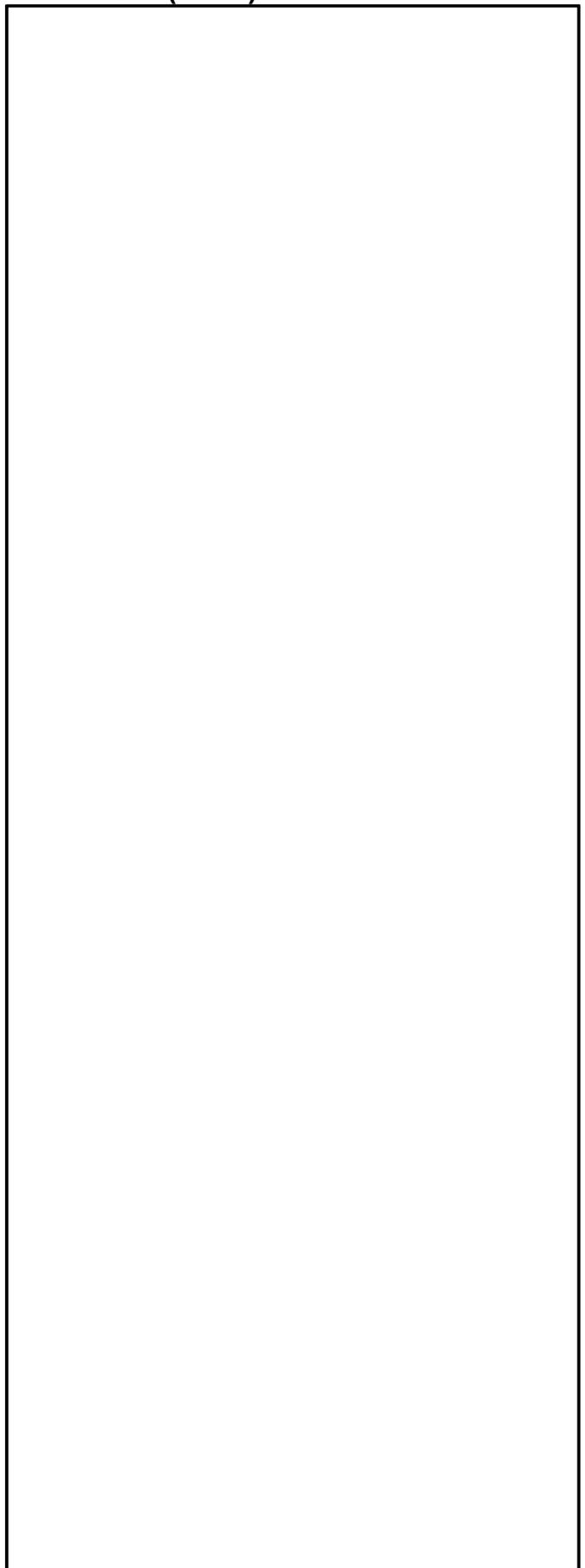
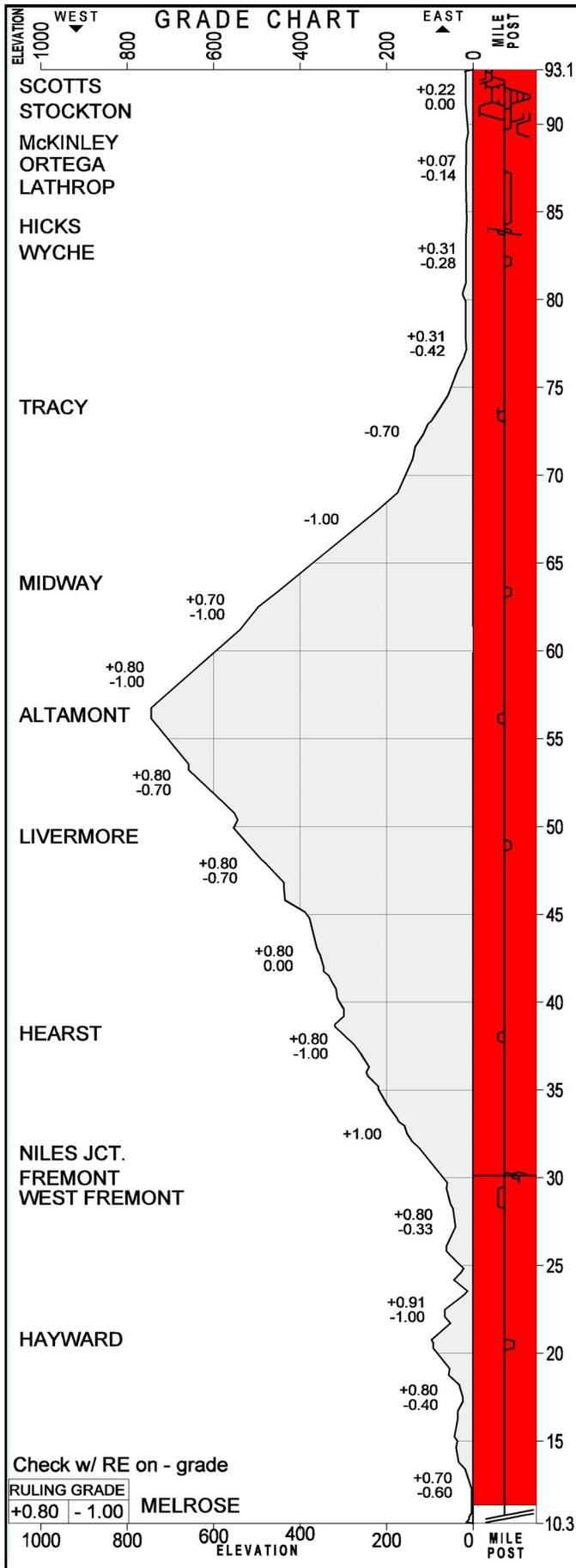
Maximum Speed	MPH
<b>1. Thru Sidings &amp; Turnouts</b>	
Siding Fremont.....	10
<b>2. Dual Control Switch Turnouts</b>	
CP F990.....	40
CP F090.....	20
CP F091, CP F083, CP F064, CP F056, CP F038, CP F030.....	15
CP F030: turnout to Niles and Warm Springs Subs:	
Passenger....	15
Freight.....	10
<b>3. Misc. Speed Restrictions</b>	
Connection track between CP F990 and CP SP088 (Fresno Sub.).....	40
Connection track between CP F030 and Warm Springs Sub.....	10
Connection track at CP SP093 (Hicks) northwest quadrant MP 93.5 (Fresno Sub.) to MP 84.4 (Oakland Sub.).....	10
Connection track between CP SP094 and CP F085.....	30
Connection track between CP F030 and Niles Sub.	
Passenger....	15
Freight.....	10

# OAKLAND SUBDIVISION (0900)

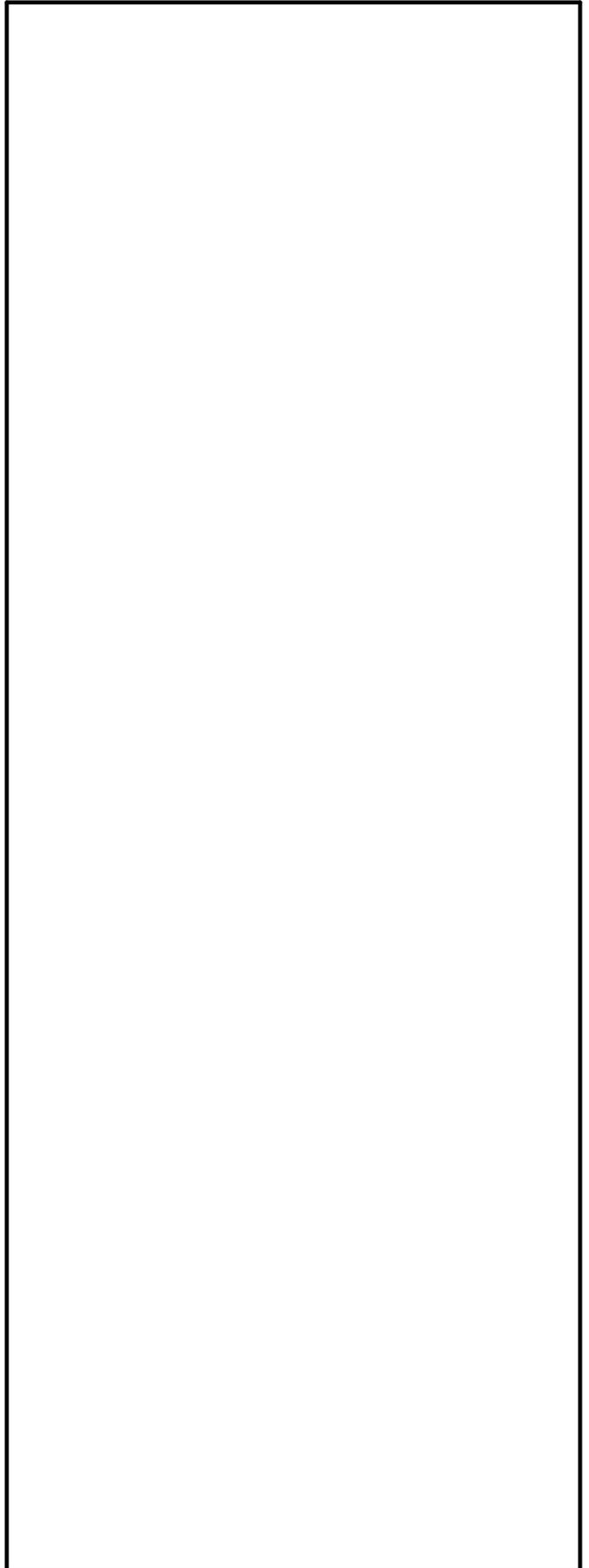
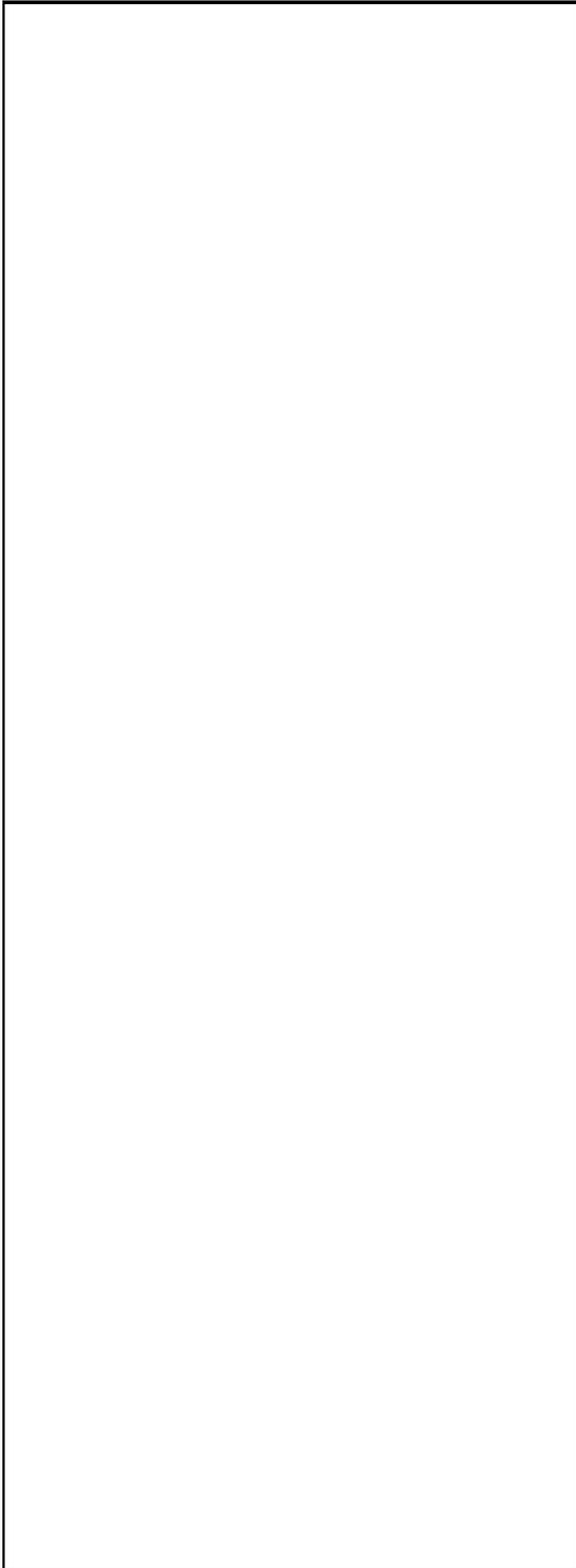
<b>SI-04 MAIN TRACK DESIGNATIONS - None.</b>		
<b>SI-05 MILEPOST EQUATIONS - None.</b>		
<b>SI-06 RCL OPERATIONS</b>		
<p><b>Remote Control Areas:</b> Stockton Area: Between Scotts and Lathrop, all main tracks, industrial leads and yard tracks.</p> <p><b>Remote Control Zones:</b> Stockton Yard: Zone 3: Begins at the north end of the "2" lead, ending 290 feet short of Industrial Road.</p> <p>Zone Status Contact: RCL Operator or Fresno Yardmaster Channel 38-38</p> <p>See Roseville Superintendent Bulletins for detailed RCL operation information.</p>		
<b>SI-07 ITEM 13 TRAIN DEFECT DETECTORS</b>		
% 80.1	% 60.8	% 40.6
% 78.8	% 58.9	% 35.7
% 77.1	% 53.0	% 33.6
(#) 69.5	% 51.2	% 31.9
% 67.5	% 44.5	& 23.2 *
% 65.6	(#) 42.7	
* Protects Tunnel #1 at MP 32.1.		
<b>SI-08 RULES ITEMS</b>		
<p><b>Rule 8.20. Lathrop:</b> dual-type derail at east end of Trk. 168 must be operated from both sides.</p> <p><b>Rule 6.32.2:</b> Comply with Rule 6.32.2, Procedure 1, at all crossings at and between MP 26.9 (DeCoto Rd) and MP 10.5 (47th Ave) due to rusty rail conditions.</p>		
<b>SI-09 FRA EXCEPTED TRACKS</b>		
<p><b>PX862</b> 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.</p> <p><b>Melrose</b> Drill track from switch at north end MP 10.3 to MP 14.0.</p>		
<b>SI-10 BUSINESS TRACKS</b>		
<b>Track Name</b>	<b>MP</b>	<b>STA. #S</b>
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

<b>SI-11 INDUSTRIAL LEADS</b>		
<p><b>McHenry Industrial Lead:(0898)</b> 21.3 miles from Stockton to McHenry MP 21.3. End of track MP 26.4. Rule 6.32.2. Train and engine movements must be prepared to STOP clear of public crossings equipped with automatic warning devices unless it can be seen devices are operating properly. 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</p>		
<b>Business Tracks</b>	<b>MP</b>	<b>Sta.#'s</b>
Ortega .....	1.7	PX864
Manteca Jct. ....	5.2	PQ005
Turner .....	6.2	PQ006
Sims .....	14.2	PQ014
Alba .....	17.0	PQ017
<b>SI-12 TONNAGE RESTRICTIONS/TPOB</b>		
Maximum Gross Weight: 143 tons.		
<b>SI-13 TRAIN MAKE-UP RESTRICTIONS - None.</b>		
<b>SI-14 MISC. INSTRUCTIONS</b>		
<p><b>Lathrop Intermodal Facility:</b> All trains must contact the facility prior to picking up or setting out cars.</p> <p><b>Additional Altamont Commuter Express</b> Station MP Wyche.....83.5 Tracy.....71.0 Vasco.....50.7 Pleasanton.....41.2 Livermore.....47.8</p> <p><b>Wyche:</b> Derail (Rule 8.20) located west end of siding.</p> <p><b>Restricted tracks:</b> Unless specifically authorized by MofW manager, 6-axle units are prohibited from operating on any work lead or any yard or industry track at Fremont, Union City, Carpenter and Trevarno.</p>		

# OAKLAND SUBDIVISION (0900)



**NOTES:**

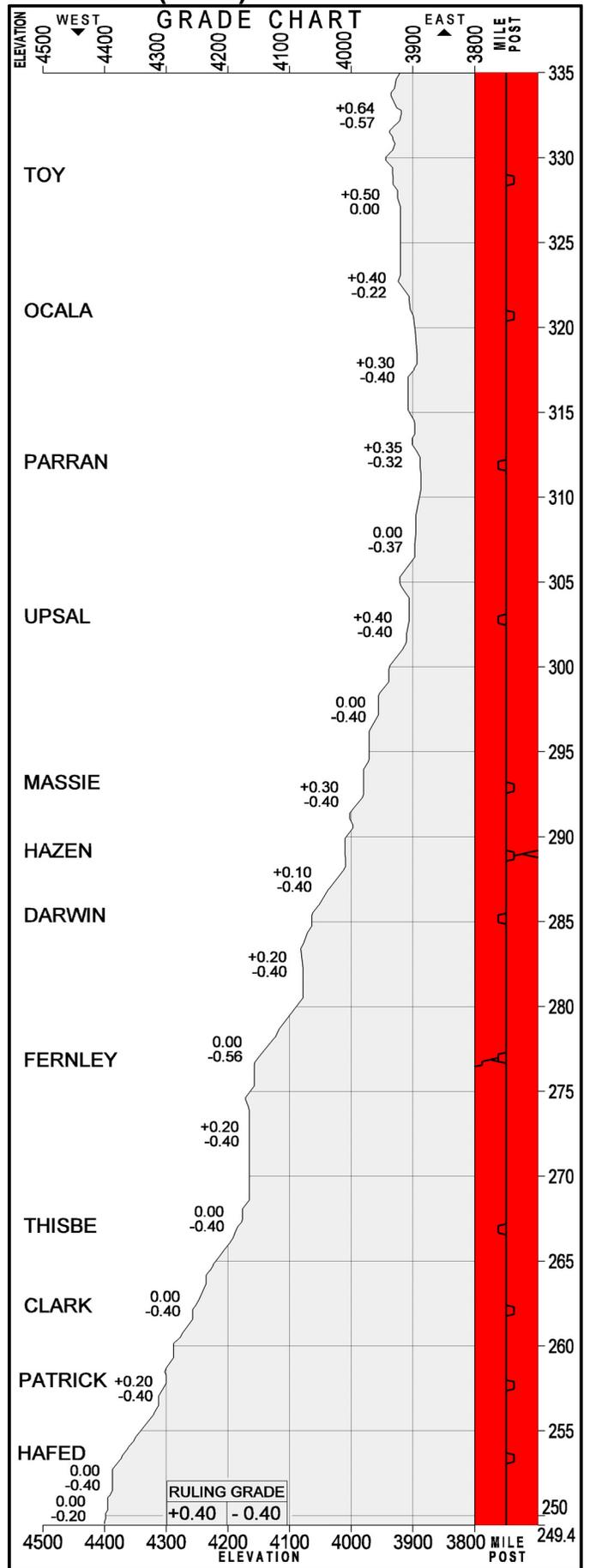
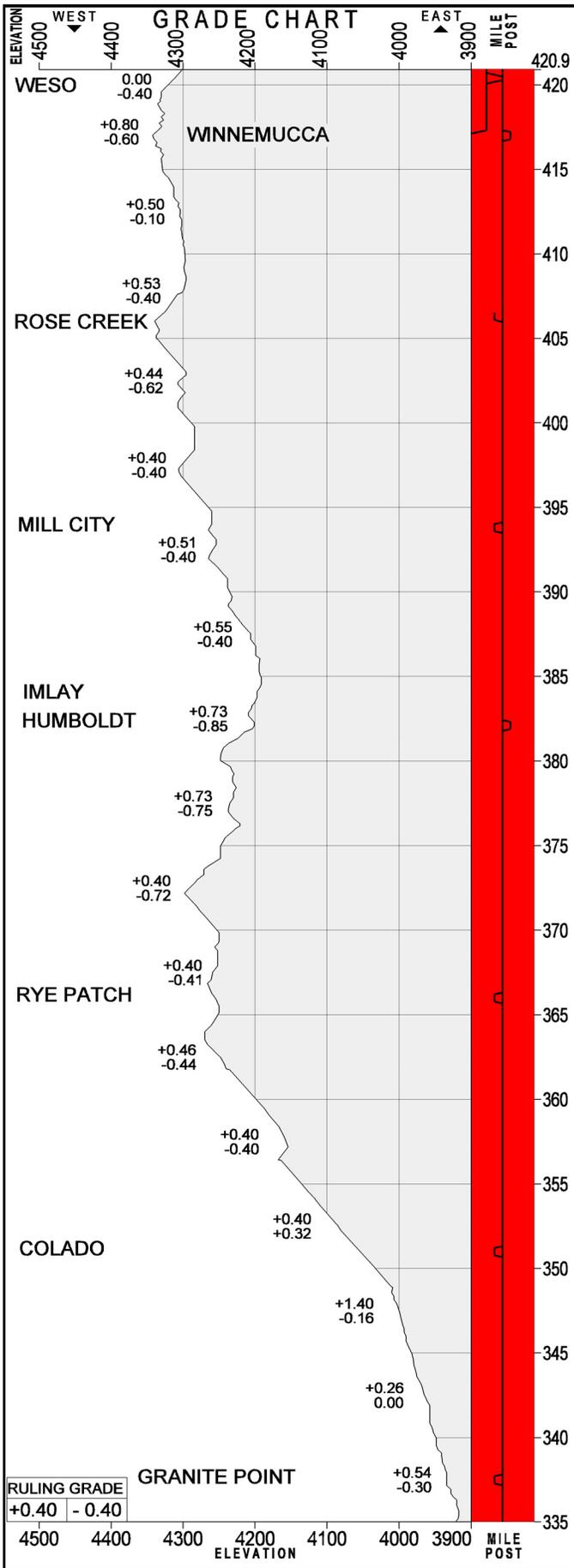


## NEVADA SUBDIVISION (0795)

Radio Display: Weso to Vista - (*74)- 7878								
Mile Post	Track Layout	Rule 6.3	CP #s	WEST ▼ STATIONS ▲	EAST	Sta. #s Siding Feet		
420.9		CTC	F536	WESO (4.8)		UX420		
417.5 416.1			RV417 RV416	WINNEMUCCA (9.5)		UX426	6756	
406.6				ROSE CREEK (14.5)		RV011		
394.1 392.1			RV394 RV392	MILL CITY (8.0)		RV023	11000	
384.1				IMLAY (3.7)		RV032		
382.4 380.4			RV382 RV380	HUMBOLDT (16.2)		RV050	11000	
366.3 364.2			RV366 RV364	RYE PATCH (15.5)		RV065	12060	
351.3 348.7			RV351 RV349	COLADO (12.9)		RV083	13713	
337.8 335.8			RV338 RV336	GRANITE POINT (8.7)		RV095	9940	
329.0 327.1			RV329 RV327	TOY (8.1)		RV103	9620	
321.0 319.0			RV321 RV319	OCALA (8.8)		RV111	9860	
312.2 310.2			RV312 RV310	PARRAN (9.0)		RV120	9600	
303.1 301.2			RV303 RV301	UPSAL (9.2)		RV129	10200	
293.2 292.0			RV293 RV292	MASSIE (4.1)		RV139	6185	
289.2 287.9			RV289 RV288	HAZEN (4.4)		RV143	6500	
285.5 283.5			RV285 RV283	DARWIN (8.2)		RV147	9400	
277.3 275.3			RV277 RV275	FERNLEY (10.1)		RV155	10100	
267.2 265.2			RV267 RV265	THISBE (4.0)		RV165	9600	
262.4 261.2			RV262 RV261	CLARK (4.4)		RV169	5745	
258.0 256.8			RV258 RV257	PATRICK (4.3)		RV174	5875	
253.7 252.5			RV254 RV252	HAFED (4.3)		RV178	5990	
249.4			RV249	VISTA		RV182		
(171.5)								
<b>SI-01 MAIN TRACK AUTHORITY</b>								
CTC between: MP 420.9 and MP 249.4.								
<b>SI-02 MAXIMUM SPEED TABLE</b>								
<b>Maximum Speed</b>			<b>MPH</b>					
<b>Between Mileposts</b>			<b>PSGR FRT</b>					
<b>420.9 and 249.4</b>								
<b>(Except as Below)</b>			<b>79 70</b>					
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					
321.8 and 320.7			40 40					
317.5 and 317.0			75 70					
317.0 and 312.2			75 65					
312.2 and 293.3			75 70					

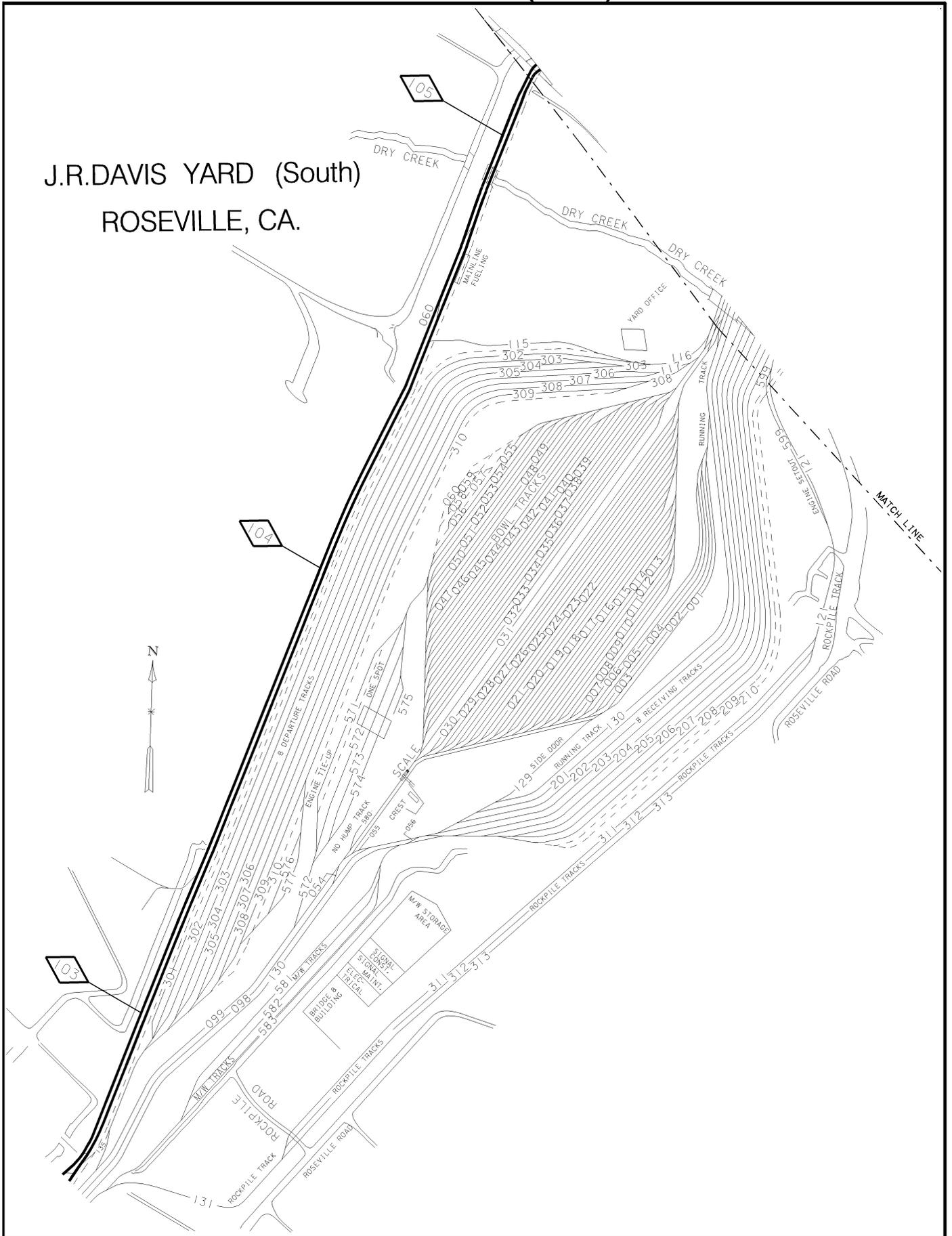
<b>Between Mileposts</b>		<b>PSGR FRT</b>	
<b>420.9 and 249.4</b>			
<b>(Except as Below)</b>		<b>79 70</b>	
293.3 and 286.8		75 65	
286.8 and 283.5		70 65	
283.5 and 274.1		70 70	
274.1 and 273.8		50 40	
273.8 and 271.1		60 60	
271.1 and 270.8		55 50	
270.8 and 264.8		70 60	
264.8 and 262.3		55 50	
262.3 and 253.8		70 60	
253.8 and 252.7		55 50	
252.1 and 249.4		70 60	
252.7 and 252.1		40 40	
<b>SI-03 OTHER SPEED RESTRICTIONS</b>			
<b>Maximum Speed</b>		<b>MPH</b>	
<b>1. Thru Sidings &amp; Turnouts</b>			
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			
<b>2. Dual Control Switch Turnouts</b>			
Vista CP RV249: turnout to Trk.2..... 50			
Weso MP 420.9: turnout at UPRR CONN.... 20			
<b>3. Misc. Speed Restrictions (No Exceptions.)</b>			
<b>SI-04 MAIN TRACK DESIGNATIONS - None.</b>			
<b>SI-05 MILEPOST EQUATIONS</b>			
At Vista: Nevada Sub. MP 249.40 = MP 247.19 Roseville Sub.			
<b>SI-06 RCL OPERATIONS - None.</b>			
<b>SI-07 ITEM 13 TRAIN DEFECT DETECTORS</b>			
(#) 412.1	(#) 358.0	(#) 297.0	
(#) 395.8	(#) 347.5	(#) 283.4	
(#) 387.1	(#) 334.9	(#) 270.4	
(#) 377.9	(#) 323.7	& 260.5 *	
(#) 368.4	(#) 310.0	(#) 251.5	
* Protects bridge at MP 258.1.			
<b>SI-08 RULES ITEMS - None.</b>			
<b>SI-09 FRA EXCEPTED TRACKS - None.</b>			
<b>SI-10 BUSINESS TRACKS</b>			
<b>Track Name</b>	<b>MP</b>	<b>STA. #S</b>	
Winnemucca Farms	415.5	. . .	
Eagle Pitcher	351.0	. . .	
Lovelock	344.3	RV087	
Western Nevada Rail Park	285.9	. . .	
R Max	278.6	. . .	
Wunotoo	259.3	RV171	
<b>SI-11 INDUSTRIAL LEADS - None.</b>			
<b>SI-12 TONNAGE RESTRICTIONS/TPOB</b>			
Maximum Gross Weight: 158 tons			
<b>SI-13 TRAIN MAKE-UP RESTRICTIONS - None.</b>			
<b>SI-14 MISCELLANEOUS INSTRUCTIONS - None.</b>			

# NEVADA SUBDIVISION (0795)



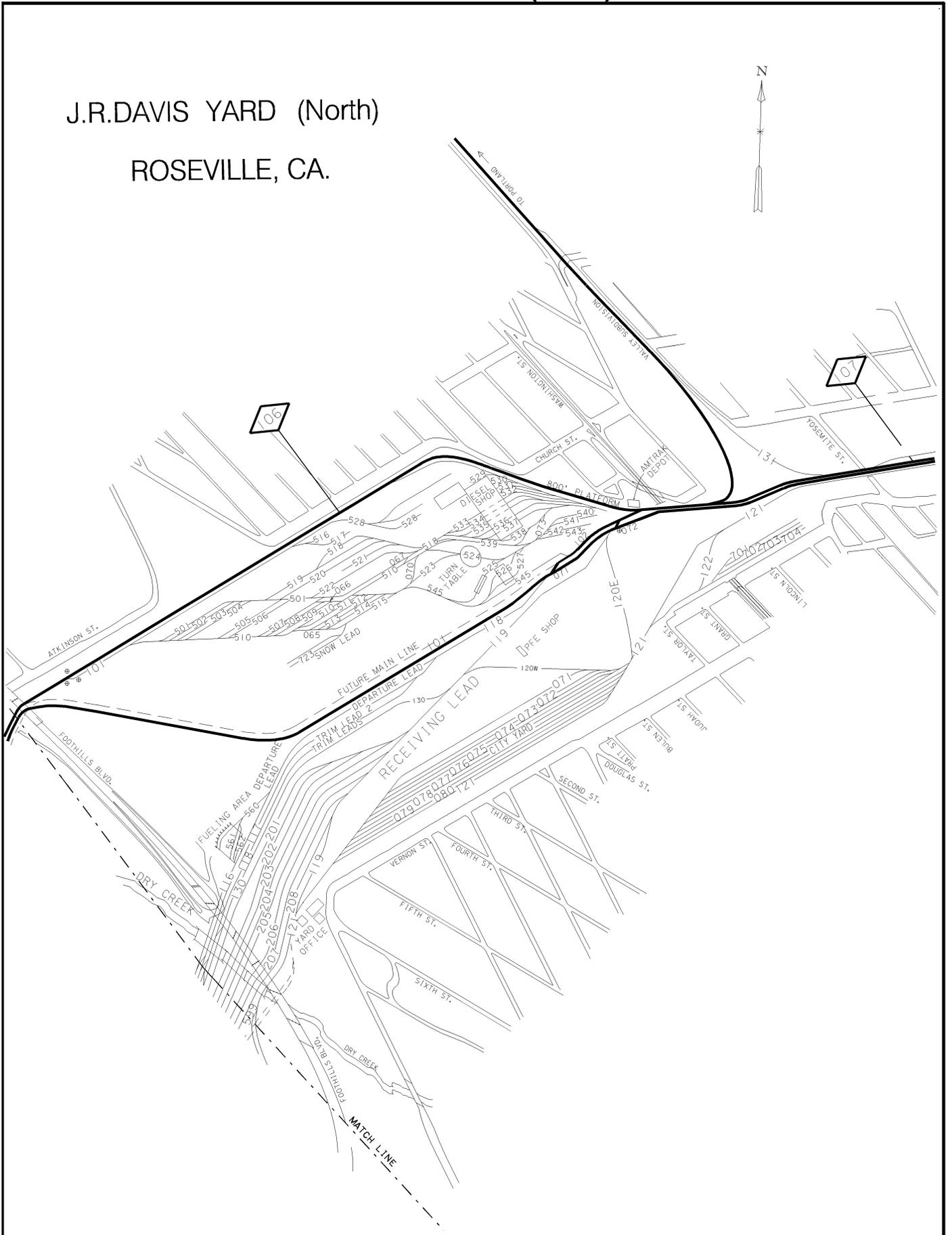
# J R Davis Yard (South)

## J.R.DAVIS YARD (South) ROSEVILLE, CA.



J.R.DAVIS YARD (North)

ROSEVILLE, CA.



## ROSEVILLE SUBDIVISION (0917)

Radio Display: Vista to MP129.7- 1414 (*74) MP 129.7 to East Roseville- 5151 (*73) Roseville Terminal- 8686						
Mile Post	Track Layout	Rule 6.3	CP #'s	WEST STATIONS ▼	EAST STATIONS ▲	Sta. #'s / Siding Feet
247.2	CTC	CTC	RV249	VISTA (3.5)		RV182
243.7		DT ABS		SPARKS (2.1)	BT	RV185
241.6	CTC	2MT	RV242	SUTRO (0.9)	X	
240.7				RENO (1.6)		PR433
239.1	TWC	ABS	RV239	WEST RENO (3.6)	X	
235.5				LAWTON (5.3)		RV193
230.2	TWC	ABS		VERDI (10.5)		RV200
219.7				FLORISTON (11.1)		RV209
208.6	CTC	2MT	RV208	EAST TRUCKEE (2.7)	X	
205.9		DT ABS		TRUCKEE (0.3)	T	RV223 N5190 S6023
205.6	CTC	2MT	RV205	WEST TRUCKEE (9.0)	X	
196.6		CTC	RV196	SHED 47 (4.1)		RV232
192.5	CTC	2MT	RV192	EAST NORDEN (1.3)		
191.2			RV191	WEST NORDEN (5.9)	X	RV238
185.3	CTC			EAST TROY (5.7)		RV245
179.6				CISCO (1.4)		RV250
178.2	CTC	CTC	RV178	SHED 10 (7.0)		RV252
171.2		TWC	RV171	SWITCH 9 (0.5)		
170.7	TWC	ABS		EMIGRANT GAP (2.7)		RV259
168.0			RV168	FULDA Trk.2 (2.3)		
165.7	TWC			BLUE CANON (4.3)		RV264
161.4				MIDAS (8.8)		RV269
152.6	TWC			GOLD RUN (6.3)		RV277 6400
146.3				CAPE HORN (4.5)		RV283
141.8	TWC			COLFAX (12.5)	T	RV288 6400
129.3		ABS#1 CTC#2	RV129	BOWMAN (4.3)	X	RV301
125.0	TWC		RV124	AUBURN Trk.2 (4.4)		RV305
120.6		ABS#2 CTC#1	RV120	NEWCASTLE (10.1)	X	RV310
110.5	CTC	2MT	RV111	ROCKLIN (3.7)	X	RV319
106.8			RV108	YOSEMITE (0.2)		
106.6	CTC		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 RV249;  
 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	PSGR	FRT
<b>247.2 and 106.4 Westward</b>		
(Except as Below).....	50	40
247.2 and 245.1 Trk.2.....	60	60
245.1 and 241.7 Trk.2.....	30	25
241.7 and 218.1 Trk.2.....	40	35
218.1 and 217.9 Trk.2.....	40	30
217.9 and 210.8 Trk.2.....	40	35
210.8 and 210.6 Trk.2.....	40	30
210.6 and 205.4 Trk.2.....	40	35
205.4 and 200.5 Trk.2.....	35	30
200.5 and 196.6 Trk.2.....	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 Trk.1.....	20	20
191.2 and 186.7 Trk.1.....	35	30
186.7 and 178.2 Trk.1.....	30	25
178.2 and 171.2 Single Trk.....	30	25
171.2 and 166.5 Trk.1.....	30	30
166.5 and 121.7 Trk.1.....	30	25
121.7 and 118.5 Trk.1.....	30	30
118.5 and 118.4 Trk.1.....	25	25
118.4 and 115.1 Trk.1.....	30	30
115.1 and 111.0 Trk.1.....	40	35
111.0 and 106.6 Trk.1.....	40	40
106.6 and 106.4 Trk.1.....	30	30
<b>Westward (against normal movement).</b>	--	--
247.2 and 245.1 Trk.1.....	49	49
245.1 and 241.7 Trk.1.....	30	25
241.7 and 218.1 Trk.1.....	40	35
218.1 and 217.9 Trk.1.....	35	30
217.9 and 205.4 Trk.1.....	40	35
205.4 and 200.5 Trk.1.....	35	30
200.5 and 196.6 Trk.1.....	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 Trk.2.....	30	30
185.6 and 178.2 Trk.2.....	30	25
178.2 and 171.2 Single Trk.....	30	25
171.1 and 166.5 Trk.2.....	30	30
166.5 and 141.8 Trk.2.....	30	25
111.0 and 106.4 Trk.2.....	40	40

# ROSEVILLE SUBDIVISION (0917)

Between Mileposts	PSGR	FRT
<b>106.4 and 247.2 Eastward</b>		
<b>(Except as Below)</b> .....	50	40
106.4 and 111.0 Trk.2.....	40	40
141.8 and 166.5 Trk.2.....	30	25
166.5 and 171.1 Trk.2.....	30	30
171.1 and 171.2 turnout.....	25	25
171.2 and 178.2 Single Trk.....	30	25
178.2 and 185.6 Trk.2.....	30	25
185.6 and 192.5 Trk.2.....	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 Trk.1.....	30	25
200.5 and 205.4 Trk.1.....	35	30
205.4 and 217.9 Trk.1.....	40	35
217.9 and 220.2 Trk.1.....	35	30
220.2 and 241.7 Trk.1.....	40	35
241.7 and 245.1 Trk.1.....	30	25
245.1 and 247.2 Trk.1.....	60	60
<b>Eastward (against normal movement).</b> -- --		
106.4 and 106.6 Trk.1.....	30	30
106.6 and 111.0 Trk.1.....	40	40
111.0 and 115.1 Trk.1.....	40	35
115.1 and 118.4 Trk.1.....	30	30
118.4 and 118.5 Trk.1.....	25	25
118.5 and 121.7 Trk.1.....	30	30
121.7 and 166.5 Trk.1.....	30	25
166.5 and 171.2 Trk.1.....	30	30
171.1 and 171.2 turnout.....	25	25
171.2 and 178.2 Single Trk.....	30	25
178.2 and 186.7 Trk.1.....	30	25
186.7 and 191.2 Trk.1.....	35	30
191.2 and 192.5 Trk.1.....	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 Trk.2.....	30	25
200.5 and 205.4 Trk.2.....	35	30
205.4 and 210.6 Trk.2.....	40	35
210.6 and 210.8 Trk.2.....	35	30
210.8 and 217.9 Trk.2.....	40	35
217.9 and 218.1 Trk.2.....	35	30
218.1 and 241.7 Trk.2.....	40	35
241.7 and 245.1 Trk.2.....	30	25
245.1 and 247.2 Trk.2.....	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
<b>1. Thru Sidings &amp; Turnouts</b>	
Sidings Truckee, Gold Run, Colfax.....	10
<b>2. Dual Control Switch Turnouts</b>	
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	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
<b>3. Misc. Speed Restrictions</b>	
All main track manual crossovers.....	10
Roseville Terminal Track Speeds	
A. Receiving Yard	
Inbound-outbound leads 116 & 119 between MP 106.4 and Subway MP 105.2..	30
Tracks 201-208 and 119 lead to Subway MP 105.2 .....	30
Tracks 201-208 from Subway MP 105.2 to west end of tracks.....	20
Running track 130 from 119 lead to Subway MP 105.2.....	15
Trim leads 117-118 and track 121.....	15
B. City Yard	
Track 121 from 119 lead to track 120..	15
C. Departure Yard	
Tracks 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
Tracks 001-053.....	15
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 Areas:**

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

Sparks: Between CP Sutro and CP Vista, including all yard and industry tracks.

**Remote Control Zones:**

**Sparks Yard Zone:**

Zone 1: Extends from clearance point of switch east end of track 153 extending eastward on East Lead (Track 013) to a point 290 feet west of the derail at the east end of the East Lead.

**Sparks Yard Zone Status Contact:**

Sparks Yardmaster  
 Channel 66-66

**Roseville Yard Zones:**

Zone 98: Track 98 beginning just west of the H3/H4 crossover westward to a point 290 feet east of clearance point at west end of track 98.

Zone 99: Track 99 beginning just west of the H3/H4 crossover westward to a point 290 feet east of clearance point at west end of track 99.

Zone 116: 116 Lead from Foothills Overpass extending eastward to the clearance point of track 116 and track 117.

Zone 117: 117 Lead from Foothills Overpass extending eastward to the clearance point of track 117 and track 116.

Zone 118: 118 Lead from Foothills Overpass extending eastward to the clearance point of track 118 and track 117.

Zone 121: 121 Lead from the east point of switch Track 75 extending eastward to a point 290 feet west of Yosemite Road Crossing.

Zone 130: 130 Lead from Foothill Overpass extending eastward to the clearance point of track 130 and track 119.

**Roseville Yard Zone Status Contact:**

Trim: 11-11 Trim Yardmaster  
 Hump: 58-58 Hump Yardmaster  
 City: 66-66 Hump Yardmaster

See Roseville Superintendent Bulletins for detailed RCL operation information at Sparks and Roseville Yards.

## SI-07 ITEM 13 TRAIN DEFECT DETECTORS

% 237.8 Trk2	% 176.8	% 136.4 Trk2
(#) 237.8 Trk1	% 172.8	(#) 131.7 Trk1
% 232.8	(#) 170.8	% 127.5 Trk2
& 229.7 **	% 163.2	(#) 130.8 Trk2
% 227.9 Trk1	% 159.4	% 122.5 Trk1
(#) 221.7	(#) 154.4 Trk2	% 121.5 Trk2
% 217.8	(#)hw154.4 Trk1	% 117.7 Trk2
% 210.5	% 152.0	% 115.4 Trk1
(#) 203.9	% 150.3	(#) 112.2 Trk2
% 198.4	(#) 148.8	(#) 111.9 Trk1
% 195.5	% 146.3 Trk1	& 111.0 Trk2*
% 190.0	% 145.5 Trk2	
(#) 185.3	% 143.3 Trk1	
% 179.6	% 138.4 Trk1	

\* 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 past MP 229.7 on either track, or an eastward movement past 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.

## SI-08 RULES ITEMS

**Rule 1.3.1:** Train, engine and yard service employees who have been trained and qualified on the TBA system and are medically cleared are eligible to work assignments on the Roseville subdivision through tunnel #41. Once qualified, it is the responsibility of the employee to maintain qualification by yearly recertification on use of the TBA through the designated instructor. Employees may contact their local manager to schedule TBA recertification classes.

**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.

**SI-08 RULE ITEMS Continued...:**

**Rule 5.11:** Between Vista and Sutro, crews must reference their job I.D. in addition to the lead unit number when being authorized and releasing main track authority.

**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 6.25:** Between Vista and Sutro, all trains authorized to run against the current of traffic must approach facing point switches prepared to stop until it is visually determined that the switch is properly lined for movement.

**Rule 6.32.2:** All trains must comply with Rule 6.32.2, Procedure 1 at the following crossing: Movements on East or West sidings at Truckee, MP 206.01(Bridge St) due to rusty rail conditions.

**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 Restricted Proceed, train must not proceed unless authorized by Train Dispatcher.

**Rule 9.17:** Midas: When necessary to cross over 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 cross over at MP 219.7, after lining switch wait 10 minutes instead of 5 minutes before occupying opposite track.  
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 past MP 249.3 and no Track Permit has been issued on Trk. 2;  
\* Enter No.1 after determining from Train Dispatcher no eastward train has been authorized past MP 241.6 and no Track Permit has been issued on Trk.1

**Rule 10.2:** West Norden MP 191.2; portion of old Trk.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.

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 Trk.1;
- MP 137.0 and MP 111.0 Trk 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+	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

In addition to the following, see System Special Instructions Item 5 for train make-up restrictions.

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

#### TUNNEL RESTRICTIONS:

Double stack container loads in excess of 19 feet 4 inches above top of rail are prohibited on track #1 from Rocklin to Switch 9.  
Double stack container loads in excess of 18 feet 4 inches above top of rail are prohibited on track #2 from Rocklin to Switch 9.

### SI-14 MISC. INSTRUCTIONS

**Westward trains 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:** Trains must not depart Sparks without permission from Train Dispatcher or Sparks Yardmaster.

**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 the Train Dispatcher.

### SI-14 MISC. INSTRUCTIONS Continued...

**New Castle:** Eastward trains unable to maintain speed of 20 MPH or greater at New Castle must report speed to train dispatcher.

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

**Colfax:** West end siding equipped with split-point derail.

Cars set out on Track 735 must be secured with rail skid placed under west wheel of west car. Unattended locomotives are to be placed and secured on track 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 track 130, departure signal is displayed to the left and will not illuminate until train or engine movement is within 500 feet of signal.

**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, MP 235.6
- Boca Trk.1&2, MP 214.1
- Emigrant Gap Trk.1, MP 170.1,
- Blue Canyon Trk.2 MP 165.5
- Midas Trk.2, MP 161.3
- Towle Trk.1, MP 156.9
- Gold Run Trk.1 MP 152.6 &  
Trk.2 MP 152.8 (off siding)
- Colfax Trk.1, MP 142.3
- Bowman Trk.1 MP 129.3 & Trk.2 MP 128.8
- Newcastle Trk.1&2, MP 120.2
- Rocklin Trk.1. MP 111.6
- Auburn Trk.1 MP 125.7

#### Manual cross-over locations:

- Lawton MP 235.5 - Eastward Trk. 1 to Trk. 2;
- Floriston MP 219.8 universal;
- Emigrant Gap MP 170.7 - Eastward Trk.1 to Trk.2;
- Fulda MP 168.8 (to balloon track off Trk.1;
- Midas MP 161.4 - Eastward Trk. 1 to Trk. 2;
- Towle MP 156.8 - Eastward Trk. 1 to Trk. 2;
- Gold Run MP 152.7 - universal;
- Colfax MP 141.9 - universal.

**Trains operating against the current of traffic** between MP 223.0 and MP 219.5, and between MP 144.5 and MP 144.0 on Trk.2 must proceed at a speed that will permit stopping short of slide, rock, washout or debris on track.

#### 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.

**SI-14 MISC. INSTRUCTIONS Continued...**

**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.

**Roseville Terminal Special Instructions****General Operations:**

1. Electric switches within Roseville Terminal located at the east end of the yard on the 119 lead, and electric switches at or near the crest of the Hump are controlled by the Hump console operator. Each switch is numbered. These switches are equipped for manual operation but must not be hand-operated without permission of the Hump console operator. When electric switch gives a 'failure' indication at the Hump, the Hump console operator 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 examine the switch points to see they fit properly.
2. Electric switches within Roseville Terminal located in the vicinity of the Foothills Blvd. Overpass (MP 105.2) are operated from a remote location (small structure between Trk.130 and Trk.118). Crew member has the responsibility for lining these switches. Each switch is numbered. These switches are equipped for manual operation but must not be hand-operated unless board display indicates a switch 'failure'. In this instance, crew member must notify the Trim Yardmaster for permission to operate the 'failed' switch manually. Crew member must test switch by lining the switch over and back by hand and examine the switch points to see they fit properly. All train and engine movements must approach this location prepared to STOP and have member of crew line electric switches for proper routing.
3. Main track Dual Control switches are controlled by Dispatcher #57.
4. Trains and engines arriving Roseville Terminal must have verbal permission and yarding instructions from Hump Yardmaster or representative before passing a controlled signal governing movement into yard.
5. Trains and engines departing Roseville Terminal from Departure Yard tracks #302-309 must have permission from Trim Yardmaster or representative to depart.
6. Trains and engines departing Roseville Terminal from Rockpile, City Yard or Receiving Yard tracks must have permission from the Hump Yardmaster or representative to depart.

**SI-14 MISC. INSTRUCTIONS Continued...****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.

**Tunnel #41** Freight trains operating through Tunnel between MP 194.6 and MP 192.5 experiencing continuous COMS loss with Remote Helper, must report this information to the Train Dispatcher as soon as possible. Information must include Train ID, Time and Date, lead consist unit number and rear DPU unit number.

**Automatic Horn System (AHS)** Automatic Horn System (AHS) is in effect at Yosemite Street and Tiger Way. The AHS consists of a stationary horn and confirmation signal mounted on utility poles at or near each crossing. The automated horn will begin to sound the standard grade crossing whistle signal Rule 5.8.2 (7) when the train activates the gates (20-25 seconds before entering the crossing) and will stop sounding the signal when the lead locomotive occupies the crossing.

The confirmation signal (an orange flashing "X" mounted next to the horn) operates continuously to notify train crew members that the AHS is functioning. If the orange "X" is not flashing, the AHS is malfunctioning.

It is not required to sound the locomotive horn, signal (7), on approach to these crossings if the confirmation signal is flashing and is visible from the locomotive cab at the whistle board. This indicates that the stationary horn at the crossing is functioning and will start to sound when the gates are activated. If the confirmation signal (orange flashing "X") is not flashing or when it is not visible from the locomotive cab, the locomotive horn must be sounded per Rule 5.8.2 (7) at the whistle board.

The engineer may sound the locomotive horn at any time on approach to these crossings when necessary to warn persons on or near the tracks, or when required by operating conditions.

# ROSEVILLE SUBDIVISION (0917)

## SI-14 MISC. INSTRUCTIONS Continued...

### Instructions regarding shove lights

#### Shove Indicator Panel:

An unoccupied track segment will show GREEN on the Indicator Panel. When the indicated track becomes occupied, the color changes to RED. A red aspect at the track array can indicate either a track occupancy or a broken rail.

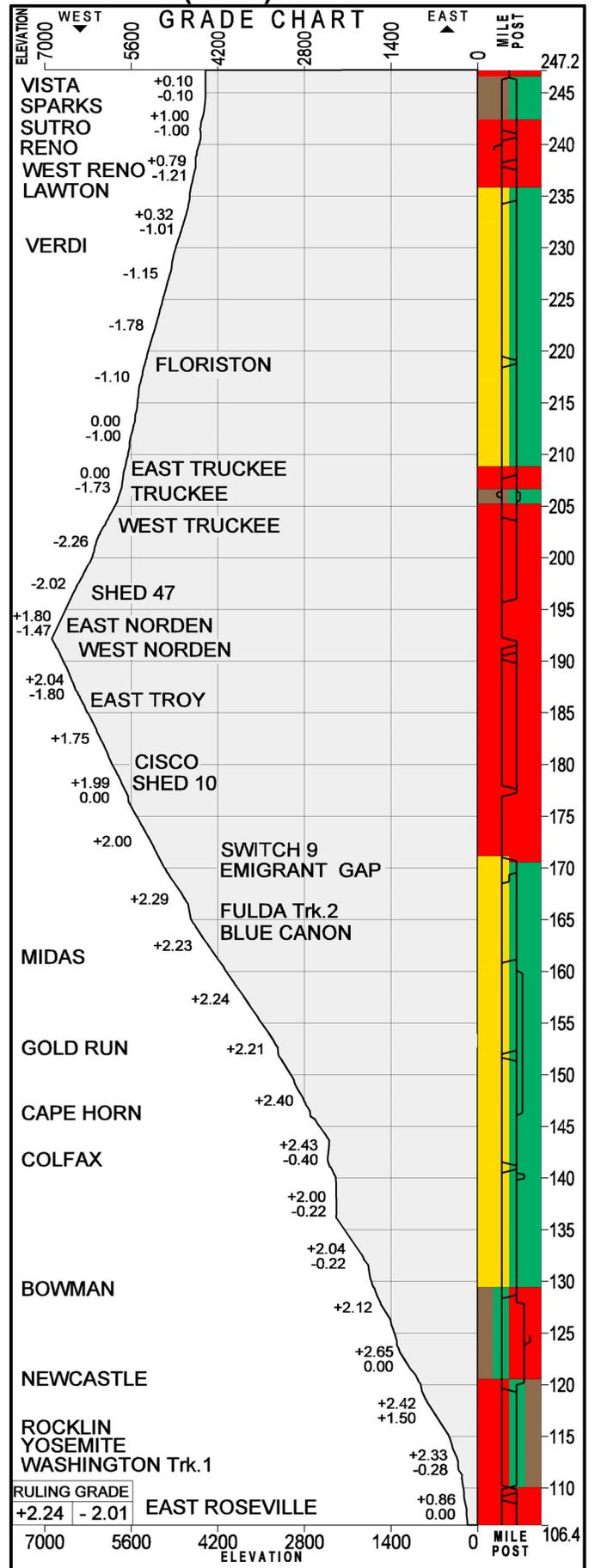
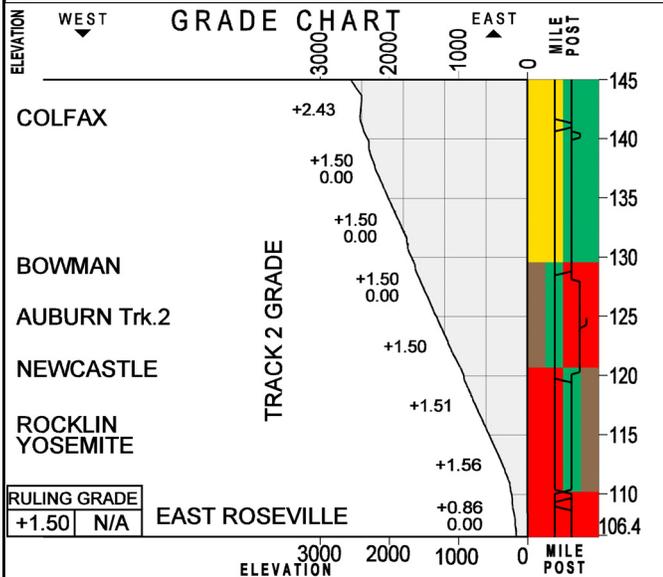
#### Shove Light Array Indications:

4th array from top: "Entire Track" This indicator represents the entire track from insulated joint on the east end to the insulated joint on the west end.

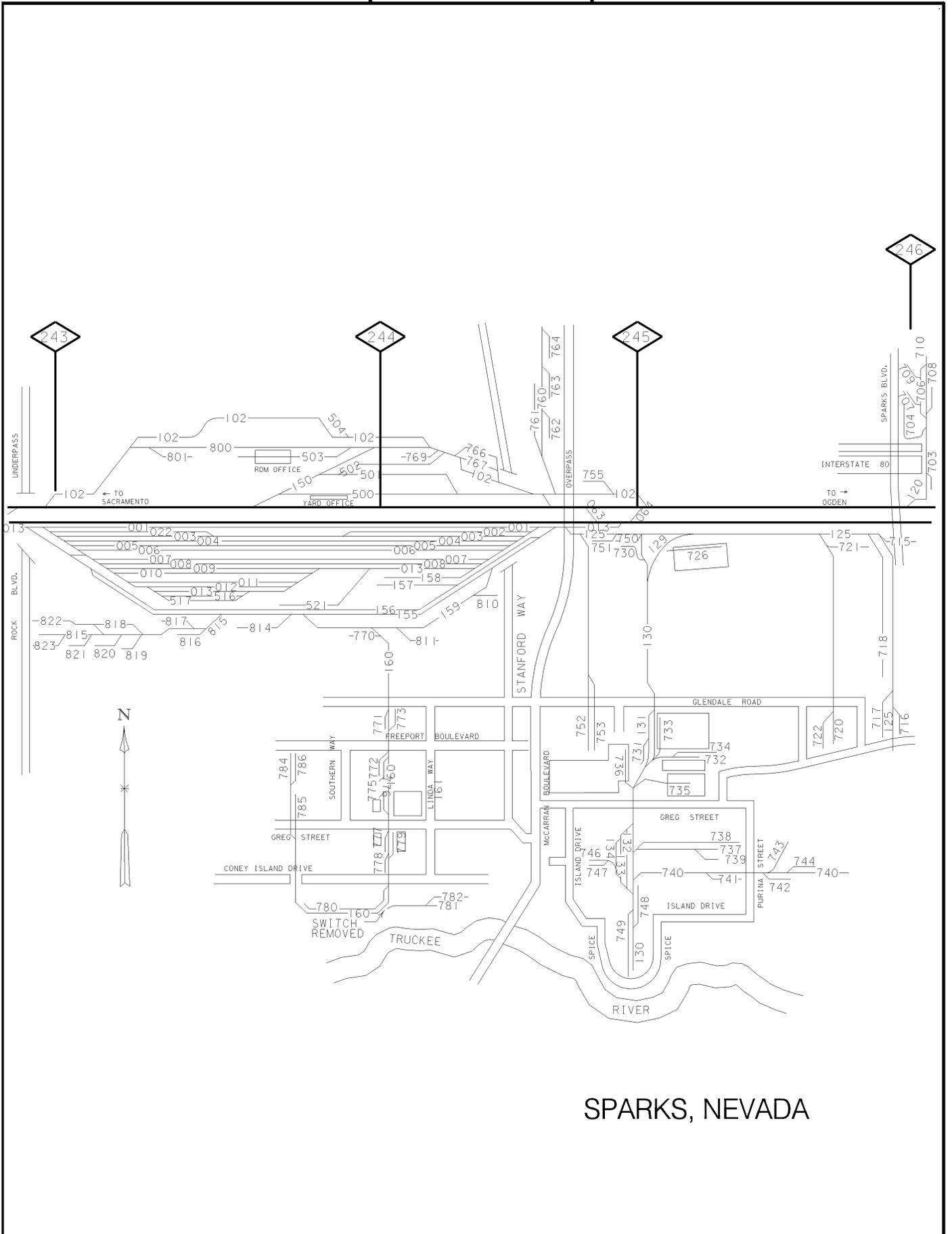
3rd array from top: "1500" This indicator represents the track from the insulated joint on the west end to 1500 feet east of the insulated joint on the west end.

2nd array from the top: "500" This indicator represents the track from the insulated joint on the west end to 500 feet east of the insulated joint on the west end.

Top Array: "FOUL" This indicator represents the fouling section from the insulated joint on the west end through the west switch. This indicator will turn red and flash when occupied.

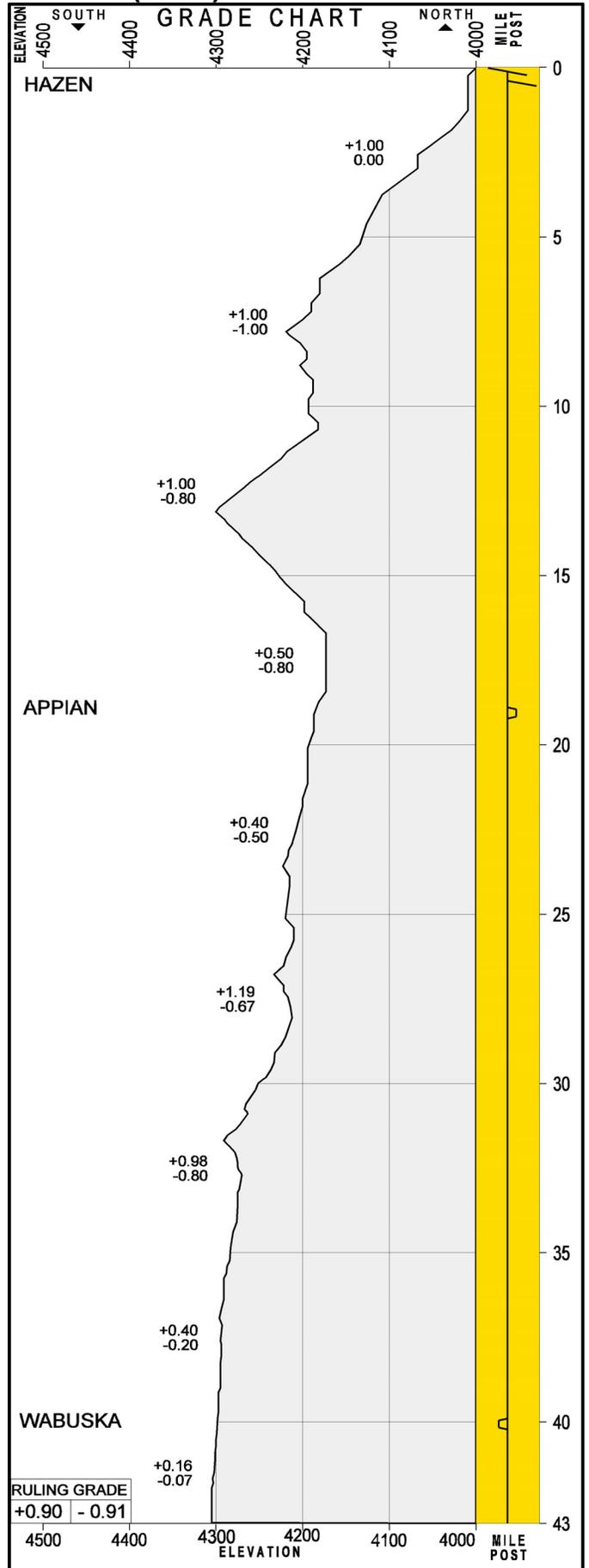


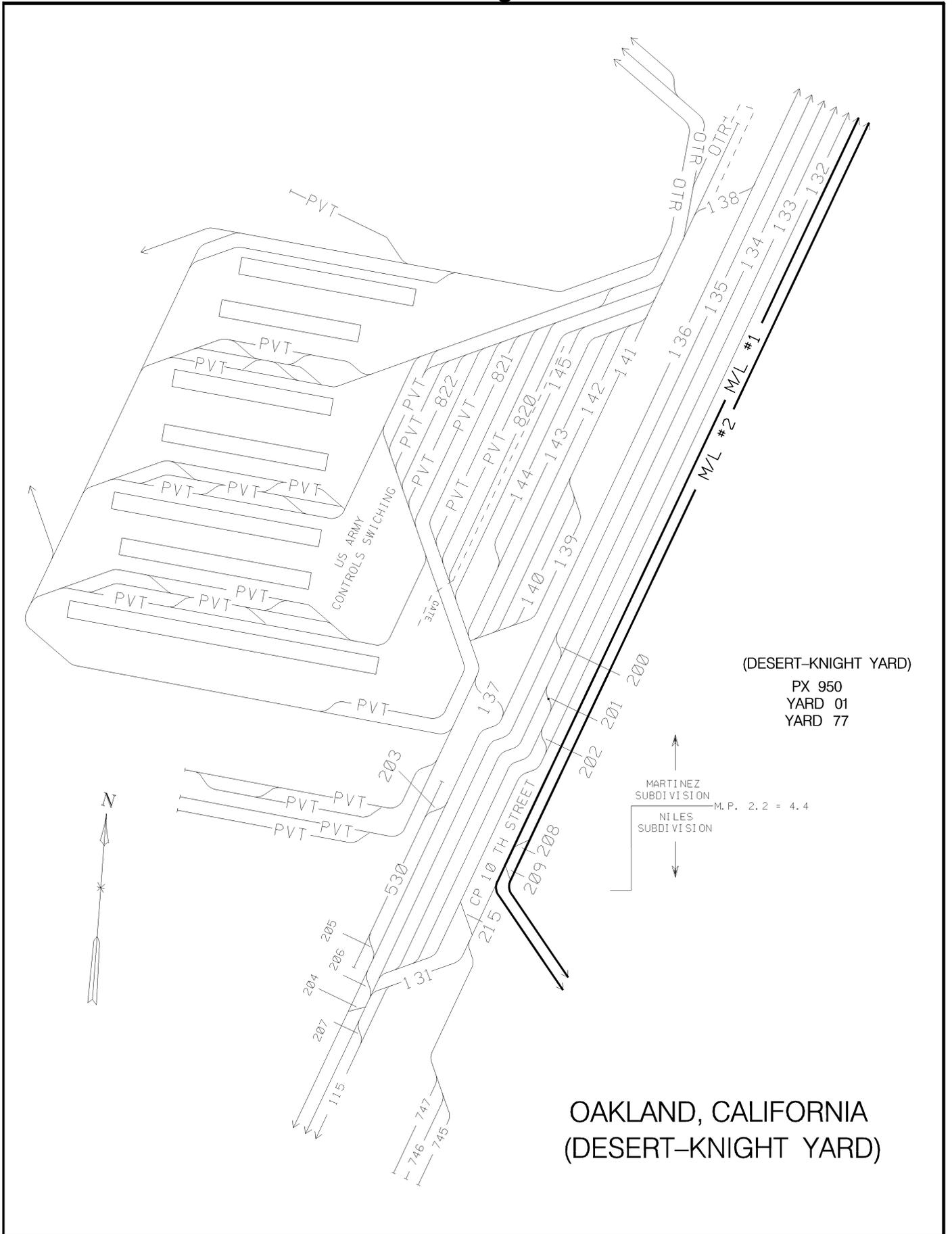
# Sparks Terminal Map



# MINA SUBDIVISION (0797)

Radio Display: Hazen to Thorne- 9696							
Mile Post	Track Layout	Rule 6.3	CP #s	SOUTH STATIONS ▼	NORTH STATIONS ▲	Sta. #s / Siding Feet	
0.0		TWC		HAZEN (18.9)		RV143	
18.9				APPIAN (21.0)		RV819	3070
39.9				WABUSKA (26.2)		RV840	4025
43.0							
(43.0)							
<b>SI-01 MAIN TRACK AUTHORITY</b>							
TWC between: MP 0.0 and MP 43.0							
<b>SI-02 MAXIMUM SPEED TABLE</b>							
<b>Maximum Speed</b>			<b>MPH</b>				
Between Mileposts 0.0 and 43.0							
(Except as Below)..... 25							
0.0 and 1.0..... 10							
40.0 and 43.0..... 10							
<b>SI-03 OTHER SPEED RESTRICTIONS</b>							
<b>Maximum Speed</b>			<b>MPH</b>				
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							
<b>SI-04 MAIN TRACK DESIGNATIONS - None.</b>							
<b>SI-05 MILEPOST EQUATIONS</b>							
MP 43.0 = MP 331.1							
<b>SI-06 RCL OPERATIONS - None.</b>							
<b>SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.</b>							
<b>SI-08 RULES ITEMS - None.</b>							
<b>SI-09 FRA EXCEPTED TRACKS - None.</b>							
<b>SI-10 BUSINESS TRACKS</b>							
<b>Track Name</b>		<b>MP</b>		<b>STA. #S</b>			
Diatom .....		4.9		RV805			
<b>SI-11 INDUSTRIAL LEADS</b>							
Fallon Industrial Lead: (0798) Extends 15.9 miles off Mina Subdivision at MP 0.6 to MP 16.5, end of track. All track is FRA Excepted Track. 6-axle units are prohibited.							
<b>Business Tracks</b>		<b>MP</b>		<b>Sta.#s</b>			
Fallon .....		15.8		JB215			
<b>SI-12 TONNAGE RESTRICTIONS - None.</b>							
<b>SI-13 TRAIN MAKE-UP RESTRICTIONS - None.</b>							
<b>SI-14 MISC. INSTRUCTIONS</b>							
Federal trackage: Between MP 43.0 and End of Track, UPRR has trackage rights with the US Army. Be governed by Rule 6.28.							





# MARTINEZ SUBDIVISION (0910)

Mile Post	Track Layout	Radio Display:					Siding Feet	
		Rule 6.3	CP #s	WEST STATIONS	EAST STATIONS	Sta. #s		
				East Roseville to West Haggin- 5151 (*73) West Haggin to 10th St.- 4646 (*62)				
106.4		CTC 2MT	RV106	EAST ROSEVILLE (1.1)	BTX	RV323		
105.3			RV105	WEST ROSEVILLE Trk.1 (0.6)				
104.7			RV104	EAST ATKINSON (0.2)	X			
104.5			RV103	WEST ATKINSON (1.4)	X			
102.5			RV102	ANTELOPE (1.8)	X	RV327		
101.3			RV101	CITRUS HEIGHTS (7.9)	X			
93.4			RV093	SWANSTON (1.7)	X	RV336		
92.0			CTC 3MT	RV092	ELVAS (1.1)	T	RV338	
91.7				RV091				
90.6			RV090	EAST HAGGIN (0.4)	X			
90.2		CTC 2MT	RV089	WEST HAGGIN Trk.1 (1.4)				
88.8			RV088	SACRAMENTO (0.3)	X	RV340		
88.5			RV988	I STREET BRIDGE (0.4)				
88.1			RV087	WEST SACRAMENTO (1.2)		RV342		
86.9			RV085	MIKON (11.3)	(MIUP(X))	RV344		
75.6			RV077	EAST DAVIS (0.2)	TX		N 6205 S 3890	
75.6								
75.4			RV076	TOWER (WEST LEG WYE) (0.4)	T	RV345		
75.0			RV075	WEST DAVIS (9.5)	TX			
65.5			RV065	PITT (13.5)	X			
52.0		RV052	TOLENAS (9.7)	X	RV378			
42.3		RV042	CORDELIA (4.3)	X				
38.0		RV038	MARSH (3.5)	X				
34.5		RV035	BENICIA (0.1)		RV386			
34.4		RV034	SUISUN BRIDGE (0.1)	D				
32.9		RV033	VISTA (0.8)	X				
32.8								
32.0		CTC 3MT	RV932	MARTINEZ Trk.1 (0.2)	!	RV389		
31.8			RV032	FERRY Trk.2 (0.8)	X			
31.0		CTC 2MT	RV031	OZOL (0.9)	X	RV390	10340	
30.1	RV030		HOWARD (2.6)	!X				
27.5	RV027		COSTA (6.7)	X				
20.8	RV021		HERCULES (0.4)	X	RV400			
20.4	RV020		PINOLE (5.1)	X	RV401			
15.3	RV015		SAN PABLO (5.9)	X	RV407			
9.4	RV009		STEGE (4.2)	X		RV412		

5.2		CTC 2MT	RV007	SHELLMOUND (0.5)	X	RV416	
4.7			RV006	EAST EMERYVILLE (0.4)	X	RV417	
4.3			RV005	WEST EMERYVILLE Trk.2 (0.6)		RV418	
3.7			RV004	34TH STREET (0.5)	X	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**

Between Mileposts	MPH	
106.4 to 2.2 Trk.1	PSGR	FRT
(Except as Below).....	79	70
106.4 and 106.0.....	30	30
106.0 and 104.4.....	40	40
93.5 and 92.5.....	60	40
92.5 and 91.5.....	30	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	MPH	
2.2 and 106.4 Trk.2	PSGR	FRT
(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.....	30	25
92.5 and 93.1.....	60	40
104.4 and 106.4.....	40	40

# MARTINEZ SUBDIVISION (0910)

Between Mileposts	PSGR
<b>90.0 and 5.2 Capitol Corridor &amp; AMTRAK Trains ONLY Trk.1</b>	
(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 23.8.....	43
23.8 and 23.3.....	40
23.3 and 18.6.....	43
18.6 and 16.0.....	70+
Between Mileposts	PSGR
<b>5.2 and 90.0 Capitol Corridor &amp; AMTRAK Trains ONLY Trk.2</b>	
(Except as Below).....	79
16.0 and 18.6.....	70
18.6 and 23.3.....	43
23.3 and 23.8.....	40
23.8 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	
<b>1. Thru Sidings &amp; Turnouts (No Exceptions.)</b>		
<b>2. Dual Control Switch Turnouts</b>		
RV001, RV004: crossovers.....	15	
RV007, RV009 (west crossover), RV015, RV020, RV021, RV027, RV030, RV033, RV038, RV042, RV052, RV065, RV093, RV101.....	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	
Steger: east crossover.....	10	
Steger: turnout west to drill track....	10	
Ferry: turnout to Tracy Sub.....	25	
CP RV077: crossover.....	10	
CP RV088: 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	
<b>3. Misc. Speed Restrictions</b>		
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
Davis: east and west legs of wye.....		10

SI-04 MAIN TRACK DESIGNATIONS
<b>Two main tracks between:</b>
MP 106.4 and MP 91.7;
MP 90.6 and MP 32.0;
MP 31.0 and MP 2.2.
<b>Three main tracks between:</b>
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.

West Sacramento (RV342)/Yolo Port (PH503).

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:

Benicia Yard:

Zone 800: Track 800 beginning at the west edge of the Mazda crossing extending westward to a point 290 feet east of the end of track 800.

Zone Status Contact:

Ozol Yardmaster  
Channel 46-46

Ozol Yard:

Zone 6: Begins at the east point of switch on Track 6, ending at a point 290 feet west of Berrellesa Street.

Zone Status contact:

Ozol Yardmaster  
Channel 46-46

West Oakland Yard:

Bart Zone:

Begins at clearance point of electric switch #1 through and including the clearance point east of switch #10. Clearance points are defined by yellow painted ties.

Desert Zone:

West clearance point to east clearance point on track 135.

Zone Status Contact:

West Oakland Yardmaster  
Channel 66-66

Sacramento Yard:

No zones - RCL Area Only.

CFNR Zone:

Suisun-Fairfield - CFNR Schellville Subdivision, MP 51.2 to MP 52.8 (Yard Limits joint use with CNFR). From 0700 to 1700 daily except Sunday, crew must contact CFNR Train Dispatcher for permission to enter Remote Control Zone.

Zone Status Contact:

CNFR Dispatcher.  
Channel 46-46

Telephone: 707-557-2896

## SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 97.7	(#) 63.2	& 31.3 *
% 82.9	(#) 45.1	(#) 27.8
(#) 78.7	& 37.1 *	% 17.1
% 70.1	% 35.7	(#) 14.1

\* High and Wide detectors at MP 37.1 and MP 31.4 protect Suisun Bay Bridge and are equipped with recall feature. The detector will transmit the last train exit message when the detector milepost location and track number are entered on radio keypad.

Example: Pressing the numbers "#3142" will recall the last train exit message at the detector located at MP 31.4 on track 2.

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 referring 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 passengers.

- \* 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.

**Rule 9.12.1:**

Suisun Bay Bridge Instructions:

Eastward movements at Vista:

Eastward movements are authorized by Dispatcher 62 at CP RV33 and the Bridge Operator at CP RV34 (MP 32.9). When signals display Stop indication, both dispatcher 62 and the Suisun Bay Bridge Operator must issue authority to pass respective signals.

Westward movements at Benicia:

Westward movements at CP RV035 are authorized by Bridge Control Operator. When signals display Stop indication, contact Bridge Operator for authority to pass signal and to ensure bridge is in proper position for passage.

**SI-09 FRA EXCEPTED TRACKS**

All yard and industry tracks at the following locations:  
 RV330, RV332, RV336, RV337, RV340, PH503 (Yolo Port).  
 PX818: All yard and industry tracks except Sacramento Yard tracks 102-104, 132-133, 3rd rail and Depot trks 7-8.  
 RV351: Trks. 505, 506.  
 RV371: Trk. 510.  
 RV378: Trks. 706, 731-737, 740-743.  
 RV381: Trks. 525, 765.  
 RV385: Trks. 706, 735, 736, 738, 739, 742, 743, 749-756, 770-777, 804, 810-819, 840-849.  
 RV394: Trks. 809, 811, 817, 821-823.  
 RV405: Trks. 820, 821, 825-828, 830, 832.  
 RV407: Trks. 750, 801, 803.  
 RV412: Trks. 725, 726, 737-739, 744.  
 Oakland: Lead track 113.

**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 over Broderick Bridge (MP 0.5). ONLY Clearance Desk in Omaha may authorize an overweight car over bridge. Six axle locomotives prohibited.  
 Item 9 of the System Special Instructions applies at and between:  
 \* MP 0.5 (15th Street at Jefferson Blvd.) and  
 \* MP 0.8 (Jefferson Blvd. at Stone Blvd.)  
 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.

**SI-11 INDUSTRIAL LEADS Continued...**

2. General Instructions:  
 A. All main track is within Yard Limits.  
 B. All main track switches will be lined normal after use.  
 C. Track 135 (scale track) will be used for movement through yard.  
 D. Shortline interchange will be conducted in Track 187 unless local management instructs otherwise. Track 172 is owned/maintained by shortline and is to be used as the shortline route through yard.  
 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 switch will be left lined for Track 180.  
 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.

**SI-12 TONNAGE RESTRICTIONS/TPOB**

Maximum Gross Weight: 158 tons

**SI-13 TRAIN MAKE-UP RESTRICTIONS - None.**

**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 occupy.

# MARTINEZ SUBDIVISION (0910)

**SI-14 MISC INSTRUCTIONS Continued...**

- 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 - east and west end of siding.

**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 permission 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 UPRR 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 UPRR West Oakland Yardmaster. No freight movements are permitted 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 UPRR 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.

**SI-14 MISC INSTRUCTIONS Continued...**

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

**BNSF, Amtrak, Richmond Pacific RR:** train or engine movements on other than main track between San Pablo MP 15.3 and Stege MP 9.3, must contact the UPRR Yardmaster at 510-268-3131 for permission to occupy any yard track, drill track or industrial lead prior to occupying track.

**Suisun-Fairfield:** CFNR Schellville Subdivision; Operation is joint with CFNR.

Yard Limits between:  
MP 48.9 and MP 52.8 (Thomasson Lane);  
Speed Limit between:  
MP 48.9 and MP 49.0.....10 MPH  
MP 49.0 and MP 52.8.....20 MPH

**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

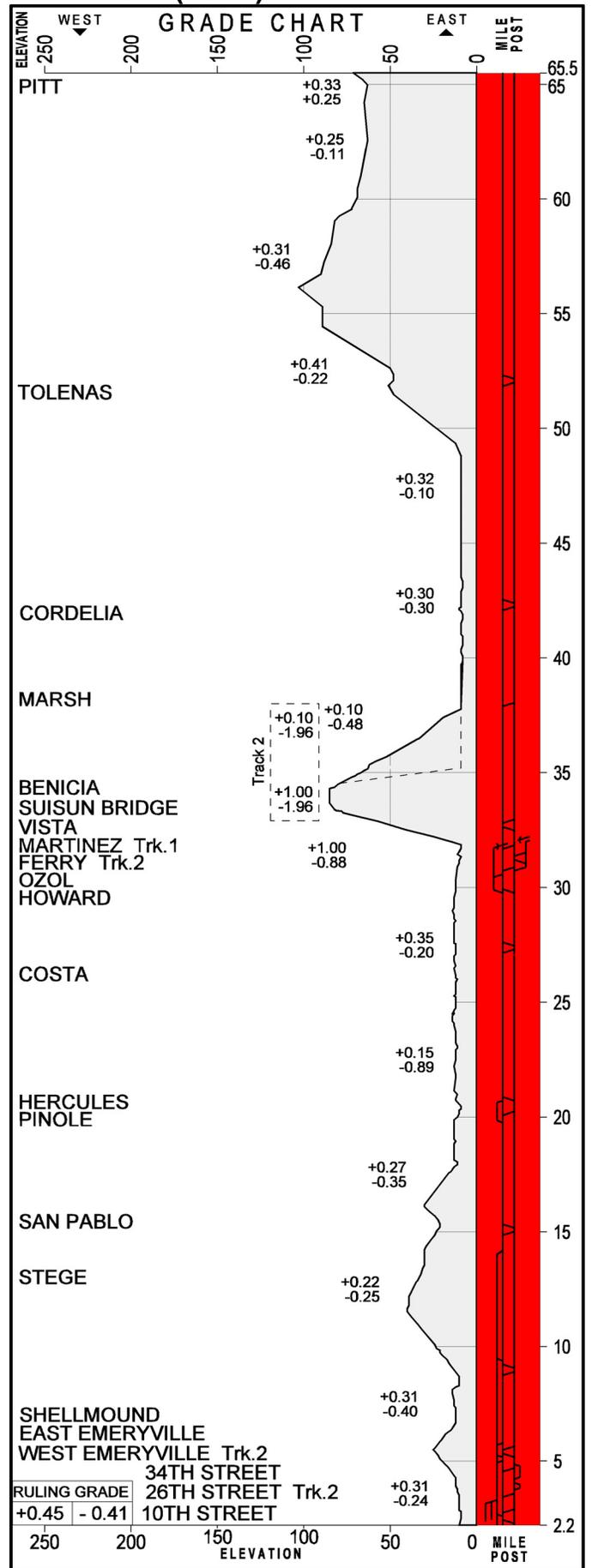
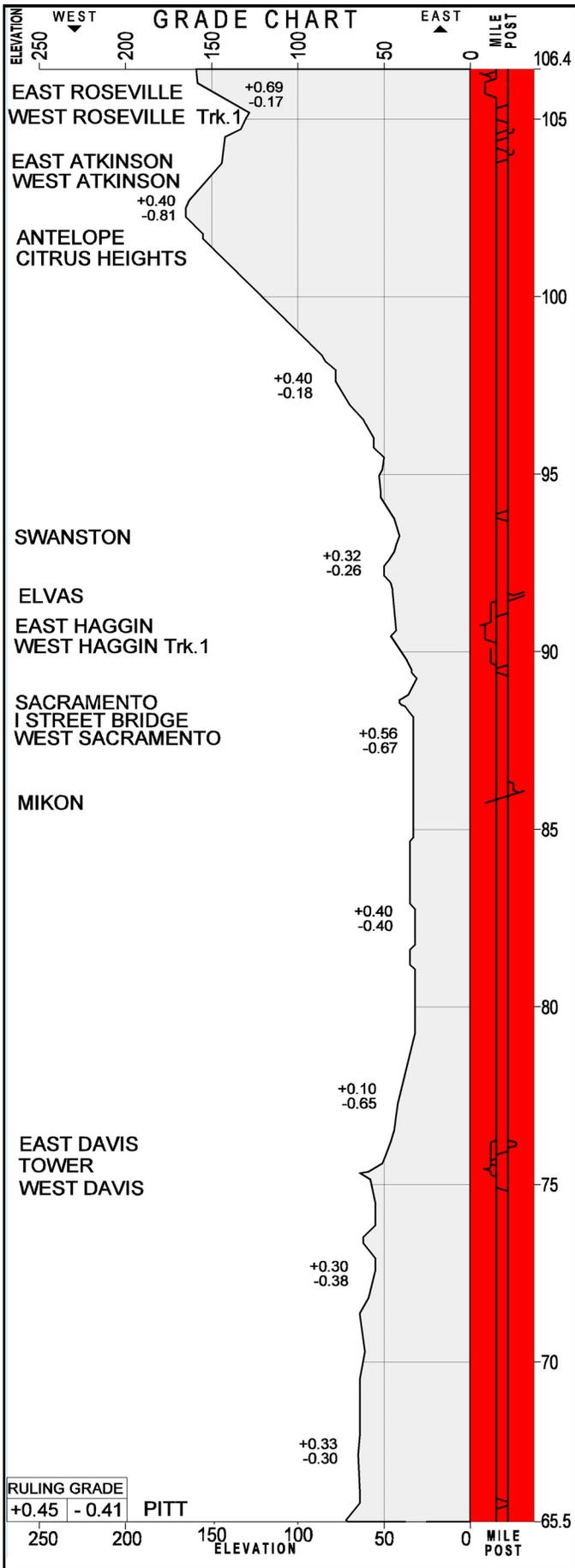
**65th Street crossing, Emeryville:**  
Procedure to activate crossing devices when eastward (north) movements are stopped at the 65th Street crossing in Emeryville, CA., MP 4.75. When northward movements are stopped within 2000 feet of the 65th St. crossing, use the following procedure to activate the grade crossing warning devices:

On Track:	DTMF sequenced:
#1	press 1#23
#2	press 2#23
Drill Trk.	press 3#23

The DTMF tone needs to be activated a minimum of 45 seconds before the train is to enter the crossing. Approximately five seconds after entering the proper sequence, an acknowledgement tone should be transmitted. The crossing warning system should begin to operate approximately 15 seconds after receiving the acknowledgement tone.

**Davis:** A lockbox containing a hand-held air gauge is attached to the east side of the signal box at the east end of the East Pass (Track 601). This gauge is supplied to assist crews when picking up cars enroute, not a 'Solid Block'. Refer to AB Rule 30.10.1(B). After completing air brake test, gauge must be returned to lockbox and lockbox must be secured.

# MARTINEZ SUBDIVISION (0910)



# NILES SUBDIVISION (0922)

Radio Display: 10th Street to Coliseum- 4646 (*62) Coliseum to Newark- 4242 (*58)							
Mile Post	Track Layout	Rule 6.3	CP #'s	SOUTH STATIONS ▼	NORTH STATIONS ▲	Sta. #'s Siding Feet	
4.2	Track Layout Diagram	CTC 2MT	RV001	10TH STREET (0.4)	X		
4.6					WEST OAKLAND (0.6)		PX950
5.2				NI905	KIRKHAM Trk.2 (0.6)		
5.8				NI005	MAGNOLIA (0.5)		X
6.3					SOUTH OAKLAND (0.1)		PX949
6.4				NI006	KING STREET (0.6)		X
7.0				NI007	NORTH JACK LONDON Trk.2 (0.3)		CO001
7.3				NI008	SOUTH JACK LONDON (0.3)		
7.6				NI009	STRONG (2.2)		X CO002
9.8					EAST OAKLAND (0.6)		CO003
10.4					MELROSE (1.4)		PX943
11.8				NI011	66TH AVENUE (0.3)		X
12.1				NI912	COLISEUM (1.4)		X
13.5				NI012	NORTH ELMHURST (0.2)		PX940
13.7		NI014	SOUTH ELMHURST (7.3)				
18.7		CTC	NI019	HAYWARD (8.7)		JM109 11263	
21.0			NI021				
29.7			F030	NILES JCT. (0.4)		T PX923 (X)(M)	
30.1		CTC 2MT	NI030	SHINN (4.4)		X	
34.5			NI035	CHERRY (0.4)		X	
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 13.7		
(Except as Below).....	79	60
4.2 and 5.9.....	50	40
5.9 and 7.6.....	25	15
7.6 and 13.7 Trk.1.....	79	60
7.6 and 13.5 Trk.2.....	79	60
13.5 and 13.7 Trk.2.....	30	30
<b>Between Mileposts</b>	<b>PSGR</b>	<b>FRT</b>
13.7 and 34.9		
(Except as Below).....	79	50
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
<b>1. Thru Sidings &amp; Turnouts</b>	
Siding between CP NI011 and CP NI912 is restricted to passenger equipment....	15
<b>2. Dual Control Switch Turnouts</b>	
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: turnout to Trk. 1 on Coast Subdivision.....	15
CP CO031: all turnouts.....	15
<b>3. Misc. Speed Restrictions</b>	
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**

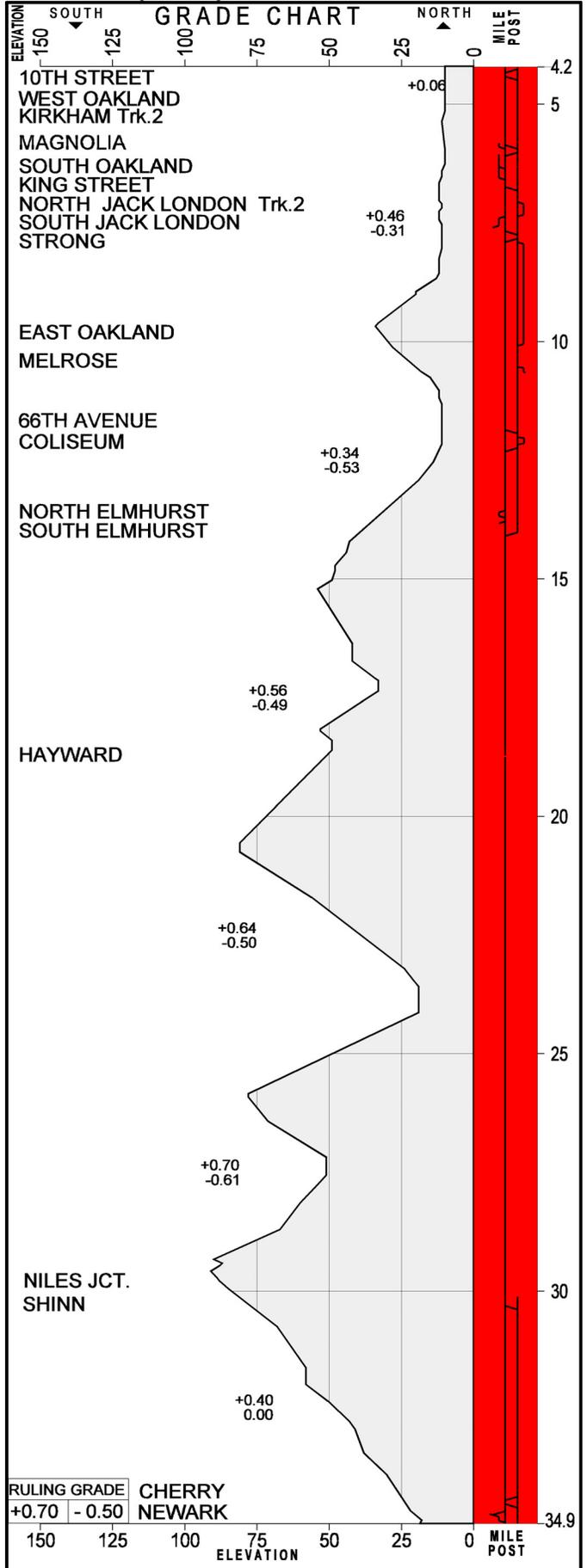
**Remote Control Areas:**  
Oakland Limits: MP 4.2 (10th St.) to MP 16.5 (Estudillo); all main track, industrial leads and yard tracks.  
  
Niles Limits: MP 25.0 and MP 34.5; all main track, industrial leads and yard tracks.  
**Remote Control Zones:**  
Refer to Martinez Subdivision.

**SI-07 ITEM 13 TRAIN DEFECT DETECTORS**

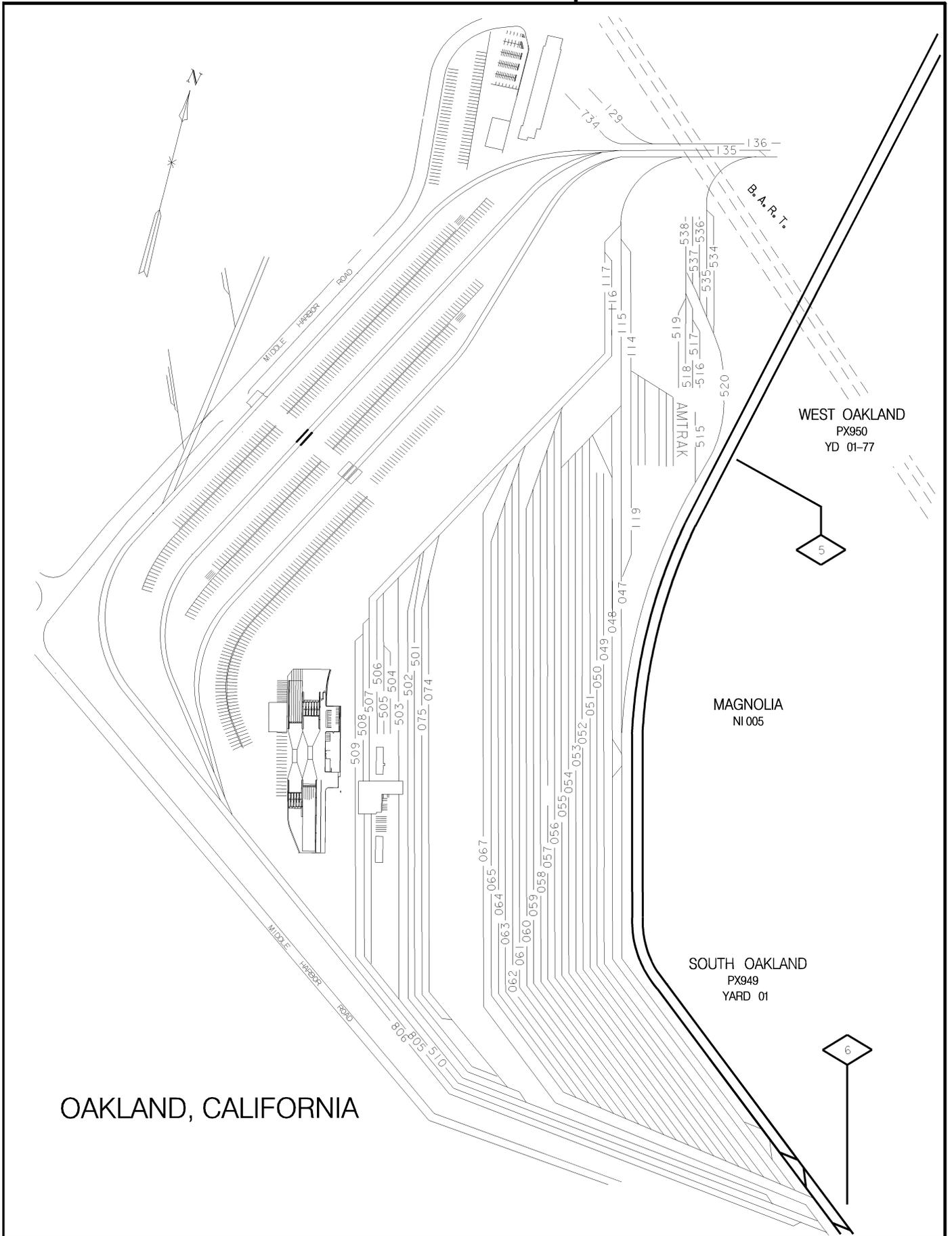
(#)	12.4
(#)	23.1
%	28.2
%	32.7

# NILES SUBDIVISION (0922)

<b>SI-08 RULES ITEMS</b>		
<p><b>Rule 6.4.2. Magnolia:</b> 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.</p> <p><b>Rule 6.5. Oakland:</b> 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.</p> <p><b>Rule 9.12.1. Strong:</b> When northward Absolute signal displays STOP indication, train must stop 100 feet south of Fifth Ave. to avoid blocking crossing.</p> <p><b>Rule 9.12.2. Niles Jct:</b> Contact Train Dispatcher for authority to pass signal displaying STOP indication at and within interlocking limits.</p> <p><b>Rule 9.12.3. Fruitvale Ave:</b> Bridge MP 9.8 Interlocking limits extend between interlocking signals in approach to both ends of bridge.</p>		
<b>SI-09 FRA EXCEPTED TRACKS</b>		
<p><b>PX950:</b> 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</p> <p><b>PX949:</b> All yard and industry tracks.</p> <p><b>PX947:</b> 162, 724-726, 865</p> <p><b>PX944:</b> 158, 160, 162-163, 848-853, 861-863</p> <p><b>San Leandro:</b> 908-915, 928</p> <p><b>Decoto:</b> 751,754.</p>		
<b>SI-10 BUSINESS TRACKS</b>		
<b>Track Name</b>	<b>MP</b>	<b>STA. #S</b>
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
<b>SI-11 INDUSTRIAL LEADS - None.</b>		
<b>SI-12 TONNAGE RESTRICTIONS/TPOB</b>		
Maximum Gross Weight: 158 tons.		
<b>SI-13 TRAIN MAKE-UP RESTRICTIONS - None.</b>		
<b>SI-14 MISC. INSTRUCTIONS</b>		
<p><b>Oakland:</b> AMTRAK crews refer to Martinez Sub for Miscellaneous instructions.</p> <p><b>Additional AMTRAK Stations MP</b></p> <p>Jack London..... 7.0</p> <p>Hayward.....20.1</p> <p>Fremont-Centerville.....32.0.</p> <p><b>6 Axle Units:</b> Unless specifically authorized by M of W manager, 6-axle units are prohibited from operating on any work lead, yard or industry track between MP 13.7 and MP 34.9.</p>		

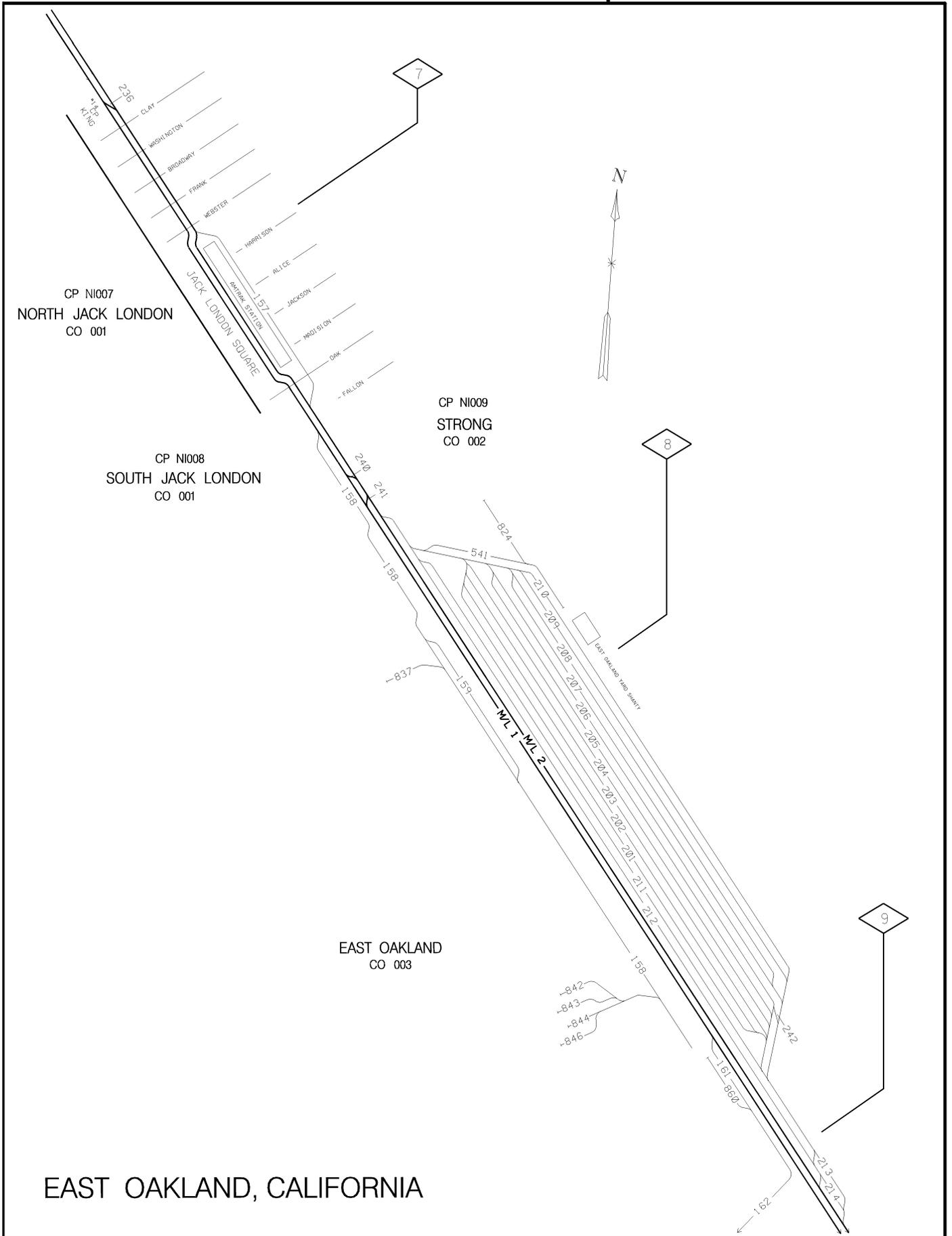


# Oakland Area Map



OAKLAND, CALIFORNIA

# East Oakland Area Map



EAST OAKLAND, CALIFORNIA

# BLACK BUTTE SUBDIVISION (0920)

Radio Display: K. Falls Yard to Dunsmuir- 4545 (*66)							
Mile Post	Track Layout	Rule 6.3	CP #s	SOUTH STATIONS ▼	NORTH STATIONS ▲	Sta. #s Siding Feet	
428.7		YL ABS		KLAMATH FALLS YARD (1.3)	BTY	OZ313	
427.4			VP427	S. KLAMATH FALLS (HOLD) (1.5)			
426.2 425.9		CTC	VP426	TEXUM (10.5)	T	OZ311	
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 (1.3)	XT				
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		VP331	SOUTH MOTT (4.6)		OZ218		
326.4	CTC	VP327	SMALL (HOLD) (3.8)		OZ213		
322.6		VP323	NORTH DUNSMUIR (1.2)		OZ210		
321.4		VP321	DUNSMUIR x-over	!X	OZ209	8501	
(105.4)							
<b>SI-01 MAIN TRACK AUTHORITY</b>							
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; Wye tracks at Black Butte (CORP RR Trackage).							
<b>SI-02 MAXIMUM SPEED TABLE</b>							
<b>Maximum Speed</b>			<b>MPH</b>				
<b>Between Mileposts</b>			<b>PSGR FRT</b>				
<b>428.7 and 321.4</b>							
<b>(Except as Below)</b> .....			<b>79 60</b>				
428.7 and 428.5.....			30 25				
428.5 and 426.9.....			60 40				
417.4 and 412.4.....			70 60				
412.4 and 409.9.....			55 50				
409.9 and 407.8.....			45 40				
390.1 and 388.5.....			60 55				
388.5 and 387.9.....			55 50				
387.9 and 379.1.....			45 40				
379.1 and 373.8.....			70 60				
373.8 and 373.0.....			50 40				
373.0 and 363.7.....			45 40				

Between Mileposts	PSGR FRT	
<b>428.7 and 321.4</b>		
<b>(Except as Below)</b> .....	<b>79 60</b>	
363.7 and 355.5.....	40 35	
355.5 and 347.4.....	35 30	
347.4 and 346.0.....	40 35	
346.0 and 337.9.....	45 40	
337.9 and 333.5.....	40 35	
333.5 and 332.7 Trk 1.....	35 30	
333.5 and 332.7 Trk 2.....	30 30	
332.7 and 331.1.....	30 25	
331.1 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	

<b>SI-03 OTHER SPEED RESTRICTIONS</b>	
Maximum Speed	MPH
<b>1. Thru Sidings &amp; Turnouts</b>	
Sidings Worden, Dorris, Mount Hebron...	30
Sidings Kegg, Penoyar, Grass Lake, Black Butte (north siding).....	25
Sidings Andesite, Hotlum, Black Butte (south siding), Upton, Mount Shasta.....	10
<b>2. Dual Control Switch Turnouts</b>	
CP VP334.....	30
MP 345.2: crossover.....	15
Dunsmuir Crossovers.....	10
<b>3. Misc. Speed Restrictions</b>	
Texum Lead (Trk. 150) between MP 427.4 and CP VP426.....	25
Dunsmuir: Drill Track.....	10

<b>SI-04 MAIN TRACK DESIGNATIONS</b>
<b>Two main tracks between:</b> MP 333.6 and MP 331.0

<b>SI-05 MILEPOST EQUATIONS</b>
MP 415.36 = MP 413.99; MP 344.34 = MP 344.17; MP 340.53 = MP 340.21.

<b>SI-06 RCL OPERATIONS - None.</b>

<b>SI-07 ITEM 13 TRAIN DEFECT DETECTORS</b>		
(#) 424.2	(#) 372.9	% 326.5
% 418.6	% 365.0	% 324.2
(#) 410.9	(#) 357.5	& 323.2 *
(#) 404.6	% 347.8	
% 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.

<b>SI-08 RULES ITEMS</b>
<b>Rule 9.4.1:</b> 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.
<b>Rule 30.13:</b> Passenger trains must make running air brake test before passing Grass Lake.
<b>Rule 32.1:</b> Do not tie-up and leave a train unattended in heavy grade territory unless track has derail protection.

<b>SI-09 FRA EXCEPTED TRACKS</b>														
Dunsmuir Yard: 513, 516, 517.														
Klamath Falls Yard: 401, 416, 501, 504, 505, 508, 509, 700, 701, 724.														
<b>SI-10 BUSINESS TRACKS - None.</b>														
<b>SI-11 INDUSTRIAL LEADS - None.</b>														
<b>SI-12 TONNAGE RESTRICTIONS/TPOB</b>														
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:														
<b>Tons Per Operative Brake:</b>	<b>Tons Per Dynamic Brake Axle:</b>	<b>Maximum Speed:</b>												
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+	500 or less	30												
	501-700	25												
<b>Exceptions:</b>														
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 MP 332.6 and MP 322.6: 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 Manager of Operating Practices.														
<b>SI-13 TRAIN MAKE-UP RESTRICTIONS</b>														
Use the following table to determine maximum headend EPA/EDBA permitted between Dunsmuir and Azalea. Entrained and rear helper locomotives are prohibited on northward trains.														
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# BLACK BUTTE SUBDIVISION (0920)

## SI-14 MISC. INSTRUCTIONS

**South 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 Texum Lead;
- \* Departing Texum, South 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.

**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.

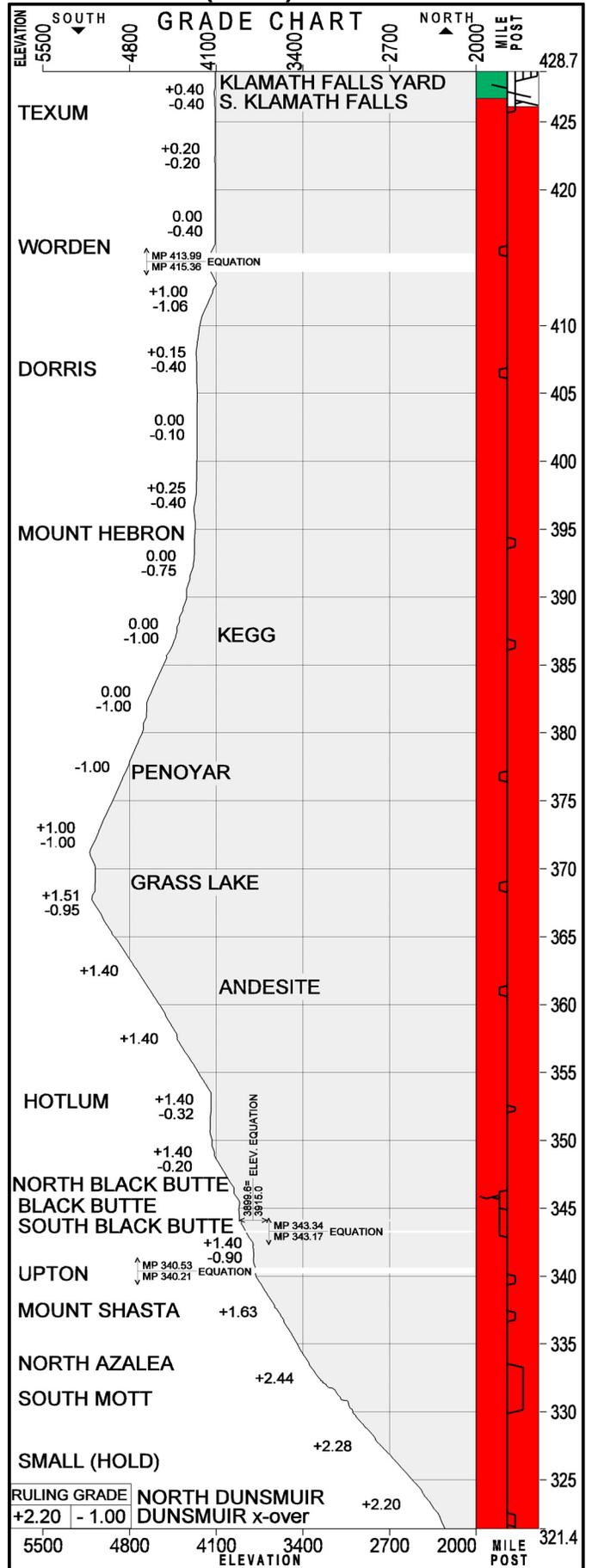
E. Flangers (operating snow equipment) may operate at 5 MPH above the posted maximum speed limit not to exceed 35 MPH.

**Special Walkways:**

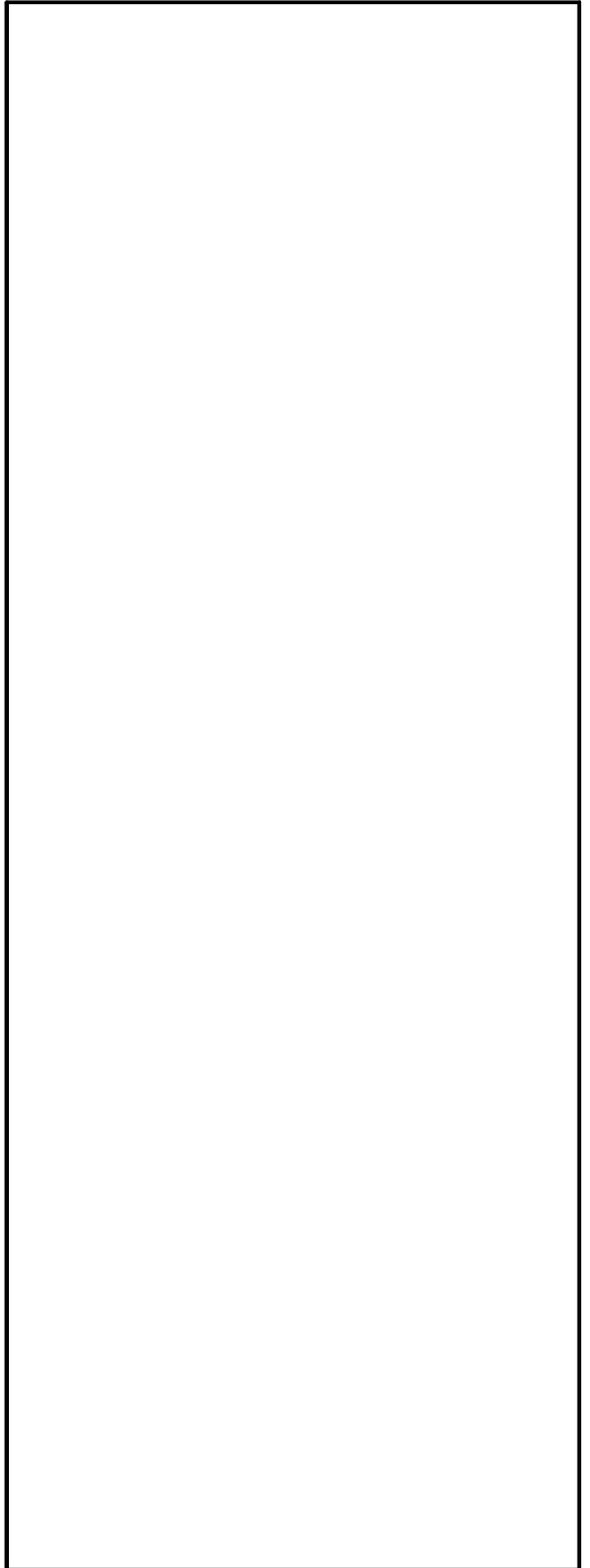
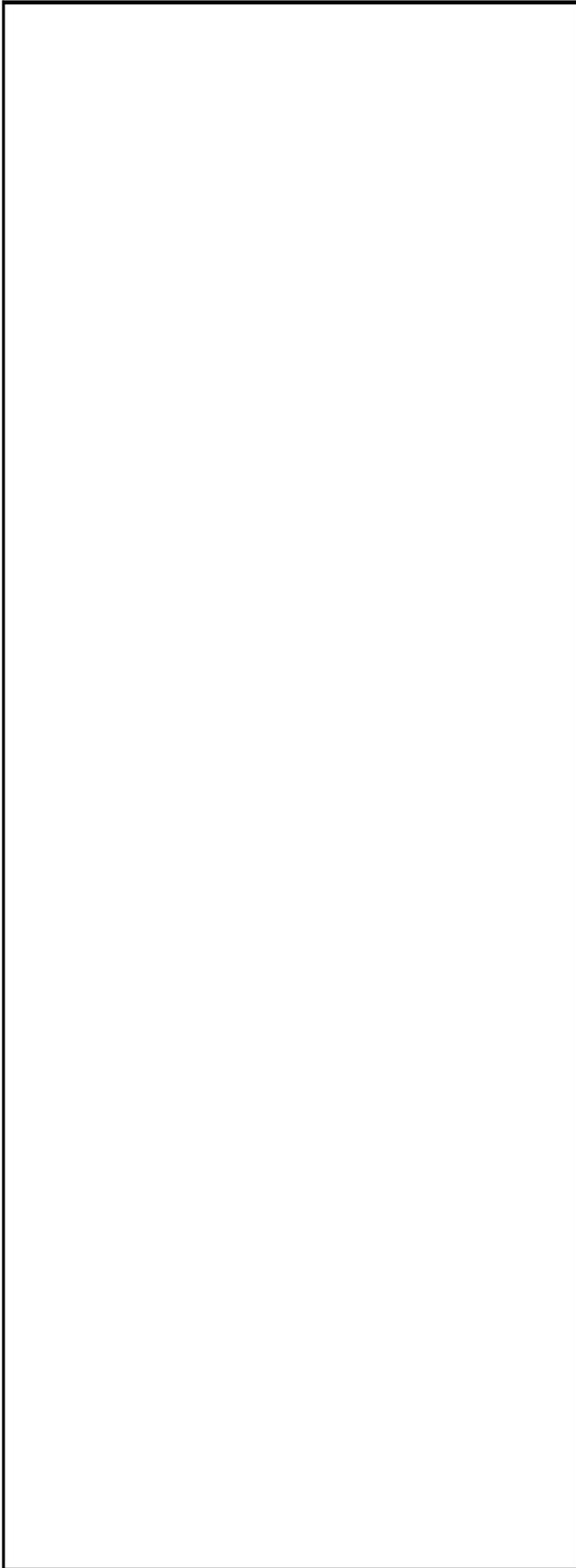
Special walkways located between MP 325.0 and MP 327.4 to allow trainmen to make an inspection of both sides of train when required. When train inspection is required but walking conditions do not allow both sides of the train to be safely inspected the following procedures must be followed:

1. Determine safest side of train to perform the inspection.
2. If at any point during the inspection it is determined that the opposite side would be the safest route, employee may crossover and continue the inspection.
3. If employee determines that a walking inspection of the train may not be preformed or completed safely, contact the dispatcher for further instructions.

**Texum Lead:** Switches must not be left lined for other than movement on the lead.



**NOTES:**



## VALLEY SUBDIVISION (0918)

Radio Display:							
Dunsmuir to Binney Jct. - 8080 (*66)							
Binney Jct. to East Roseville - 5151 (*73)							
Mile Post	Track Layout	Rule 6.3	CP #'s	SOUTH STATIONS ▼	NORTH STATIONS ▲	Sta. #'s Siding Feet	
321.4		CTC	VP321	DUNSMUIR x-over (1.8)	!BTX	OZ209 8501	
319.6			VP320	SOUTH DUNSMUIR (0.4)		OZ208	
319.2			VP319	CASTLE CRAG (5.3)		!OZ205	5805
318.0			VP318				
313.9			VP314	CONANT (3.7)		!OZ200	5385
312.7			VP313				
310.2			VP310	SIMS (6.0)		!OZ196	8300
308.6			VP309				
304.2			VP304	GIBSON (3.9)		!OZ191	4970
303.2			VP303				
300.3			VP300	LAMOINE (3.0)		!OZ187	5570
299.1			VP299				
297.3			VP297	DELTA (4.4)		!OZ183	5255
296.2			VP296				
285.9			VP286	LAKEHEAD (7.7)		!OZ179	8300
284.2			VP284				
278.2			VP278	OBRIEN (7.3)		!OZ171	6120
277.0			VP277				
270.9			VP271	GRAY ROCKS (4.2)		!OZ164	9350
269.1			VP269				
266.7			VP267	CENTRAL VALLEY (3.3)		!OZ160	5095
265.7			VP266				
263.4			VP263	SILVERTHORN (4.8)		!OZ156	5290
262.4			VP262				
258.6			VP259	REDDING (3.5)		OZ152	
256.6			VP257				
255.1			VP255	GIRVAN (10.2)		!OZ147	9245
253.3			VP253				
244.9			VP245	CULP (7.6)		!OZ138	8445
243.2			VP243				
237.3			VP237	DRAPER (7.0)		!OZ130	8200
235.6			VP236				
230.3			VP230	BLUNT (10.4)		!OZ122	8345
228.6			VP229				
219.9			VP220	RAWSON (5.0)		!OZ112	8305
218.2	VP218						
214.9	VP215	GERBER (3.0)		!OZ107	13500		
211.7	VP212	SOUTH GERBER (18.0)		!OZ105			
193.9	VP194	ANITA (10.2)		!OZ087	8378		
192.2	VP192						
183.7	VP184	CHICO (14.8)		!OZ078	8540		
182.1	VP182						
168.9	VP169	RICHVALE (13.1)		!OZ061	8185		
167.2	VP167						
155.8	VP156	FAGAN (9.7)		!OZ049	8420		
154.1	VP154						
146.1	VP146	BERG (4.1)		!OZ038	8450		
144.4	VP144						
142.0	F180	BINNEY JCT. (7.6)		(X) UP (M)	PX774		
141.8							
134.4	VP134	OSTROM (11.1)		!OZ028	8350		
132.7	VP133						
123.3	VP123	BROCK (6.8)		!OZ016	8260		
121.6	VP122						
116.5		LINCOLN (3.4)		OZ010			
113.1	VP113	SUNSET WHITNEY (4.9)		!OZ006	8370		
111.4	VP111						
108.2	VP108	ANDORRA (1.1)		OZ002			
107.1	VP107	SIERRA (0.5)					
106.6	RV107	WASHINGTON (0.2)					
106.4	RV106	EAST ROSEVILLE		BTX	RV323		
(208.1)							
<b>SI-01 MAIN TRACK AUTHORITY</b>							
CTC between: MP 321.4 and MP 106.4							

SI-02 MAXIMUM SPEED TABLE		
Maximum Speed	MPH	
Between Mileposts	PSGR	FRT
321.4 and 106.4		
(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 107.2.....	65	65
107.2 and 106.4.....	30	30
* Equation: milepost transition		
<b>SI-03 OTHER SPEED RESTRICTIONS</b>		
<b>Maximum Speed</b>	<b>MPH</b>	
<b>1. Thru Sidings &amp; Turnouts</b>		
Sidings Dunsmuir, Castle Crag, Conant, Sims, Gibson, Lamoine, Delta, Lakehead, O'Brien, Gray Rocks, Silverthorn, Girvan, Culp, Draper, Blunt, Gerber, South Gerber.....		
	25	
Sidings Anita, Chico, Richvale, Fagan, Berg, Sunset Whitney.....		
	20	
Sidings Central Valley, Rawson.....		
	10	
North Switch Lamoine.....		
	10	
<b>2. Dual Control Switch Turnouts</b>		
Dunsmuir Crossovers.....		
	10	
<b>3. Misc. Speed Restrictions</b>		
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	
<b>SI-04 MAIN TRACK DESIGNATIONS - None.</b>		
<b>SI-05 MILEPOST EQUATIONS</b>		
MP 295.67 = MP 288.72		
<b>SI-06 RCL OPERATIONS</b>		
<b>Remote Control Area:</b>		
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	
(#) 283.3	(#) 191.3	
% 279.3	% 187.7	
% 267.7	(#) 178.3	
(#) 264.1	(#) 163.9	
% 261.3	(#) (@) 150.5	
% 251.4	(#) 136.4	

**SI-08 RULES ITEMS**  
**Rule 32.1:** Between Dunsmuir and Silverthorn, do not tie-up and leave a train unattended unless track has derail protection.

**SI-09 FRA EXCEPTED TRACKS**

Sims: Trk 521  
 Lakehead: Trks 707, 708  
 Gray Rocks: Trk 718  
 Silverthorn: Trk 160  
 Redding: Trk 731  
 Girvan: Trks 753-754  
 Anderson: Trks 767, 770  
 Red Bluff: Trk 794  
 Rawson: Trk 812

All yard and industry tracks at the following locations:  
 OZ103, OZ087, OZ078, OZ061, OZ055, 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
Sierra Nevada Brewery	182.6	OZ077
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

**SI-13 TRAIN MAKE-UP RESTRICTIONS**  
 In addition to the following, see System Special Instructions Item 5 for train make-up restrictions.

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

LEAD CONSIST EPA/EDBA Between Lakehead and Dunsmuir		
Train Direction	Max EPA	Max EDBA
Northward trains	31	28 - intermodal & manifest 33 - bulk commodity
Southward trains	62 (all intermodal equip) 52 (other trains)	26

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

The following restrictions apply to NORTHWARD trains between Lakehead and Dunsmuir and are in addition to train make-up requirements contained in System Special Instructions Item 5-B and Item 5-C1(a).

- Add to 5-B:
- \* Manifest trains with double stack cars must not have any empty wells.
  - \* Southward manifest trains must not have helper(s) placed behind any articulated or solid drawbar cars having one or more empty platforms or wells.
  - \* Northward trains must not exceed 5,200 total trailing tons and must not have helper locomotive(s) entrained or positioned at rear of train.
  - \* Spine cars with any empty platforms must not be placed ahead of more than 2,500 tons.
- Add to 5-C1(a):
- \* Multilevel cars (auto racks) weighing less than 60 tons.

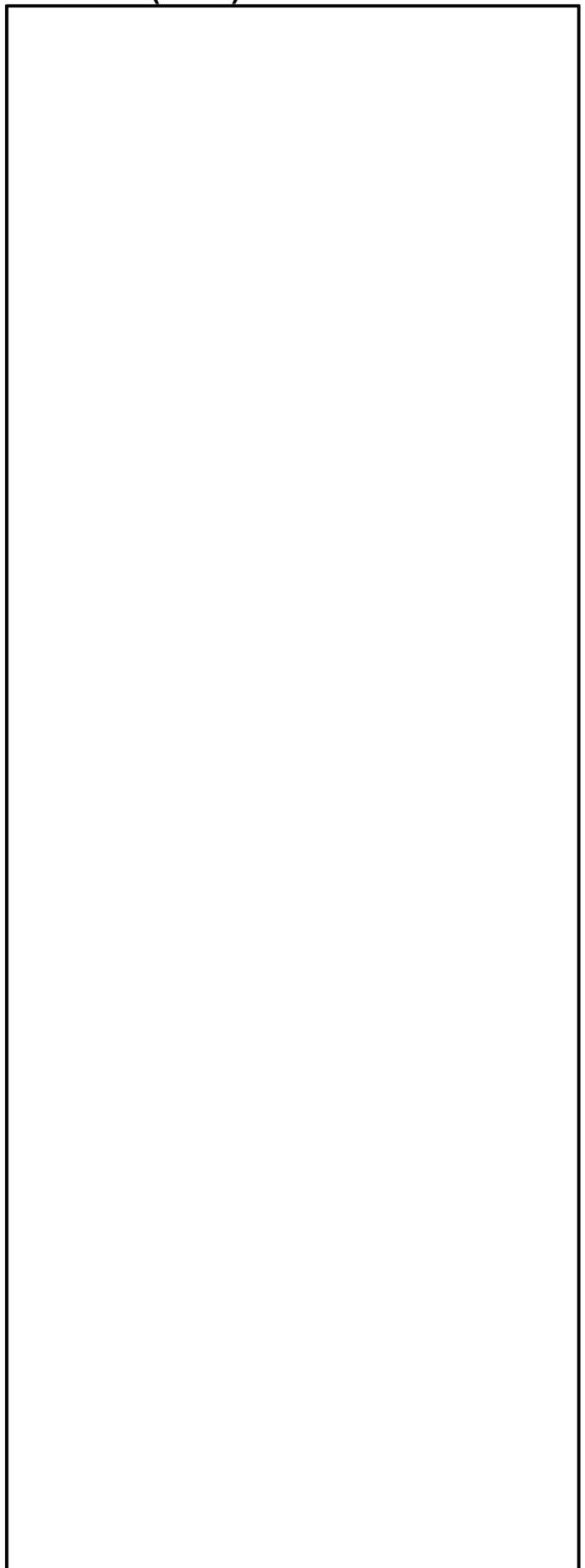
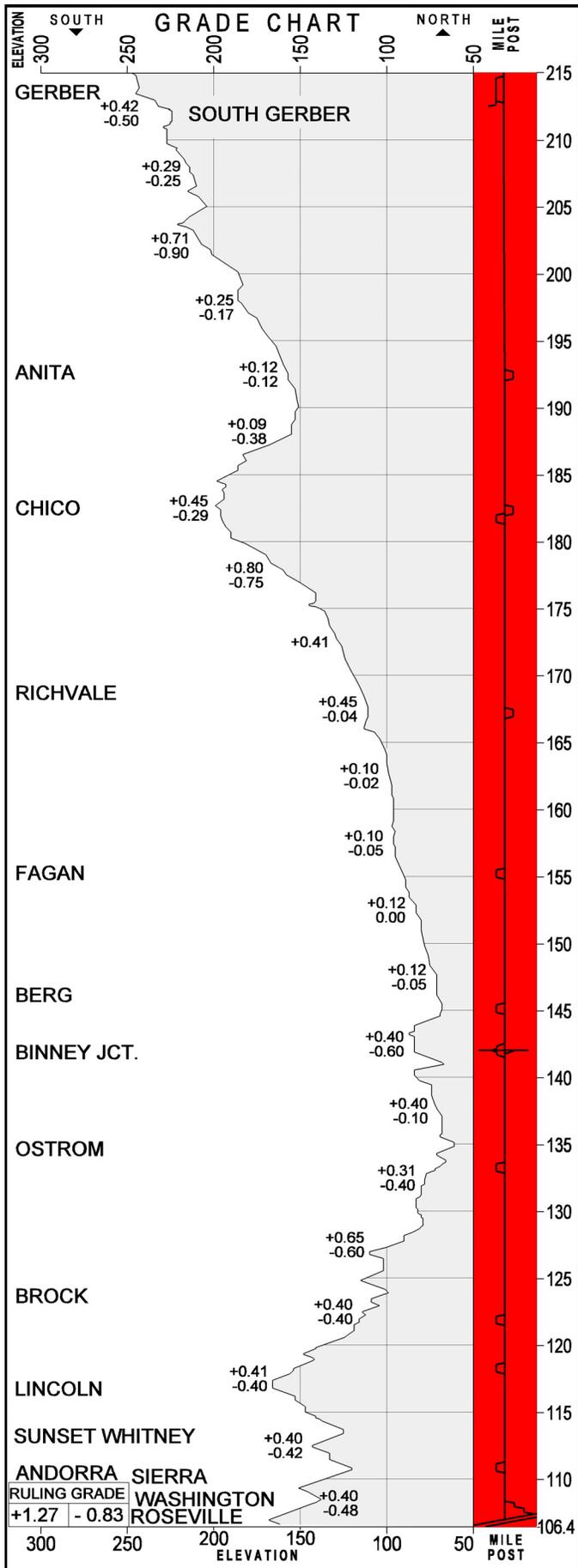
**Additional Restricted Car Placement Requirements**

Between Lakehead and Dunsmuir:	
Tonnage behind lead locomotive consist and any entrained consist:	Place Restricted Equipment no closer behind lead or helper consist than:
3000 to 3500 tons	5 Cars/Platforms/Wells
3501 to 4000 tons	10 Cars/Platforms/Wells
4001 to 4500 tons	15 Cars/Platforms/Wells
4501 to 5000 tons	20 Cars/Platforms/Wells
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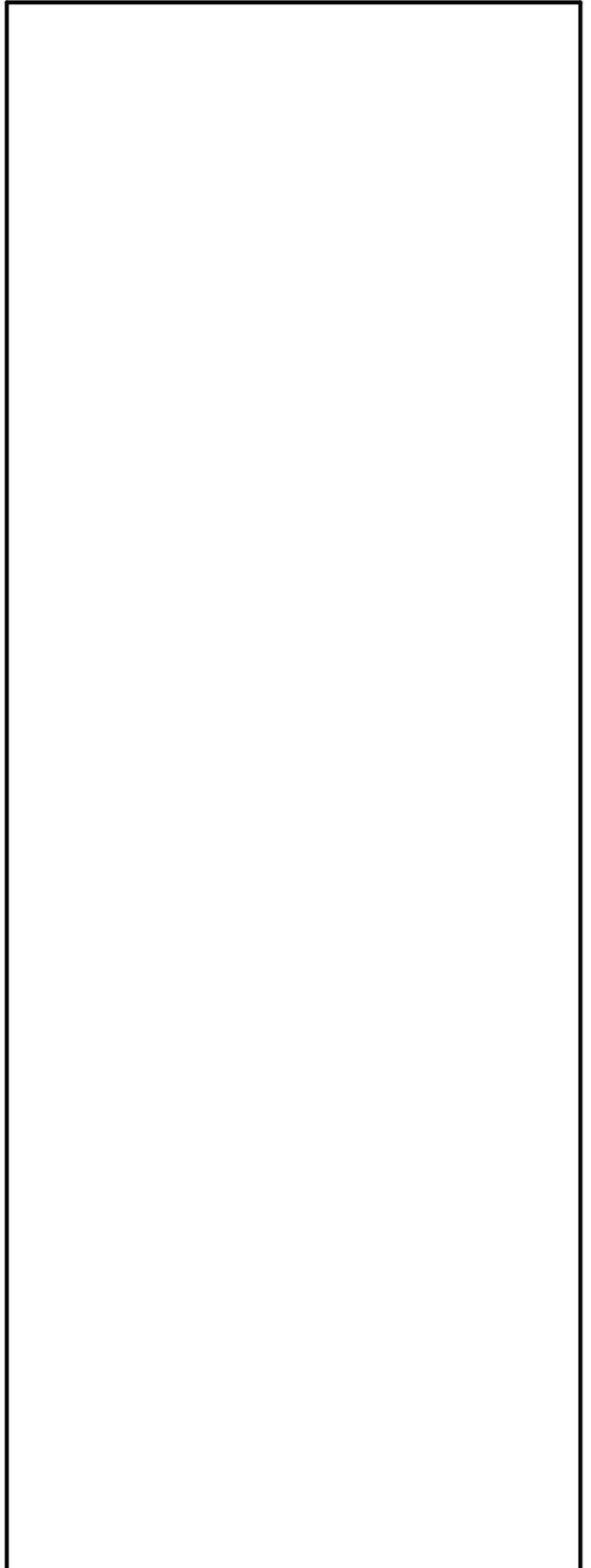
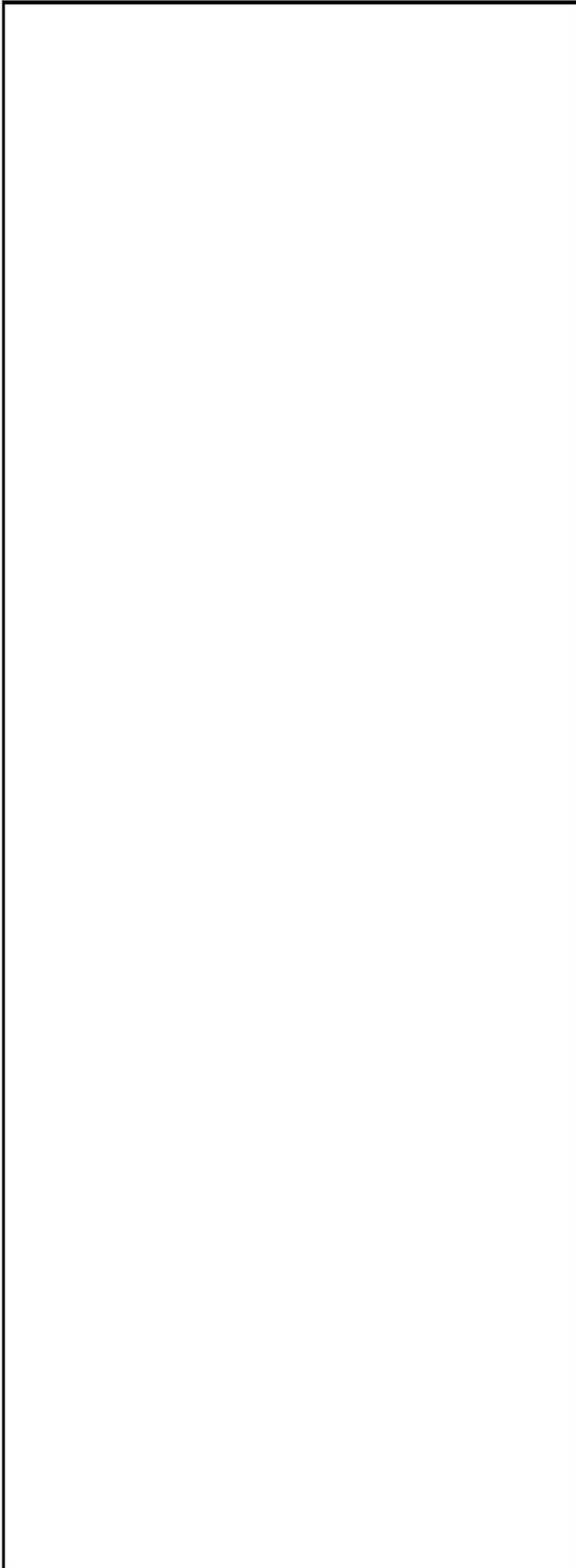
**SI-14 MISC. INSTRUCTIONS**

- 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 flashing. 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 Restricted Proceed, northward trains must stop south of South Street and contact Train Dispatcher before proceeding. Be governed by their 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

# VALLEY SUBDIVISION (0918)



**NOTES:**



## MODOC SUBDIVISION (0921)

		Radio Display: MP 552.9 to MP 445.6- 1414 Texum- 9696					
Mile Post	Track Layout	Rule 6.3	CP #s	SOUTH ▼ STATIONS	NORTH ▲	Sta. #s Siding Feet	
553.2		6.14		TEXUM (6.1)	TY	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 (1.1)	(X)(A)		
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		6.14		ALTURAS (18.7)	T	OY267 6197	
445.6				END OF TRACK			
(116.7)							
<b>SI-01 MAIN TRACK AUTHORITY</b>							
TWC between: MP 552.9. and MP 458.3.							
Restricted Limits between: MP 553.2 switch at Texum lead and MP 552.9. MP 458.3 and End of Track.							
<b>SI-02 MAXIMUM SPEED TABLE</b>							
<b>Maximum Speed</b>		<b>MPH</b>					
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							
<b>SI-03 OTHER SPEED RESTRICTIONS</b>							
<b>Maximum Speed</b>		<b>MPH</b>					
1. Thru Sidings & Turnouts							
All sidings..... 10							
2. Dual Control Switch Turnouts (No Exceptions.)							
3. Misc. Speed Restrictions							
Tuber Grain Elevator: trk.744..... 5							
<b>SI-04 MAIN TRACK DESIGNATIONS - None.</b>							
<b>SI-05 MILEPOST EQUATIONS</b>							
MP 458.3 = MP 457.4							

<b>SI-06 RCL OPERATIONS - None.</b>		
<b>SI-07 ITEM 13 TRAIN DEFECT DETECTORS</b>		
% 548.7	(#) 520.2	% 481.1
(#) 546.2	(#) 501.1	(#) 473.3
(#) 533.6	(#) 489.6	(#) 463.6
<b>SI-08 RULES ITEMS - None.</b>		
<b>SI-09 FRA EXCEPTED TRACKS - None.</b>		
<b>SI-10 BUSINESS TRACKS</b>		
<b>Track Name</b>	<b>MP</b>	<b>STA. #'S</b>
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
Juniper .....	459.7	OY269
McArthur .....	446.4	OY256
<b>SI-11 INDUSTRIAL LEADS - None.</b>		
<b>SI-12 TONNAGE RESTRICTIONS/TPOB</b>		
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:		
<b>Tons Per Operative Brake:</b>	<b>Tons Per Dynamic Brake Axle:</b>	<b>Maximum Speed:</b>
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.		
<b>SI-13 TRAIN MAKE-UP RESTRICTIONS - None.</b>		

**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.

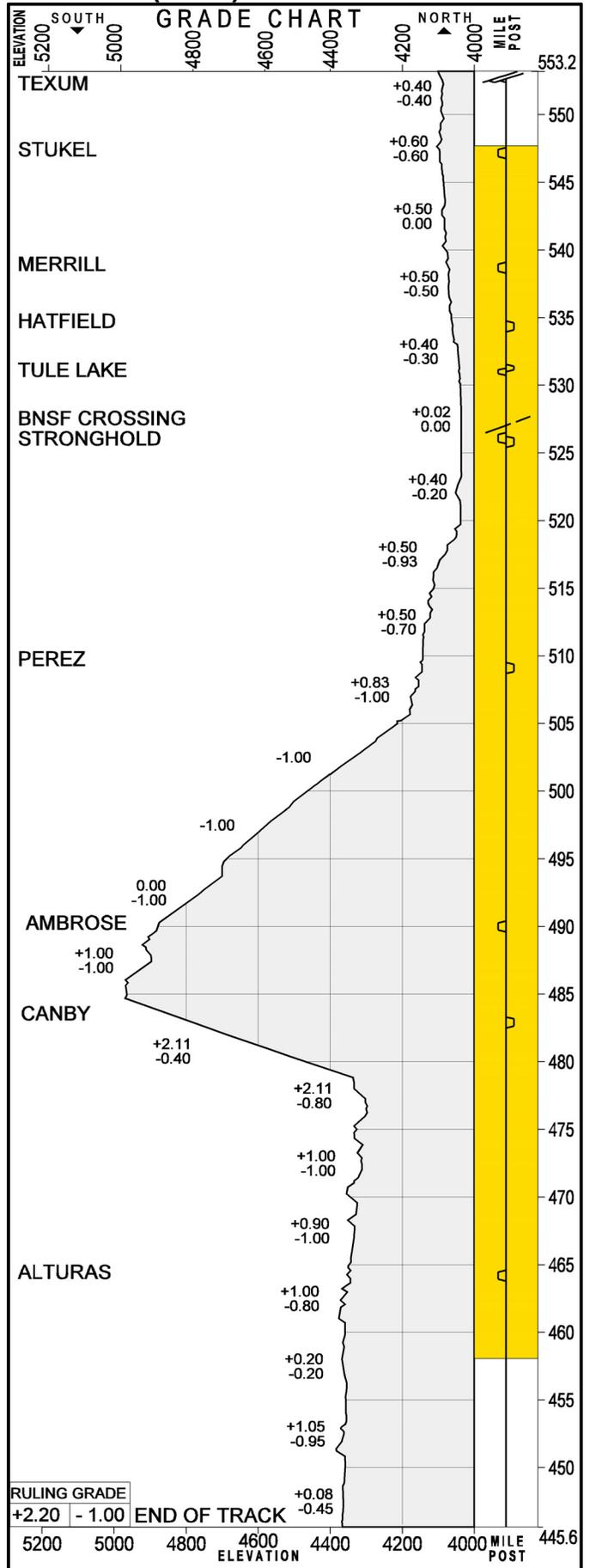
B. To prevent build-up of ice on brake shoes and to ensure air brakes are effective, engineer operating engine with flanger must make an automatic brake pipe reduction of sufficient amount to allow both engine and flanger brakes to apply. This procedure must be done at approximately 10 minute intervals.

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:** Restricted 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 Need- 5151 (*73) Need to North Goshen- 9696 (*56) North Goshen North Bakersfield- 1414 ((*54)								
Mile Post	Track Layout	Rule 6.3	CP #'s	SOUTH STATIONS	NORTH	Sta. #s Siding Feet		
38.9		CTC	RV091	ELVAS Trk.1 (0.6)	T	RV338		
38.9				RV092	ELVAS Trk.2 (0.6)			
39.0			CTC 2MT	SP039	SOUTH ELVAS (2.3)	X		
41.8				SP042	BRIGHTON (1.2)	X	JQ439	
43.0				SP043	POLK (1.7)			
44.7			CTC	SP045	NORTH FLORIN (2.9)			
47.6				SP048	SOUTH FLORIN (4.5)		JQ435	
52.1			CTC 2MT	SP052	ELK GROVE (2.9)	(9)	JQ429	
55.0			CTC		CP SP055 (7.2)			
59.2			CTC 2MT	SP060	NEED (7.6)		JQ421	
62.2				SP062				
68.1			CTC	SP068	ACAMPO (3.5)	!	JQ412	8350
69.8				SP070				
71.9				SP072	LODI (3.6)	! T	JQ409	6070
73.3				SP073				
74.8			SP075	TOMSPUR (3.1)	!	JQ404	9805	
76.9			SP077					
80.0		CTC 2MT	SP080	AKERS (2.3)		JQ400		
82.3			SP082	NORTH EL PINAL (0.7)	X			
83.0			SP083	EL PINAL (1.0)		PX859		
84.0				STOCKTON (0.2)	T	PX862		
84.2			SP084	MARKET (0.3)	X			
84.5			SP085	CHURCH (0.2)				
84.7				BNSF CROSSING (0.1)	(X)(M)			
84.8			SP087	SCOTTS (2.3)	X			
87.1		DT ABS	SP088	HUNTER STREET (5.8)	X			
92.9		CTC	SP090	NORTH LATHROP (0.6)	X			
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 (9.3)	!	JQ394	8350	
99.4			SP099					
107.0			SP107	COVELL (1.6)	!	JQ386	8350	
108.7			SP109					
110.3			SP110	NORTH MODESTO (1.3)			6236	
111.6			SP111	WOODLAND (1.0)				
112.6			SP112	SOUTH MODESTO (0.4)		PQ032	4192	
113.0			SP113	I STREET (1.7)				
114.7			SP115	MODESTO JCT. (4.2)		JQ379		
117.2			SP117	CERES (0.6)	!	JQ376	8350	
118.9			SP119					
119.5			SP120	KEYES (5.5)		JQ373		
125.0			SP125	TURLOCK (5.4)		PQ048		

128.7		CTC	SP129	ALCANT (10.2)	!	JQ364	8350
130.4			SP130				
138.9			SP139	ARENA (7.3)	!	JQ354	8350
140.6			SP141				
146.3			SP146	FERGUS (1.4)	!	JQ346	8350
147.9			SP148				
149.3			SP149	NORTH MERCED (2.1)			
151.4			SP151	SOUTH MERCED (6.6)		JQ343	
156.3			SP156	LINGARD (11.8)	!	JQ337	8350
158.0			SP158				
168.0			SP168	CHOWCHILLA (9.9)	!	JQ326	8300
169.8			SP170				
178.0			SP178	NOTARB (3.4)	!	JQ315	8410
179.7			SP180				
183.1			SP183	NORTH MADERA (1.9)			
185.0		SP185	SOUTH MADERA (6.0)				
189.3		SP189	IRRIGOSA (6.2)	!	JQ304	8350	
191.0		SP191			JQ304		
197.2		CTC 2MT	SP197	BIOLA JCT (2.1)		JQ295	
199.3		DT ABS	SP199	BIOLA (1.6)			
200.9				FRESNO YARD (8.2)	B	JQ292	
209.1		CTC	SP209	CALWA (8.0)	(X)BNSF(M)	JQ285	
215.4			SP215	GOBLE (6.8)	!	JQ277	8350
217.1			SP217				
222.3			SP222	SUN-MAID (3.4)	!	JQ270	8350
223.9			SP224				
227.3			SP227	KINGSBURG (5.6)			
231.2			SP231	TRAVER (4.4)	!	JQ262	8300
232.9			SP233				
237.3			SP238	NORTH GOSHEN (1.4)	!		
238.7			SP239	GOSHEN JCT (1.0)	X	JQ255	12190
239.7			SP240	SOUTH GOSHEN (9.9)	!		
247.9			SP248	TULARE SIDING (1.5)	!		8200
249.6			SP250				
251.1			SP251	TULARE (11.7)		JQ244	
261.1			SP261	TIPTON (11.8)	!	JQ233	8350
262.8			SP263				
272.9			SP273	EARLIMART (9.4)	!	JQ221	8350
274.6			SP275				
282.3			SP282	DELFAR (8.3)	!	JQ211	8350
284.0			SP284				
290.7			SP290	FAMOSO (7.0)	!	JQ201	8350
292.3			SP292				
297.6			SP298	CAWELO (7.0)	!	JQ194	8330
299.3			SP299				
304.5			SP305	SACO (2.3)	!	JQ189	8350
306.3			SP306				
308.6				OIL JCT (2.2)		JQ185	
310.8			SP311	NORTH BAKERSFIELD			

(270.9)

### 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 Between Mileposts 38.9 and 92.9	MPH	
	PSGR	FRT
(Except as Below).....	79	70
38.8 and 39.0 Trk.1 & Trk.2.....	25	25
39.0 and 40.9.....	40	40
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 Trk.2.....	40	40
<b>Between Mileposts 92.9 and 310.8</b>		
(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	

**SI-03 OTHER SPEED RESTRICTIONS**

Maximum Speed	MPH
<b>1. Thru Sidings &amp; Turnouts</b>	
Siding Tomspur.....	40
Sidings Acampo, Lodi, Arena, Chowchilla, Saco.....	25
Sidings North Modesto, South Modesto, Earlimart, Delfar, Famoso, .....	10
<b>2. Dual Control Switch Turnouts</b>	
RV091 to Trk.2 Martinez Sub. west.....	25
RV092 to Trk.2 Martinez Sub. east.....	25
Turnouts: SP042 (south crossover), 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
<b>3. Misc. Speed Restrictions</b>	
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.....	10
Connection track between CP SP088 and CP F990 (Oakland Sub).....	40

**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.**

**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:**  
 Fresno Yard:  
 Zone 1: North end: Beginning at the clearance point of tracks 11 and 10 on the "B lead"; tracks 6 and 5 on the "A lead"; and track 12 on the "11 lead"; extending northward to the clearance point of the "11 lead" and "PFE lead".  
 Zone 2: South end: Beginning at the clearance point of tracks 17, 818, 519, and 721 on the "PFE lead"; tracks 11 and 10 on the "B lead"; and tracks 5 and 4 on the "A lead"; extending southward to the end of track 112.

Zone Status Contact:  
 North End - Fresno Yardmaster  
 channel 66-66  
 South End - Fresno Yardmaster  
 Channel 88-88

See Roseville Superintendent Bulletins for detailed RCL operation information.

**SI-07 ITEM 13 TRAIN DEFECT DETECTORS**

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

## FRESNO SUBDIVISION (0938)

<b>SI-08 RULES ITEMS</b>
<p><b>Rule 9.12.2:</b>                      Stockton:                      Movements across BNSF interlocking MP 84.7 are controlled by BNSF Train Dispatcher, channel 3636.</p> <p>Calwa:                      Movements across BNSF interlocking MP 209.1, are under control of BNSF, channel 5555. 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.</p> <p><b>SSI Item 9:</b> applies at and between:                      MP 48.8(Calvine Road) and                      MP 52.0(Elk Grove Blvd.).</p>
<p><b>SI-09 FRA EXCEPTED TRACKS</b></p> <p><b>Sacramento area:</b> all yard and industry tracks;</p> <p>JQ439, JQ438, JQ435: All industry and yard tracks.</p> <p>JQ409: 113-114, 501, 709-712, 723-727;</p> <p>PX859: 771-779, interchange tracks with ST&amp;ERR.</p> <p>Port of Stockton: interchange tracks with CCTRR                      792-796, 813, 820-824,                      829-830, 837-838;</p> <p>PX862: 115, 500-502, 700-703, 771-772, 785-786,                      793;</p> <p>MP127.2: All yard and industry tracks                      30 feet behind clearance point.</p> <p>JQ343: 135 Ragu spur; from 16th St. eastward,                      all yard and industry tracks.</p> <p>JQ326: All yard and industry tracks.</p> <p>JQ286: Calwa, all yard and industry tracks                      in Zone 5.</p> <p>JQ292: yd 11-Trk 115, 729, 731, 741, 745-748;</p> <p>JQ244: 747;</p> <p>JQ233: 762;</p> <p>JQ201: 783-784, 786-787, 833, 836-837;</p> <p>JQ199: 161, 768, 789;</p> <p>JQ198: 789-790;</p> <p>JQ193: 805-807, 809;</p>

<b>SI-10 BUSINESS TRACKS</b>		
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 derailling 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.  
 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 re-clear 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.

**Tidewater Industrial Lead:(0903)** extends 15.3 miles from Modesto Jct. to end of track, MP 48.0. Maximum Gross Weight: 143 tons. Entire lead is FRA Excepted Track.

Business Tracks	MP	Sta.#'s
Moore .....	33.2	PQ034
Rogers .....	34.5	PQ035
Bronco .....	37.5	PQ037
Hatch .....	41.6	PQ042
Kearney .....	44.7	PQ045
Turlock .....	47.9	PQ048

**North Madera Industrial Lead:(0979)** off Madera spur track #117. Extends eastward from MP 183.4 approximately 2.3 miles to end of track. Entire lead is FRA Excepted Track.

**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:  
 Trks 789-790 Slater,  
 Trks 783-784 Famoso,  
 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.

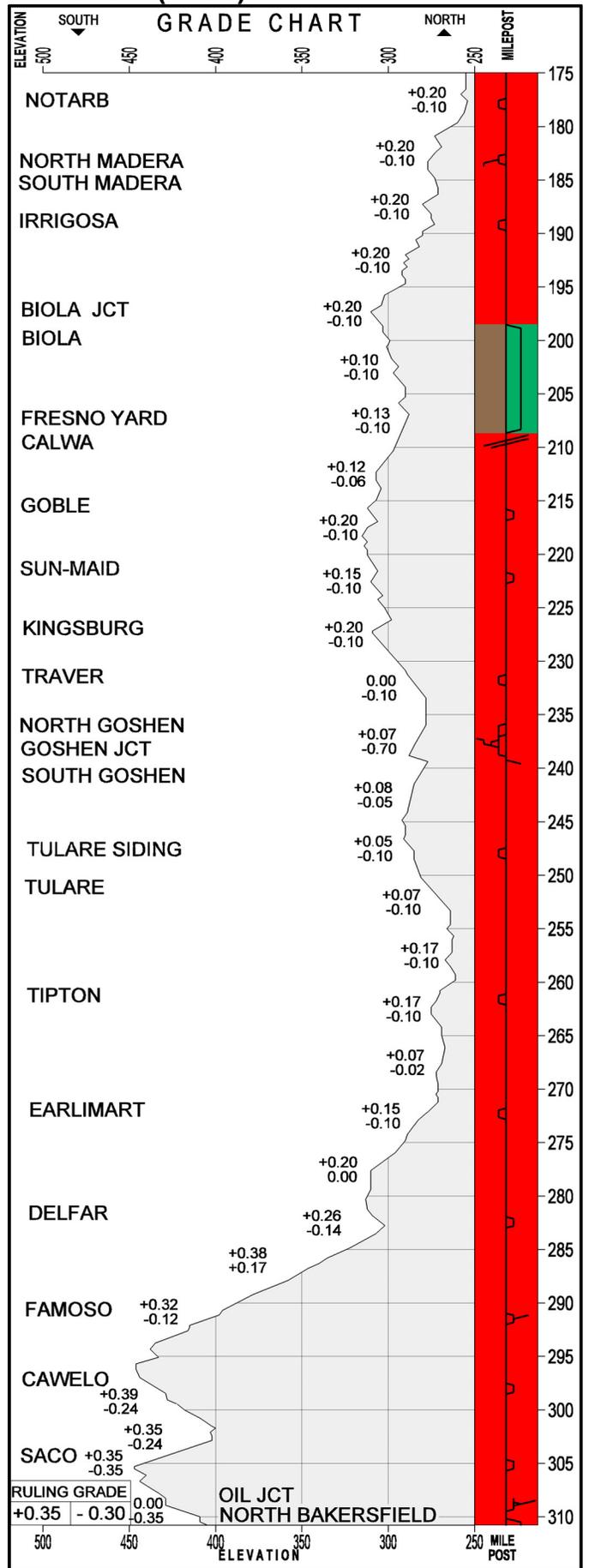
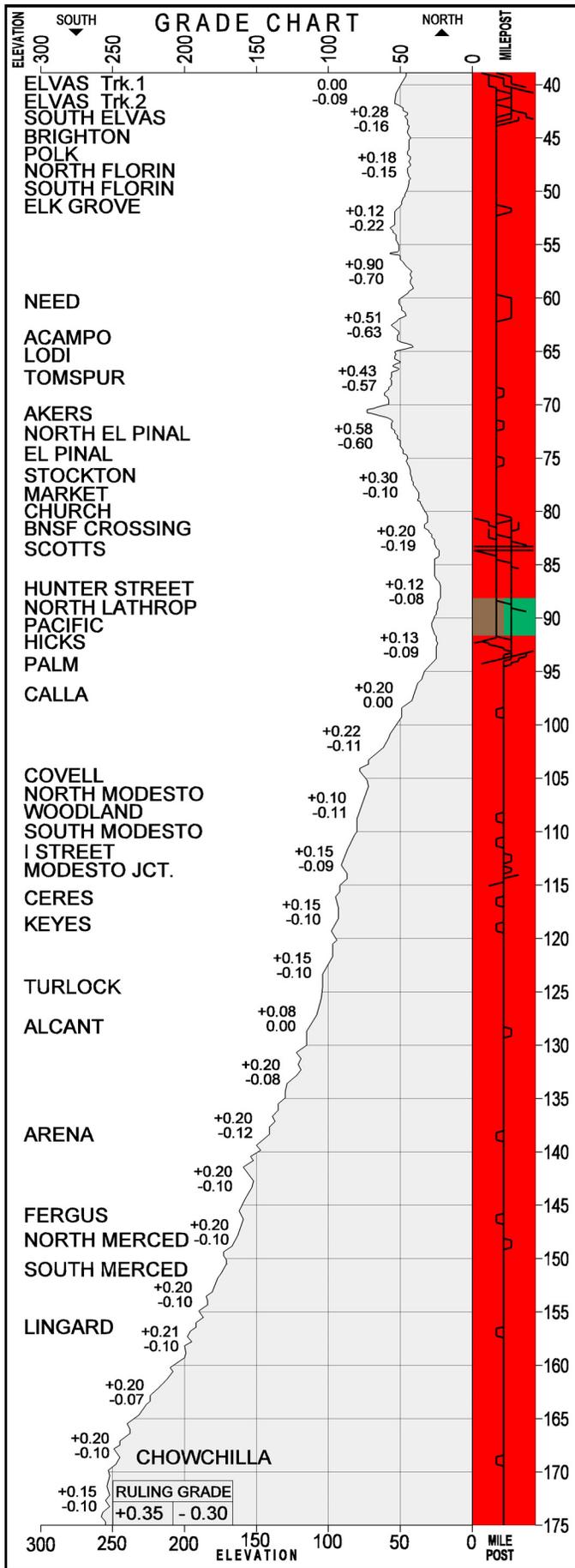
**Tagus:** between MP 245.3 and MP 245.6 from 0700 hrs. to 1600 hrs. daily use bell and whistle approaching this location account Men & Equipment working near main track.

**Stockton:** CP SP086 is controlled by BNSF Train Dispatcher.

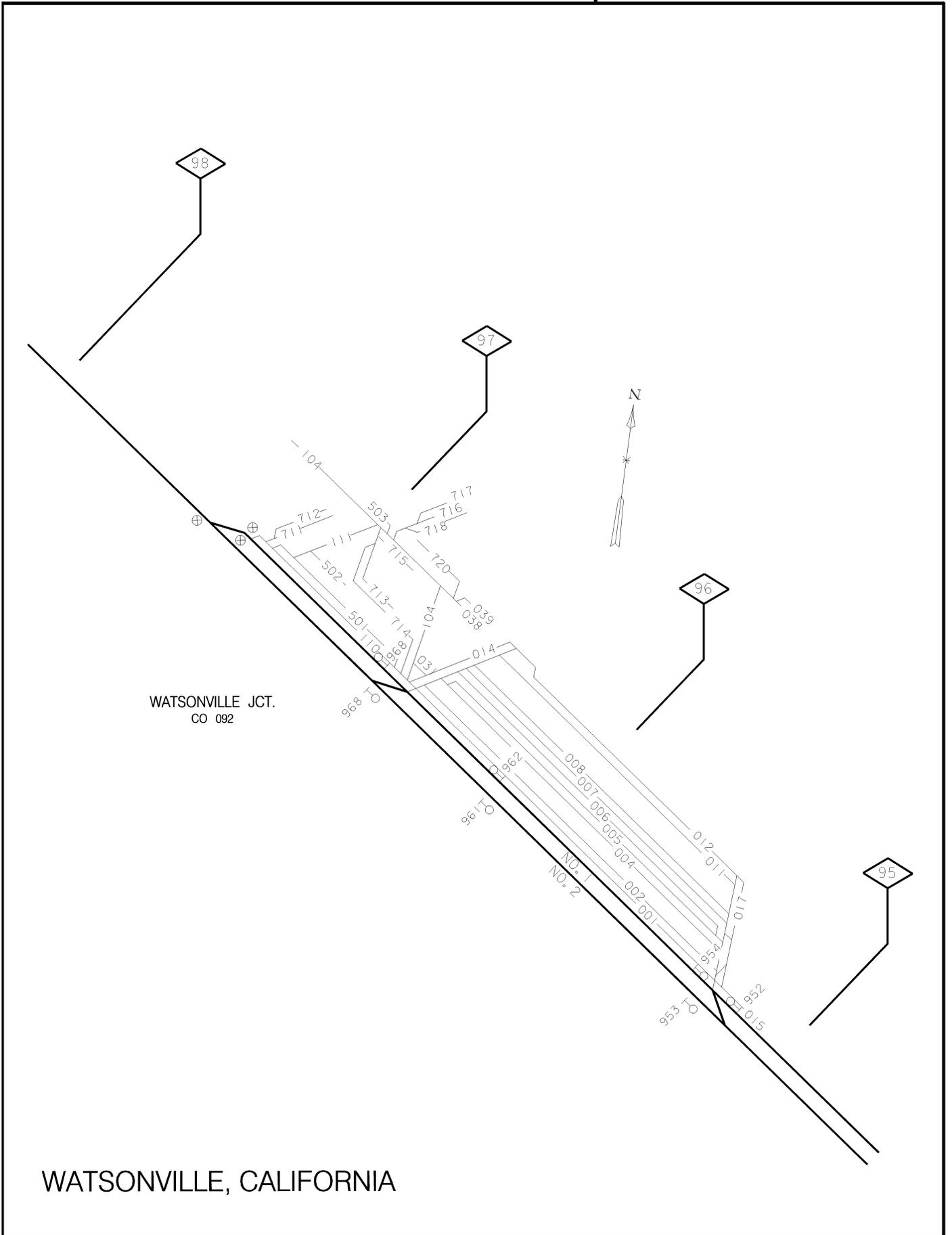
**Fresno:** Operation on wye at MP 204 is joint with SJVRR.

**Brighton (northward freight trains):** When intermediate signal at MP 40.4 displays Approach or Restricted Proceed, trains leaving Brighton must stop after clearing 14th Ave and not proceed unless permission is received from dispatcher.

# FRESNO SUBDIVISION (0938)



# Watsonville Yard Map



WATSONVILLE, CALIFORNIA

## COAST SUBDIVISION (0950)

Radio Display:							
North Elmhurst to Coast- 4242 (*58) Coast to Lick (Caltrain Dispatcher)- 4747 Lick to North Salinas- 4242 (*58) North Salinas to North SLO- 5151 (*58)							
Mile Post	Track Layout	Rule 6.3	CP #'s	SOUTH STATIONS ▼	NORTH STATIONS ▲	Sta. #'s	Siding Feet
13.5	[Track Diagram]	CTC	NI012	NORTH ELMHURST (2.2)		PX940	
15.7		TWC ABS		MULFORD (9.2)		CO010	
24.9	[Track Diagram]			ALVARADO (5.7)		CO020	3248
30.6		CTC	CO030	CARTER (1.6)			
31.0	[Track Diagram]	2MT	CO031	NEWARK (2.0)	T	CO025	
33.0			CO033	CP MOWRY (1.8)	(11-3)		
33.9	[Track Diagram]	CTC	CO034	ALBRAE (8.8)	!	CO029	3980
34.8			CO035	EXPRESSWAY (1.1)		!	5300
43.6	[Track Diagram]	CTC	CO045	COAST Trk.1 (1.8)	!		9310
44.7		3MT		CP STOCKTON (0.7)			
46.4	[Track Diagram]			CP JULIAN (0.6)	T		
47.1				CP CAHILL (0.8)			
47.7	[Track Diagram]	CTC		CP DELMAS (0.5)			
48.5		2MT		CP MACK (0.5)			
49.0	[Track Diagram]			CP MICHAEL (2.1)	X		
49.5				LICK (8.3)	(X)	CO047	
51.6	[Track Diagram]	CTC	CO060	COYOTE (10.2)		CO055	
59.9			CO068	MORGAN HILL (6.9)	!	CO064	10529
68.1	[Track Diagram]		CO070	GILROY (1.4)		CO072	
70.1			CO077	HOLD SIGNAL 078 (1.3)			
77.0	[Track Diagram]	DT		CARNADERO (3.3)		CO075	
78.4		ABS		CORPORAL (6.7)		CO078	
79.7	[Track Diagram]	CTC	CO083	LOGAN (7.6)		CO085	
83.0			CO090	WATSONVILLE JCT. (9.5)	BT	CO092	
89.7	[Track Diagram]	DT		CASTROVILLE (6.3)		CO102	6300
97.3		ABS	CO097	NORTH SALINAS (1.8)			
106.8	[Track Diagram]	CTC	CO107	SALINAS (16.3)	B	CO110	9895
108.1			CO108	GONZALES (9.0)		CO127	7475
113.1	[Track Diagram]	TWC		SOLEDAD (20.1)		CO135	7450
114.9		ABS		KING CITY (19.2)		CO155	6300
131.2	[Track Diagram]			SAN ARDO (13.0)		CO174	5780
140.2				BRADLEY (9.8)		CO187	5150
160.3	[Track Diagram]			MCKAY (10.6)		CO195	E5000 W3770
179.5				PASO ROBLES (5.5)		CO208	
192.5	[Track Diagram]						
200.5							
202.3	[Track Diagram]						
212.9							

218.4	[Track Diagram]	TWC		TEMPLETON (11.2)	CO213	4700
229.6		ABS		SANTA MARGARITA (3.5)	CO225	19015
233.1	[Track Diagram]	CTC	CO233	SOUTH SANTA MARGARITA (6.9)		
238.8			CO239	SERRANO (3.8)	CO233	5750
240.0	[Track Diagram]		CO240			
242.7			CO243	CHORRO (4.7)	CO236	5100
243.8	[Track Diagram]		CO244			
248.4		CTC	CO248	NORTH SAN LUIS OBISPO		
248.5	2MT	CO249				

(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 Peninsula 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.

### SI-02 MAXIMUM SPEED TABLE

**Maximum Speed**

**MPH**

**Between Mileposts  
13.5 and 248.5**

**PSGR FRT**

<b>(Except as Below).....</b>	<b>79</b>	<b>60</b>
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 31.4 Trk.1.....	15	10
31.0 and 31.4 Trk.2.....	70	60
31.4 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

# COAST SUBDIVISION (0950)

Between Mileposts 13.5 and 248.5	PSGR	FRT
(Except as Below).....	79	60
78.6 and 79.6.....	60	40
78.6 and 79.6 N Trk.1 & S Trk.2....	59	40
79.6 and 80.2.....	55	40
80.2 and 82.5.....	70	60
80.2 and 82.5 N Trk.1 & S Trk.2....	59	40
82.5 and 83.1.....	60	40
82.5 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.....	60	40
96.6 and 97.4.....	25	25
97.4 and 98.1.....	45	35
98.1 and 104.9.....	50	40
104.9 and 114.6.....	70	60
114.6 and 115.6.....	60	40
115.6 and 144.3.....	70	60
144.3 and 146.0.....	40	35
146.0 and 149.5.....	45	40
149.5 and 150.7.....	40	35
150.7 and 152.2.....	50	40
152.2 and 154.5.....	65	55
154.5 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 182.1.....	70	60
182.1 and 182.8.....	50	40
182.8 and 184.8.....	60	40
184.8 and 185.0.....	45	40
185.0 and 190.3.....	55	40
190.3 and 190.5.....	20	20
190.5 and 191.0.....	30	25
191.0 and 205.6.....	55	40
205.6 and 208.5.....	50	40
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
<b>1. Thru Sidings &amp; Turnouts</b>	
Siding Morgan Hill.....	35
Siding Albrae, Chorro, Serrano, Bradley, Santa Margarita, Soledad, Salinas.....	20
Siding Gonzales.....	10
Turnouts: Castroville, Soledad (S), Salinas (S), King City, San Ardo, Bradley (S), Chorro (N), McKay (N/S), Templeton, Santa Margarita (S).....	15
<b>2. Dual Control Switch Turnouts</b>	
CP CO030, CP CO031.....	15
CP CO033.....	60
CP CO060.....	35
CP CO052: crossovers.....	40
CP CO045: crossovers.....	30
CP Stockton	
Passenger.....	20
Freight.....	15
<b>3. Misc. Speed Restrictions</b>	
Spring Switches (trailing): MP 83.1, MP 89.6, MP 97.3.....	25
Manual crossovers: MP 79.5, MP 230.8... 10	
San Jose Caltrain station Trk.2.....	15
San Jose Caltrain station Trks. 3-5:	
Passenger.....	15
Freight.....	10

SI-04 MAIN TRACK DESIGNATIONS
<b>Three main tracks between:</b> MP 44.6 and MP 47.7.
<b>Two main tracks between:</b> MP 31.0 and MP 33.0; MP 47.7 and MP 59.9.
<b>Double track between:</b> MP 78.4 and MP 83.0; MP 89.7 and MP 97.3.
<b>Between Coast and Lick the easternmost track is designated track No. 1.</b>

**SI-05 MILEPOST EQUATIONS - None.**

SI-06 RCL OPERATIONS
<b>Remote Control Areas:</b> Watsonville Limits: MP 95.0 and MP 115.0. All main track, industrial leads and yard tracks.
San Jose Limits: MP 38.0 and MP 52.0. All industrial leads and yard tracks.

## COAST SUBDIVISION (0950)

<b>SI-07 ITEM 13 TRAIN DEFECT DETECTORS</b>		
% 23.6	% 137.5	% 188.3
(#) hw29.2 *	% 139.6	% 191.5
% 33.6	% 141.2	(#) 192.8
% 40.7	% 143.1	(#) 210.7
% 42.3	% 144.9	% 214.6
(#) hw52.6 *	% 146.9	% 217.4
(#) 66.2	% 148.6	% 218.6
(#) 83.3	% 150.4	% 220.7
% 86.5	% 153.0	% 222.6
(#) 99.1	(#) 155.5	% 224.4
(#) 111.9	% 157.6	% 226.0
% 115.2	% 159.3	(#) 226.9
% 116.9	% 160.6	% 227.4
% 118.7	% 162.7	% 229.5
% 120.8	% 164.5	% 233.3
% 122.6	% 167.3	% 241.5
(#) 123.7	% 169.1	(#) 244.8
% 124.7	% 171.9	
% 126.7	% 174.3	
% 128.4	(#) 175.4	
% 131.7	% 178.4	
% 134.0	% 179.6	
% 136.0	% 181.7	
(#) 136.3	% 183.4	
<p>* hw (Hot Wheel/Sliding Wheel) detector at MP 29.2 and MP 52.6 are 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.</p>		

<b>SI-08 RULES ITEMS</b>
<p><b>Rule 1.3.2:</b> Employees whose duties require, must have copies of the current Caltrain Timetable available for reference.</p>
<p><b>Rule 5.11; Rule 15.7.1:</b> Caltrain commuter trains may be addressed by schedule number shown in Public Schedule/Timetable on track warrants and track bulletins.</p>
<p><b>Rule 6.2:</b> 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.</p>
<p><b>Rule 6.30:</b> 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.</p>
<p><b>Rule 6.32.6. King City:</b> Do not block public crossings between MP 163.5 and MP 164.5 between 0745 hrs and 0801 hrs.</p>
<p><b>Rule 8.20:</b> 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.</p>
<p><b>Rule 9.12.1:</b> 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 Castroville 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 Castroville requires trains to enter siding. North Salinas: Letter "S" on southward Absolute signal requires trains to enter siding.</p>
<p><b>Rule 10.3:</b> Between Coast and Lick, Track and Time must be granted by San Jose Control Operator. Telephone: 408-271-4987.</p>
<p><b>AB Rule 30.13.1:</b> Passenger trains must make Running Air Brake test before passing MP 236.2.</p>
<p><b>Rule 32.1:</b> 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.</p>

**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	C0016
Baumberg .....	23.0	C0018
Alviso .....	38.5	C0034
Santa Clara .....	44.9	C0039
San Jose .....	45.7	C0040
College Park .....	46.2	C0041
Perry .....	64.5	C0058
San Martin .....	71.2	C0066
Rucker .....	74.0	C0068
Moss Landing .....	104.0	C0099
Cooper .....	110.8	C0105
Firestone .....	116.8	C0112
Spence .....	122.1	C0117
Molus .....	135.5	C0130
Camphora .....	137.4	C0132
San Lucas .....	169.1	C0164
Wunpost .....	185.7	C0181
Atascadero .....	223.0	C0218
Cuesta .....	234.0	C0229

**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.

SSI Item (9) applies at and between the following locations:

MP 0.1 (West San Carlos Street) and

MP 2.5 (Bascom Avenue);

and

MP 6.8 (Civic Center Drive) and

MP 7.2 (Kennedy Avenue).

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

**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 21.0.

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.

## COAST SUBDIVISION (0950)

### 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+	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.

### SI-13 TRAIN MAKE-UP RESTRICTIONS

In addition to the following, see System Special Instructions Item 5 for train make-up restrictions.

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

Cars in excess of 19 feet 4 inches above top of rail are prohibited from Watsonville South. Restriction includes double stack container loads in excess of 19'-4". Also series TTQX multilevel cars (type M3X and M3Y), BNSF 306000-306153 and GVSR 89000-89058.

"EXCEPTION: Any High/Wide load that has a Protection Notice covering the movement through the area may be moved as cleared by the notice."

### SI-14 MISC. INSTRUCTIONS

**Restricted tracks:** Unless specifically authorized by MofW manager, 6-axle units are prohibited from operating on any work lead or any yard or industry track between MP 13.7 and MP 246.3. Exceptions: Within above limits, 6-axle units are permitted to operate on the following tracks:

- Newark: Tracks 1-8, 10 and 120;
- Watsonville: Tracks 1, 2, 501 and 110;
- Logan: Track 705 and 706;
- Granite Rock Co. - all tracks;
- Wunpost: all tracks;
- East Garrison: MP 196.3 all tracks;
- Camp Roberts: all tracks;
- Newhall: Tracks 13, 14 and 15.

**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 SSI Item 5C 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 Sidings - north and south ends;
- Salinas - north end;
- Firestone - south end;
- Paso Robles track 135 @ MP 213.1;
- Gonzales - north and south 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

**San Jose Yard:** Contact UPRR Dispatcher 58 for authority to enter controlled siding between CP Coast and CP Expressway. Contact Caltrain Dispatcher for authority to enter controlled siding between CP Coast and CP Stockton.

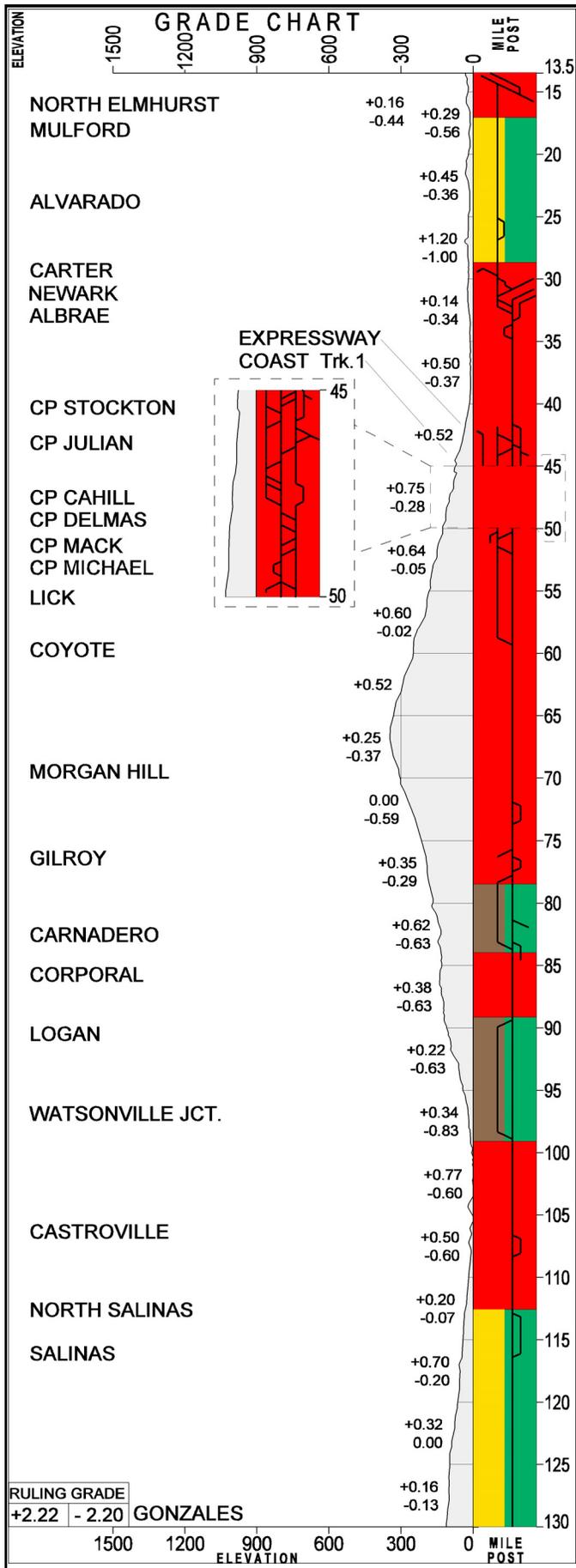
Do not leave locomotives on tracks 13, 14 or 15. When unattended, locomotives should be left at the north end of the yard on the work lead.

Derails installed at north end of yard (on work lead) and south end of yard (off switching lead). Before lining either derail to occupy the main track or controlled siding, authority must be obtained from train dispatcher.

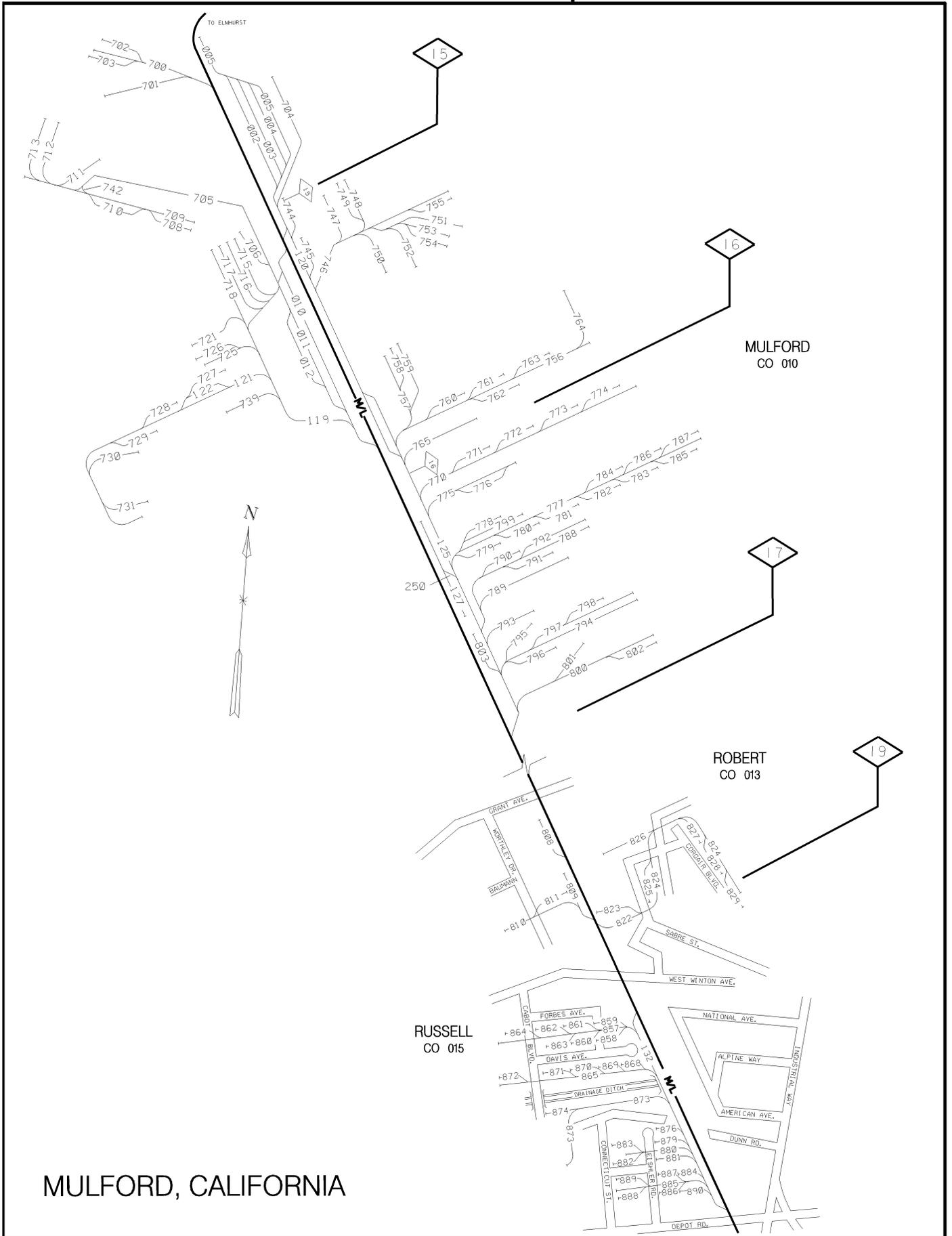
#### Main Track Designations:

Between CP Expressway and CP Lick, main track No. 1, No. 2, and No. 3 are numbered from east to west respectively. Main track No. 3 extends only from CP Coast to CP Julian. At the north limit of CP Lick, main track designation reverts to Union Pacific standards for north / south movements where the westernmost track is main track No. 1 and the easternmost track is main track No. 2.

# COAST SUBDIVISION (0950)

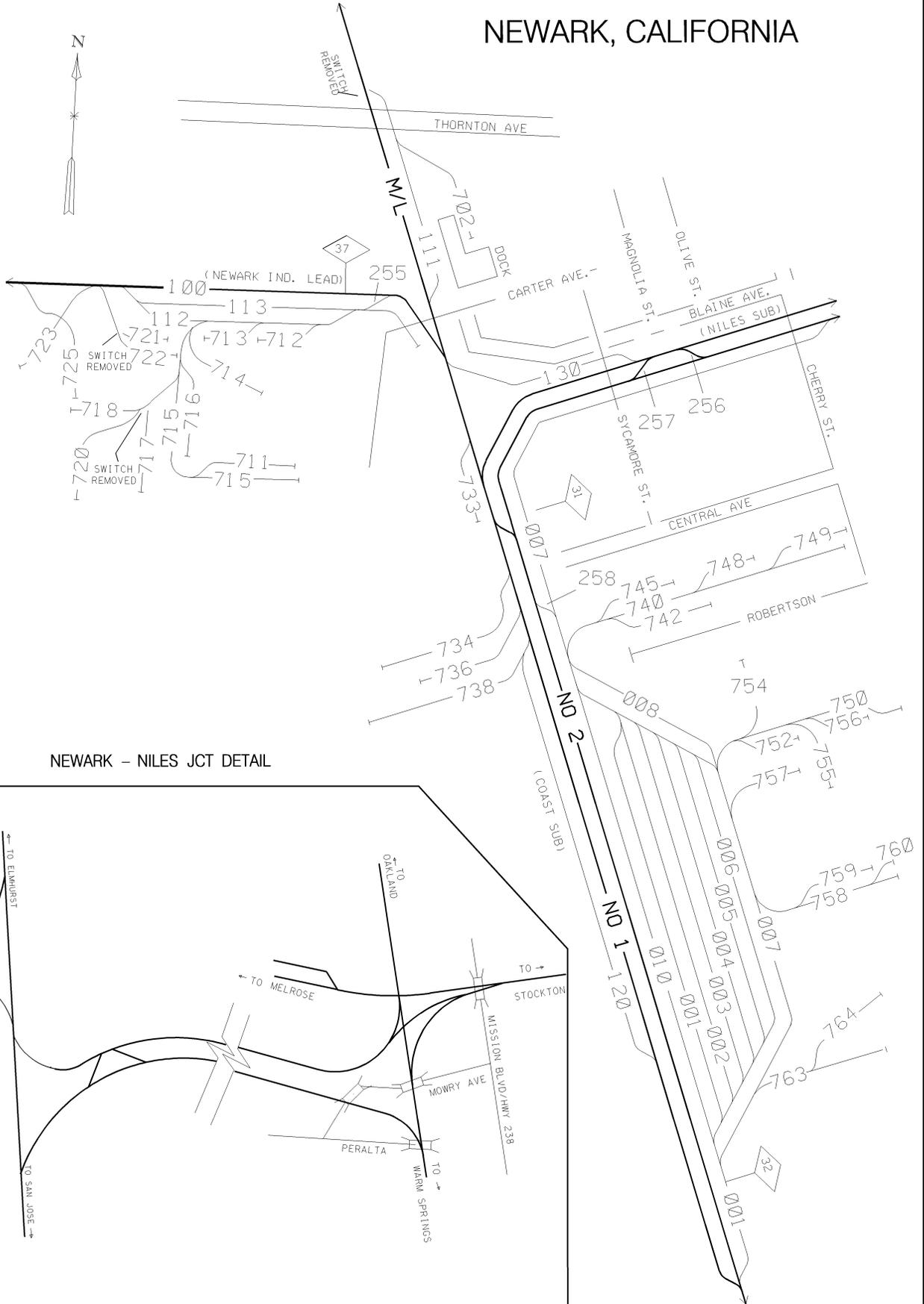


# Mulford Area Map



## MULFORD, CALIFORNIA

NEWARK, CALIFORNIA



## TRACY SUBDIVISION (0924)

		Radio Display:								
		West Lathrop to MP 80.7- 0808 MP 80.7 to Martinez- 4646								
Mile Post	Track Layout	Rule 6.3	CP #'s	WEST STATIONS ▼	EAST STATIONS ▲	Sta. #'s	Siding Feet			
93.4	[Track Diagram]	CTC	SP090	NORTH LATHROP (0.4)						
93.0				LATHROP (0.4)	IT	PX868	3870			
92.6				TR093	WEST LATHROP (5.4)					
87.2				TR087	CP TR087 (3.7)					
83.5	[Track Diagram]	TWC		TRACY (16.6)	BT	PT903				
66.9				BYRON (5.2)		PT921				
61.7				BRENTWOOD (10.9)		PT927				
50.8				LOS MEDANOS (1.9)	T	PT930				
48.9				PITTSBURG (7.6)		PN932	4995			
41.3				PORT CHICAGO (0.4)		PN939	4015			
40.9				CTC	TR041	CP TR041 (2.8)		T		
38.1						AVON (2.1)			PN942	
36.0	CTC	TR036	MOCOCO (1.3)			PN943				
34.7	2MT	RV932	MARTINEZ Trk.1			RV389				
34.5	CTC	RV032	FERRY Trk.2							
(58.7)										
<b>SI-01 MAIN TRACK AUTHORITY</b>										
<b>CTC between:</b> 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  <b>TWC between:</b> MP 87.2 and MP 40.9.										
<b>SI-02 MAXIMUM SPEED TABLE</b>										
<b>Maximum Speed</b>				<b>MPH</b>						
<b>Between Mileposts</b>				<b>PSGR FRT</b>						
<b>93.5 and 34.5</b>										
<b>(Except as Below)</b> .....				<b>79 60</b>						
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						
<b>SI-03 OTHER SPEED RESTRICTIONS</b>										
<b>Maximum Speed</b>				<b>MPH</b>						
<b>1. Thru Sidings &amp; Turnouts</b>										
Siding Lathrop.....				20						
Sidings Pittsburg, Port Chicago.....				10						
<b>2. Dual Control Switch Turnouts</b>										
Port Chicago to BNSF connection.....				40						
<b>3. Misc. Speed Restrictions</b>										
Connection track between West Lathrop CP TR093 and Pacific CP SP092.....				20						

<b>SI-04 MAIN TRACK DESIGNATIONS</b>		
Two main tracks between: MP 36.0 and MP 34.7.		
<b>SI-05 MILEPOST EQUATIONS</b>		
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.		
<b>SI-06 RCL OPERATIONS</b>		
<b>Remote Control Area:</b> Mococo Limits: MP 42.0 (Port Chicago) and MP 34.7 (Martinez). All main track, industrial leads and yard tracks.		
<b>SI-07 ITEM 13 TRAIN DEFECT DETECTORS</b>		
%	89.7	
#	59.2	
%	39.7	
<b>SI-08 RULES ITEMS</b>		
<b>Rule 6.32.2:</b> All trains comply with Rule 6.32.2 Procedure 1 at and between the following crossings: MP 52.1 (Sommerville Rd) and MP 80.6 (Corral Hollow Rd) due to rusty rail conditions.		
<b>SI-09 FRA EXCEPTED TRACKS</b>		
<b>All yard and industry tracks between:</b> 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, 074, 115, 116, 118, 125, 126, 812-817, 819-842, 845, 848; Shell Point: 27 902 to gate at property line.		
<b>SI-10 BUSINESS TRACKS</b>		
<b>Track Name</b>	<b>MP</b>	<b>STA. #'S</b>
Newlove .....	55.8	PT928
West Pittsburg .....	44.9	PN933

# TRACY SUBDIVISION (0924)

**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

**UPRR 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
Knightesen .....	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**

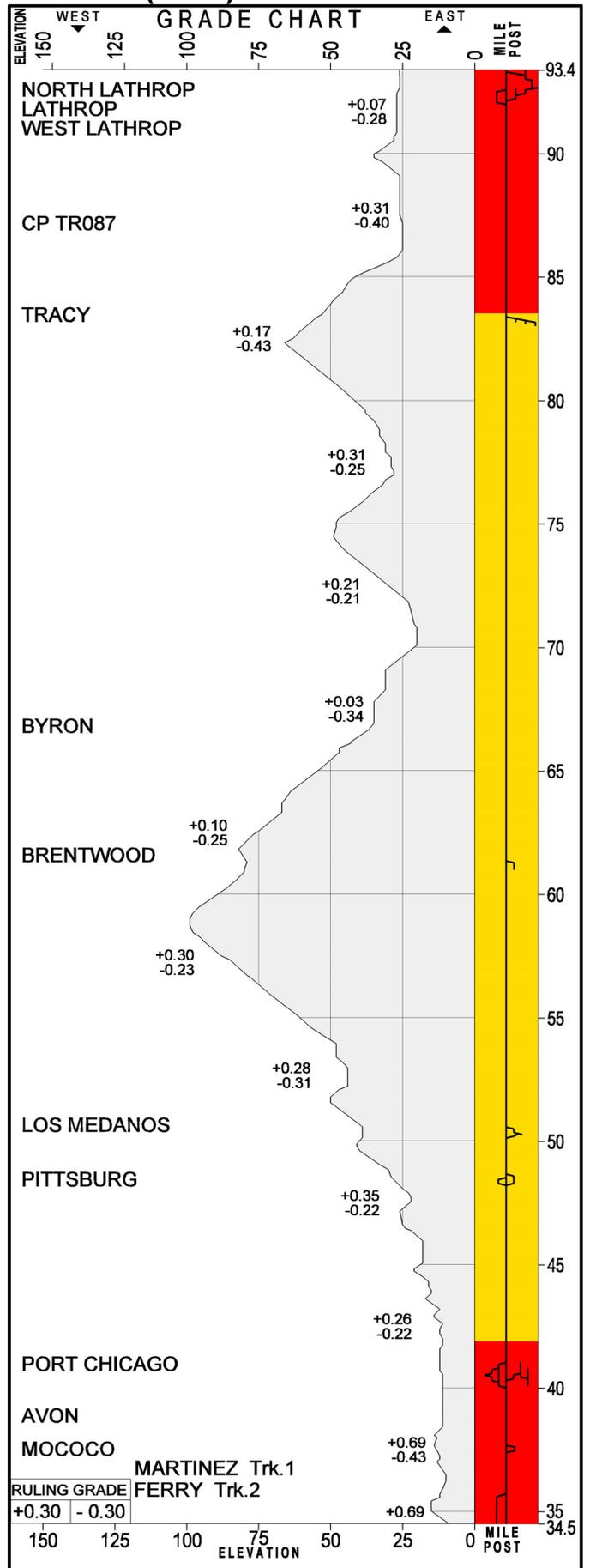
Maximum Gross Weight: 158 tons

**SI-13 TRAIN MAKE-UP RESTRICTIONS - None.**

**SI-14 MISC. INSTRUCTIONS**

Rule 6.32.2 STOP signs are located on the 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.



## WARM SPRINGS SUBDIVISION (0953)

Radio Display: Niles Jct. to San Jose Depot- 4242 (*58)						
Mile Post	Track Layout	Rule 6.3	CP #s	SOUTH ▼ STATIONS ▲	NORTH ▲ STATIONS ▼	Sta. #s Siding Feet
0.0 0.3		CTC TWC ABS	F030	NILES JCT. (6.7)	T (X)(M)	PX932
6.7		6.14		WARM SPRINGS (4.4)	B	JM930 W4250
11.1		TWC ABS		MILPITAS (5.8)		JM934
16.9				COLLEGE PARK (0.5)	T	CO041
17.4		CTC		CP ARENA (0.3)		
17.7				CP JULIAN		
(17.7)						
<b>SI-01 MAIN TRACK AUTHORITY</b>						
<p><b>CTC between:</b> MP 0.0 and MP 0.3 MP 17.4 and MP 17.7</p> <p><b>TWC between:</b> MP 0.3 and MP 4.0 MP 9.8 and MP 17.4</p> <p><b>Restricted Limits between:</b> MP 4.0 and MP 9.8.</p> <p><b>ABS between:</b> MP 0.3 and MP 4.0; MP 8.3 and MP 17.4.</p> <p>Note: CP Arena and CP Julian are controlled by Caltrain San Jose Control Operator.</p>						
<b>SI-02 MAXIMUM SPEED TABLE</b>						
<b>Maximum Speed</b>		<b>MPH</b>				
<b>Between Mileposts</b>						
<b>0.0 and 17.7</b>						
(Except as Below).....						10
(No Exceptions).....						
<b>SI-03 OTHER SPEED RESTRICTIONS</b>						
<b>Maximum Speed</b>		<b>MPH</b>				
<b>1. Thru Sidings &amp; Turnouts (No Exceptions.)</b>						
<b>2. Dual Control Switch Turnouts (No Exceptions.)</b>						
<b>3. Misc. Speed Restrictions</b>						
Connection track between						
CP F030 and Niles Sub.....						10
Connection track between						
CP F030 and Oakland Sub.....						10
<b>SI-04 MAIN TRACK DESIGNATIONS - None.</b>						
<b>SI-05 MILEPOST EQUATIONS - None.</b>						

<b>SI-06 RCL OPERATIONS</b>		
<b>Remote Control Area:</b> Limits: MP 0.0 and MP 17.7. All main track, industrial leads and yard tracks.		
<b>Remote Control Zones:</b>		
Warm Springs Yard:		
Zone 1: Begins at the road crossing in 127 track, extending south and west through all low-yard tracks and leads except track 55, including track 71 and the main track to a point 290 feet north of the south fouling point of track 129.		
Zone Status contact: RCL Operator. Channel: 27-27		
Milpitas Yard:		
Zone 2: Begins at the north point of switch of track 16 on main track, extending to a point 290 feet south of Dixon Landing Road.		
Zone 3: Begins at the crossover on track 100 at south switch between tracks 100 and 102, extending southward to a point 290 feet north of Montague Road.		
Zone Status contact: RCL Operator. Channel: 38-38		
See Roseville Superintendent Bulletins for detailed RCL operation information at Warm Springs and Milpitas Yards.		
<b>SI-07 ITEM 13 TRAIN DEFECT DETECTORS</b>		
(#)	1.5	
%	4.1	
<b>SI-08 RULES ITEMS - None.</b>		
<b>SI-09 FRA EXCEPTED TRACKS</b>		
<b>Warm Springs:</b> Main track between MP 4.0 and MP 9.8. Tracks 58-70; entire yard 3: 539-540.		
<b>Milpitas:</b> 31-38, 103, 521-527		
<b>San Jose:</b> 704, 715, 717, 718.		
<b>North San Jose:</b> all yard and industry tracks.		
<b>SI-10 BUSINESS TRACKS</b>		
<b>Track Name</b>	<b>MP</b>	<b>STA. #S</b>
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).

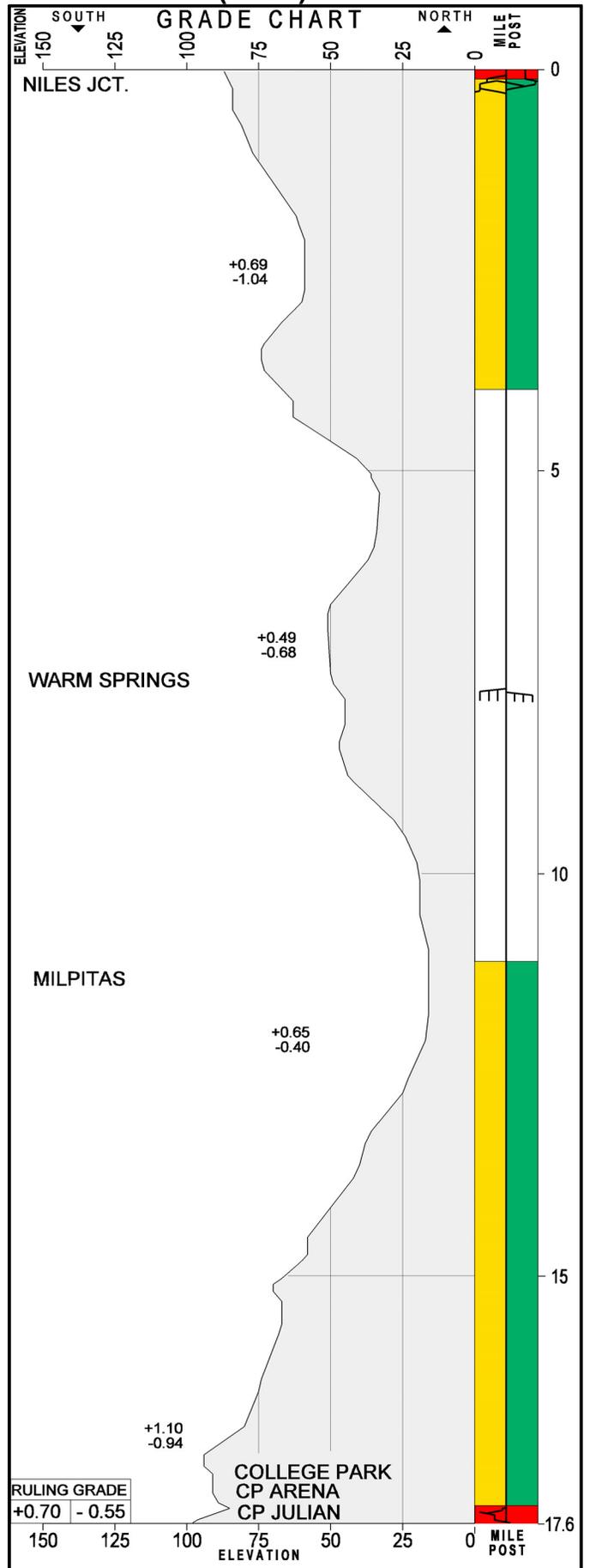
**North Milpitas Industrial Lead: (0901)** from MP 0.0  
to end of track at MP 8.5. Remote Control Area.  
Lead is accessed via Warm Springs yard. Entire  
lead designated FRA Excepted Track.

**SI-12 TONNAGE RESTRICTIONS/TPOB**

Maximum Gross Weight: 158 tons

**SI-13 TRAIN MAKE-UP RESTRICTIONS - None.**

**SI-14 MISCELLANEOUS INSTRUCTIONS - None.**

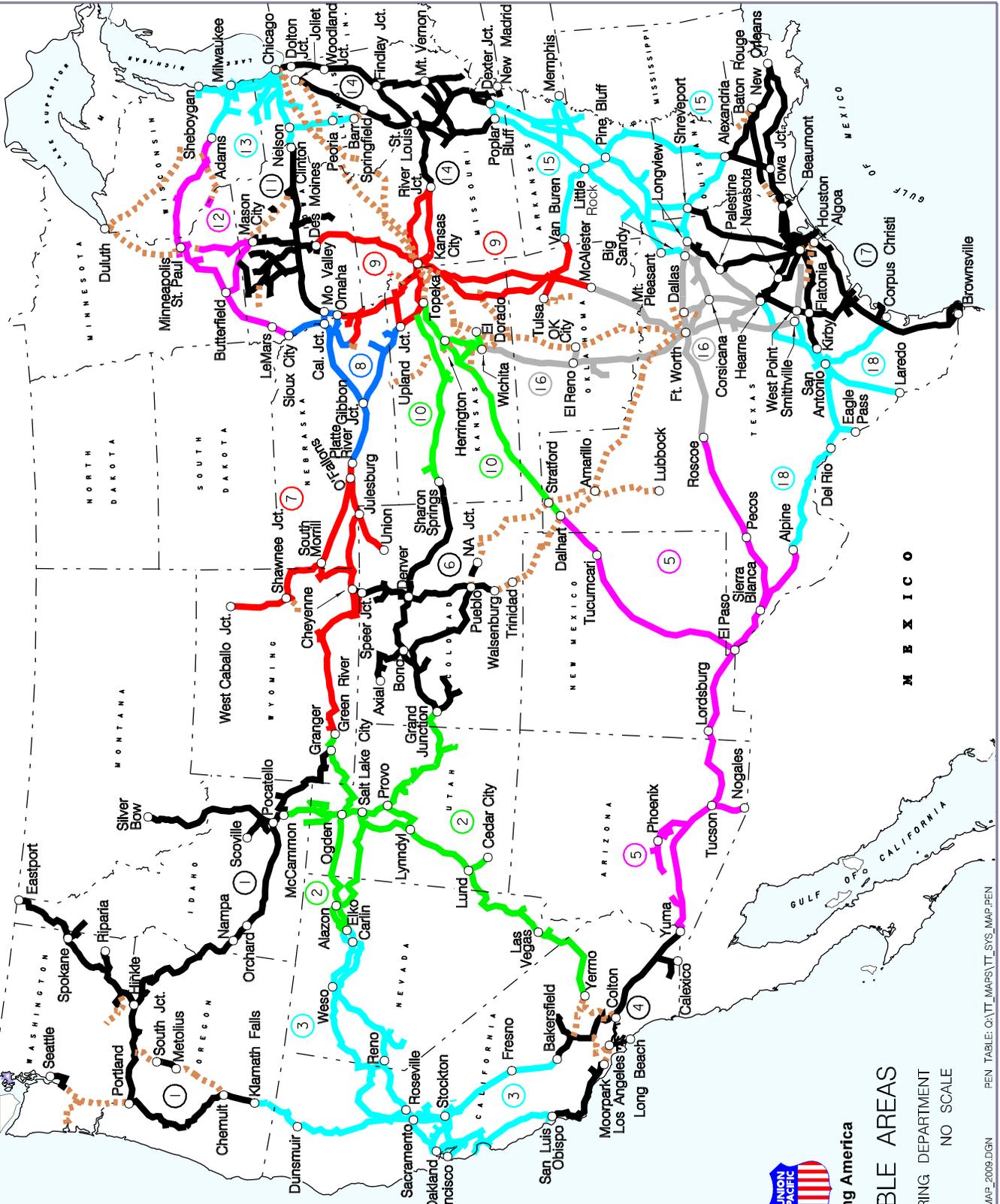




# SAN FRANCISCO SUBDIVISION (0928)

Radio Display: San Francisco to Santa Clara- 4747						
Mile Post	Track Layout	Rule 6.3	CP #s	SOUTH ▼ STATIONS ▲	NORTH ▲ STATIONS ▼	Sta. #s Siding Feet
0.0	[Green Box]	ABS		SAN FRANCISCO (44.7)		JM030
44.7	[Red Box]	CTC	CO045	COAST		
(44.7)						
<b>SI-01 MAIN TRACK AUTHORITY</b>						
<p><b>San Francisco and Coast:</b> 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.</p>						
<b>SI-02 MAXIMUM SPEED TABLE</b>						
Speeds between San Francisco and Coast are governed by current Caltrain Timetable.						
<b>SI-03 OTHER SPEED RESTRICTIONS - None.</b>						
<b>SI-04 MAIN TRACK DESIGNATIONS - None.</b>						
<b>SI-05 MILEPOST EQUATIONS - None.</b>						
<b>SI-06 RCL OPERATIONS</b>						
<p><b>Remote Control Areas:</b> Limits: MP 40.9 and MP 41.4. #4 and #3 trks only.</p>						
<b>SI-07 ITEM 13 TRAIN DEFECT DETECTORS - None.</b>						
<b>SI-08 RULES ITEMS</b>						
<p><b>Rule 6.4.2 Part B:</b> does not apply to the Carroll Avenue and Cargo Way interlockings (See SI-14, Carroll Avenue Lead and Quint Street Lead). Trains and engines must proceed completely through interlocking before changing direction and then be governed by signal indication.</p>						
<b>SI-09 FRA EXCEPTED TRACKS</b>						
<p>All industrial leads and yard tracks between: MP 0.0 and MP 44.7</p>						
<b>SI-10 BUSINESS TRACKS</b>						
<b>Track Name</b>		<b>MP</b>	<b>STA. #S</b>			
Bayshore .....		5.1	JM037			
South San Francisco .....		9.3	JM032			
Ravenswood .....		30.9	JM012			
Sunnyvale .....		38.8	JN005			

<b>SI-11 INDUSTRIAL LEADS</b>															
<p><b>Redwood Junction Industrial Lead: (0929)</b> 3.8 miles from Redwood Junction MP 26.2 to MP 30.0. Maximum Speed 10 MPH, except: MP 26.9 xing - 5 MPH.</p>															
<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Business Tracks</th> <th style="text-align: center;">MP</th> <th style="text-align: center;">Sta.#s</th> </tr> </thead> <tbody> <tr> <td>Bellehaven .....</td> <td style="text-align: center;">28.6</td> <td style="text-align: center;">JM015</td> </tr> <tr> <td>Henderson .....</td> <td style="text-align: center;">29.0</td> <td style="text-align: center;">JM013</td> </tr> </tbody> </table>	Business Tracks	MP	Sta.#s	Bellehaven .....	28.6	JM015	Henderson .....	29.0	JM013						
Business Tracks	MP	Sta.#s													
Bellehaven .....	28.6	JM015													
Henderson .....	29.0	JM013													
<p><b>Redwood Harbor Industrial Lead: (0931)</b> 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.</p>															
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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													
<b>SI-12 TONNAGE RESTRICTIONS - None.</b>															
<b>SI-13 TRAIN MAKE-UP RESTRICTIONS - None.</b>															
<b>SI-14 MISC. INSTRUCTIONS</b>															
<p><b>Carroll Avenue Lead:</b> Automatic Interlocking governing movement over San Francisco Municipal Railway (MUNI) located at MP 4.0. The signal wait time is up to 3 minutes. If signal stays red more than 3 minutes be governed by instructions located in release box.</p> <p><b>Quint Street Lead:</b> "Cargo Way" Automatic Interlocking governing movement over San Francisco Municipal Railway (MUNI) is located at MP 2.1. The signal wait time is up to 3 minutes. If signal stays red more than 3 minutes be governed by instructions located in release box.</p> <p>For eastward movement, after crossing Cargo Way interlocking, be governed by signal indication at the Illinois Street Bridge to enter the San Francisco Bay Railroad (SFBR) Pier 96 railyard.</p> <p>For westbound movement from the SFBR yard, stop short of signal at the Illinois Street Bridge and access instruction box to indicate direction of travel over 3rd Street. After proceed indication is displayed, proceed toward the Cargo Way Interlocking signal. If signal governing movement to or from the SFBR does not display a proceed indication, wait 5 minutes, then pass non-controlled absolute signal stopping short of Amador Street crossing. Protect Amador crossing per Rule 6.32.2, procedure XG.</p>															



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



Building America

# TIME TABLE AREAS

THE ENGINEERING DEPARTMENT  
OMAHA, NE NO SCALE

### 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**