

## MARTINEZ SUBDIVISION (0910)

Mile Post	Rule 6.3	CP #s	Radio Display: East Roseville to MP 88.1 -5151 MP 88.1 to 10th St. -4646		Sta. #s	Siding Feet
			WEST STATIONS	EAST STATIONS		
106.4	CTC	RV106	EAST ROSEVILLE	BTX	RV323	
	2MT		(1.1)			
105.3		RV105	WEST ROSEVILLE Trk.1			
			(0.6)			
104.7		RV104	EAST ATKINSON	X		
			(0.2)			
104.5		RV103	WEST ATKINSON	X		
			(1.4)			
103.1		RV102	ANTELOPE	X	RV327	
			(1.8)			
101.3		RV101	CITRUS HEIGHTS	X		
			(7.9)			
93.4	CTC	RV093	SWANSTON	X	RV336	
			(1.7)			
92.0	CTC	RV092	ELVAS	XT	RV338	
	2MT		(1.1)			
91.7		RV091				
90.6	CTC	RV090	EAST HAGGIN	X		
	3MT		(0.4)			
90.2	CTC	RV089	WEST HAGGIN Trk.1			
	2MT		(1.4)			
88.8		RV088	SACRAMENTO	X	RV340	
			(0.3)			
88.5		RV988	I STREET BRIDGE			
			(0.4)			
88.1		RV087	WEST SACRAMENTO		RV342	
			(1.2)			
86.9		RV085	MIKON	(M)UP(X)	RV344	
			(1.7)			
85.2	CTC	RV084	EAST CAUSEWAY		RV345	
			(4.1)			
81.1	CTC	RV080	WEST CAUSEWAY		RV346	
	2MT		(5.5)			
75.6		RV077	EAST DAVIS	TX		N 6205
75.6			(0.2)			S 3890
75.4		RV076	TOWER	T	RV345	
			(0.4)			
75.0		RV075	WEST DAVIS	TX		
			(9.5)			
65.5		RV065	PITT	X		
			(13.5)			
52.0		RV052	TOLENAS	X	RV378	
			(9.7)			
42.3		RV042	CORDELIA	X		
			(7.8)			
34.5		RV035	BENICIA		RV386	
			(1.5)			
33.0		RV033	VISTA	X		
			(1.0)			
32.0	CTC	RV932	MARTINEZ Trk.1	!	RV389	
	3MT		(0.2)			
31.8		RV032	FERRY Trk.2	X		
			(0.8)			
31.0		RV031	OZOL	X	RV390	E5360
31.0			(0.9)			W4980
30.1	CTC	RV030	HOWARD	! X		
	2MT		(2.6)			
27.5		RV027	COSTA	X		
			(6.7)			
20.8		RV021	HERCULES	X	RV400	
			(0.4)			
20.4		RV020	PINOLE	X	RV401	
			(5.1)			
15.3		RV015	SAN PABLO	X	RV407	
			(5.9)			
9.4		RV009	STEGE	X	RV412	
			(4.2)			

5.2	CTC	RV007	SHELLMOUND	X	RV416	
	2MT		(0.5)			
4.7		RV006	EAST EMERYVILLE	X	RV417	
			(0.4)			
4.3		RV005	WEST EMERYVILLE Trk.2		RV418	
			(0.6)			
3.7		RV004	34TH STREET	X	RV419	
			(0.5)			
3.2		RV002	26TH STREET Trk.2		RV420	
			(1.0)			
2.2		RV001	10TH STREET	X		

(104.2)

### SI-01 MAIN TRACK AUTHORITY

#### CTC between:

MP 106.4 and MP 2.2.

#### CTC on CNRR wye tracks at Davis between:

MP 75.4 and MP 75.0.

### SI-02 MAXIMUM SPEED TABLE

**Maximum Speed** **MPH**

#### Between Mileposts

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 .....	50	40
92.5 and 91.5 .....	25	25
91.5 and 90.7 Trk.3 .....	10	10
91.5 and 89.7 .....	35	35
89.7 and 88.4 .....	20	20
88.4 and 88.1 .....	30	30
87.0 and 86.9 .....	20	20
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

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
86.9 and 87.0 .....	20	20
88.1 and 88.4 .....	30	30
88.4 and 89.7 .....	20	20
89.7 and 91.5 .....	35	35
90.7 and 91.5 Trk.3 .....	10	10
91.5 and 92.5 .....	25	25
92.5 and 93.1 .....	55	45
104.4 and 106.4 .....	40	40

# MARTINEZ SUBDIVISION (0910)

Between Mileposts		
90.0 and 5.2 Capitol Corridor		PSGR
Trains ONLY Trk.1		
(Except as Below)		79
90.0 and 89.7		35
89.7 and 88.4		20
88.4 and 88.1		30
87.0 and 86.9		20
75.9 and 75.4		55
49.4 and 48.6		75
36.0 and 33.3		40
33.3 and 31.8		45
31.8 and 30.1		40
30.1 and 28.8		45
28.8 and 27.8		50
27.8 and 27.6		45
27.6 and 26.3		50
26.3 and 26.1		43
26.1 and 25.9		40+
25.9 and 18.6		43
18.6 and 16.0		70
Between Mileposts		
5.2 and 90.0 Capitol Corridor		PSGR
Trains ONLY Trk.2		
(Except as Below)		79
16.0 and 18.6		70
18.6 and 26.0		43
26.0 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 31.8		40
31.0 and 31.8 Trk.3		30
31.8 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
86.9 and 87.0		20
88.1 and 88.4		30
88.4 and 89.7		20
89.7 and 90.0		35
Note Rule 5.5: Where indicated, Capitol Corridor trains are authorized to operate at a speed higher than the posted maximum authorized speed.		

SI-03 OTHER SPEED RESTRICTIONS	
Maximum Speed	MPH
1. Thru Sidings & Turnouts (No Exceptions.)	
2. Dual Control Switch Turnouts	
Crossovers: RV001, RV002	15
RV007, RV009 (west crossover), RV015, RV020, RV021, RV027, RV030, RV033, RV042, RV052, RV065, RV093, RV101, RV103, RV104	40
Emeryville: AMTK crossover Trk.1 to Trk.2: Passenger	15
Freight	10
Emeryville: AMTRAK passenger track	20
Shellmound: Trk.1 to Yard #1	10
Steger: east crossover	10
Steger: turnout west to drill track	10
Ferry: turnout to Tracy Sub	25
Davis: east and west crossovers	10
CP RV080, CP RV084: turnouts	35
CP RV089: East and West crossovers: Passenger	20
Freight	10
CP RV090: crossovers	25
CP RV090: from Sacramento Sub to Trk.3 Martinez Sub	10
CP RV091: turnout Trk.2 to Fresno Sub	25
CP RV091: turnout to Trk.3	10
CP RV092: turnout	25
3. Misc. Speed Restrictions	
Note: For Roseville Terminal track speeds refer to Roseville Subdivision SI-03-3.	
East Haggin: connection track between CP RV090 MP 90.5 and CP F140 MP 139.8 Sacramento Sub	25
West Haggin: connection track between CP RV089 MP 90.2 and CP F140 MP 139.6 Sacramento Sub	10
Sacramento: all yard trks except 3rd Rail	5
Benicia: trk 700 on two curves immediately east and west of Trk.2 overhead bridge; trk 26-700 between Park Blvd. and Mazda xing	7
Crockett: all yard trks at C&H Sugar	5
San Pablo: all yard tracks	5
Steger: all yard tracks	5
Rodeo: trk 860	5

## MARTINEZ SUBDIVISION (0910)

### SI-04 MAIN TRACK DESIGNATIONS

**Two main tracks between:**

MP 106.4 and MP 32.0;  
MP 31.0 and MP 2.2.

**Three main tracks between:**

MP 32.0 and MP 31.0.

### SI-05 MILEPOST EQUATIONS

Martinez Sub. MP 2.2 = MP 4.2 Niles Sub.

### SI-06 DTC BLOCK LIMITS - None.

### SI-07 ITEM 13 TRAIN DEFECT DETECTORS

(#) 98.3	(#) 63.2	& 31.1
% 83.0	(#) 45.1	(#) 27.8
(#) 78.7	& 37.1	% 17.1
% 70.1	% 34.1	(#) 14.1

Note 1: High and Wide detector at MP 31.1 operates for 3 main tracks and Ozol siding. When detector is activated and refers to "Track 4", it is referring to Ozol siding.

Note 2: High and Wide detectors at MP 37.1 and MP 31.1 protect Suisun Bay Bridge.

### 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.

Atkinson St. MP 104.7. In order to mitigate noise, do not use locomotive whistle or bell unless pedestrians or vehicles are at or closely approaching the crossing, or if view of crossing becomes obstructed in some way, or an emergency situation occurs.

**Rule 5.8.2:** Westward trains must sound whistle signal (11) 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).

### SI-08 RULES ITEMS Continued...:

**Rule 6.30.:** Passenger trains must not enter a station at which another passenger train is stopped to receive or discharge passengers until first bringing train to a stop, after which they may proceed with caution to or through the station ringing bell and sounding whistle. When a passenger train is laying back to delay entering a station, that passenger train must not enter station until the departing passenger train has cleared the platform area and the platform area can be plainly seen.

When two passenger trains are nearing a station at the same time and only one of them is scheduled to stop, the passenger train that is to stop must not enter the station until the other passenger train has cleared the platform area and can be plainly seen.

When two passenger trains are nearing a station at the same time and both are scheduled to stop, both passenger trains may enter simultaneously. They must enter the station with caution, ringing bell and sounding whistle when necessary. Westward passenger trains have preference in the AM, eastward passenger trains in the PM.

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.

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

**Rule 10.3 Mikon:** MofW only: Track and Time applies within manual interlocking limits.

**Rule 35.5.:** Remote Control Area:

Martinez/Oakland Limits: MP 40.0 (Bahia) and MP 2.2 (10th St.); 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.

**Rule 35.6.:** Remote Control Zone:

Benicia Zone limits: east limit from clearance point of 800 lead and track 701 with Main Track 2 to west limit end of 800 lead.  
Positive Stop Protection (PSP) installed on west end of 800 lead west of HWY 680 Overpass.  
Before entering limits, all movements must contact Ozol Yardmaster.

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

Bart Zone limits: clearance point from electric Switch #1 through and including clearance point east of Switch #10. Clearance points are defined by yellow painted tie.  
Before entering limits, contact Oakland Yardmaster.

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

**SI-09 FRA EXCEPTED TRACKS**

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

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

**RV342**, PH503 (Yolo Port): All yard and industry tracks.

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

**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. Instructions for operating between West Sacramento MP 88.1, and the Sacramento Yolo Port:

1. Description:  
The Washington Transfer is the connection track between the switch on the main track at West Sacramento MP 88.1 and the signal at Broderick MP 92.3 on the Yolo Shortline Railroad and is considered main track for operating rules purposes.  
The joint-use facility is main track from Broderick MP 92.3 to MP 92.1. ABS signaled between MP 88.1 and MP 92.1.
2. General Instructions:  
Maximum speed on all tracks is 5 MPH.  
All main track is within Yard Limits.  
All main track switches will be lined normal after use.  
Trks 110 and 111 will be used for movement through Yard.  
Trk 112 may be used only with permission of Sacramento Yardmaster.  
Between the hours of 1559 and 1801 daily do not block Jefferson Blvd.
3. Normal Position of Switches:  
A. East switch will be lined toward Washington Transfer.  
B. Intermediate switch will be left lined for movement through the Joint-Use Facility.  
C. West switches will be left lined from Joint-Use Facility towards the Holland Industrial Lead.
4. Entering Joint-Use Facility:  
a. Entering switch may be reversed and movement made after block signal displays yellow aspect. When signal does not clear and switches are properly lined, movement may pass signal after an understanding has been reached between crews for safe operation through facility.  
Phone box at Riske line will be used by crews to exchange documents necessary for car movements.
5. When interlocking signals protecting swing bridge at Jefferson Blvd. display STOP indication, member of crew may inspect bridge to see that track locks are in place, and if no bridge operators are present, movement may then pass signal at restricted speed and proceed thru interlocking.

**SI-12 TONNAGE RESTRICTIONS/TPOB**

**Maximum Gross Weight:** 158 tons

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

## MARTINEZ SUBDIVISION (0910)

### SI-14 MISC. INSTRUCTIONS

**RCL Switching Time:** Ozol Yard and Benicia: When necessary to make multiple RCL movements into CTC, or to pass a Control Point, the RCL Operator may request authority for these movements by requesting RCL Switching Time. When RCL Switching Time is requested, the Train Dispatcher must apply blocking or marking devices to the control machine to prevent movements into the limits before authorizing the RCL movement into the limits.

To request RCL Switching Time:

1. State RCL Operator (name) with (engine number) at (location) requesting RCL Switching Time.
2. Specify RCL movements needed to occupy track(s) \_\_\_\_\_ between/at CP \_\_\_\_\_ and CP \_\_\_\_\_. (RCL Operator must specify which track(s) and if movement will need to occupy the track within a Control Point between the opposing Absolute signals.

Train Dispatcher will:

1. Verify that there are no conflicting movements.
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 track(s) and Control Point(s) RCL movements are authorized to occupy.

RCL Operator will:

Repeat RCL Switching Time authority granted, back to Train Dispatcher.  
RCL Switching Time authority is not in effect until "OK" time is received.

Once RCL Switching Time authority is granted, the movement may enter and occupy the track(s) and Control Point(s) authorized. Signals governing movements into authorized Control Point(s) will display a STOP indication. The RCL Operator controlling movements will disregard signal indication during time authorized and may occupy the track(s) and Control Point(s) during the time period verbally authorized by Train Dispatcher. Authority may not be issued "joint." The RCL Operator will not allow other movements to occupy the limits. Authority must be released (including RCL Foul Time number) before expiration of the time granted. Authority may only be released by the crew member who controls the locomotive. If additional time is required, authority must be obtained before the authorized time limit expires. If Train Dispatcher cannot be contacted and time limit expires, authority is extended until Train Dispatcher can be contacted.

**Restricted Tracks:** 6-axle units must not operate on any industry tracks unless authorized by local MofW manager.

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

### SI-14 MISCELLANEOUS INSTRUCTIONS Continued...

**Oakland:** Westward freight trains and engines must stop clear of 10th Street unless given final yarding instructions by West Oakland Yardmaster or Train Dispatcher.

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

AMTRAK crews may operate on Lead Trk 40 at south end of Oakland Coach Yard without permission of UP West Oakland Yardmaster. No freight movements are authorized within the Oakland Coach Yard without permission of West Oakland Yardmaster, who must first contact either the AMTRAK Coach Yard foreman or the AMTRAK switch crew for permission to occupy tracks within the Oakland Coach Yard. AMTRAK crews must obtain permission to occupy all other tracks outside the stated limits of the Oakland Coach Yard. AMTRAK crews must use the appropriate UP Radio Channel when working outside the stated limits of the Oakland Coach Yard.

Exception: After clearing Magnolia, arriving AMTRAK trains may switch to channel 2222.

AMTRAK crews departing towards Magnolia must contact Train Dispatcher before fouling end of Lead Trk 40 to ascertain there are no conflicting movements.

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

**Roseville Terminal Special Instructions:** Refer to Roseville subdivision SI-03-3 and SI-14.

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

**NOTES:**

