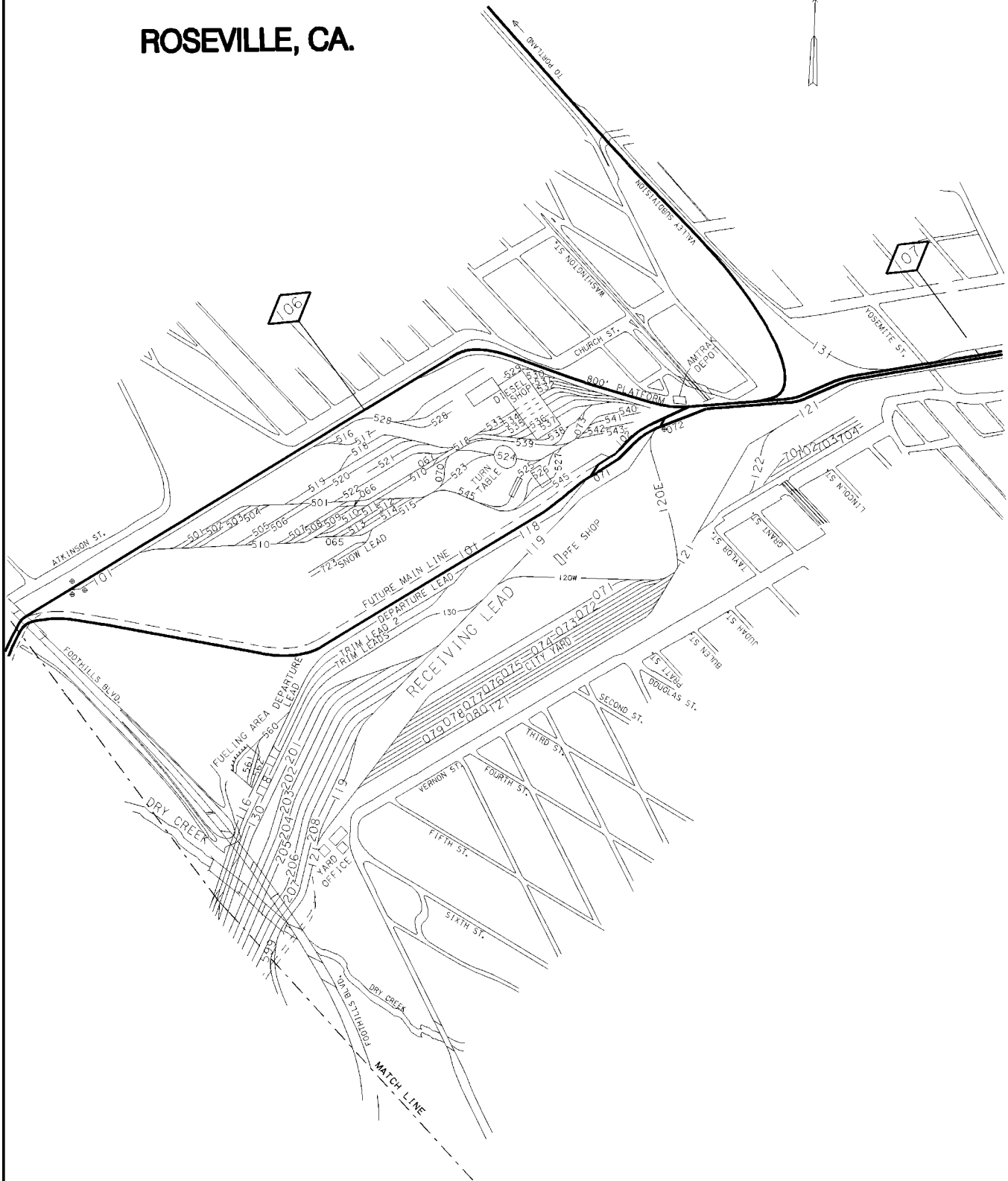
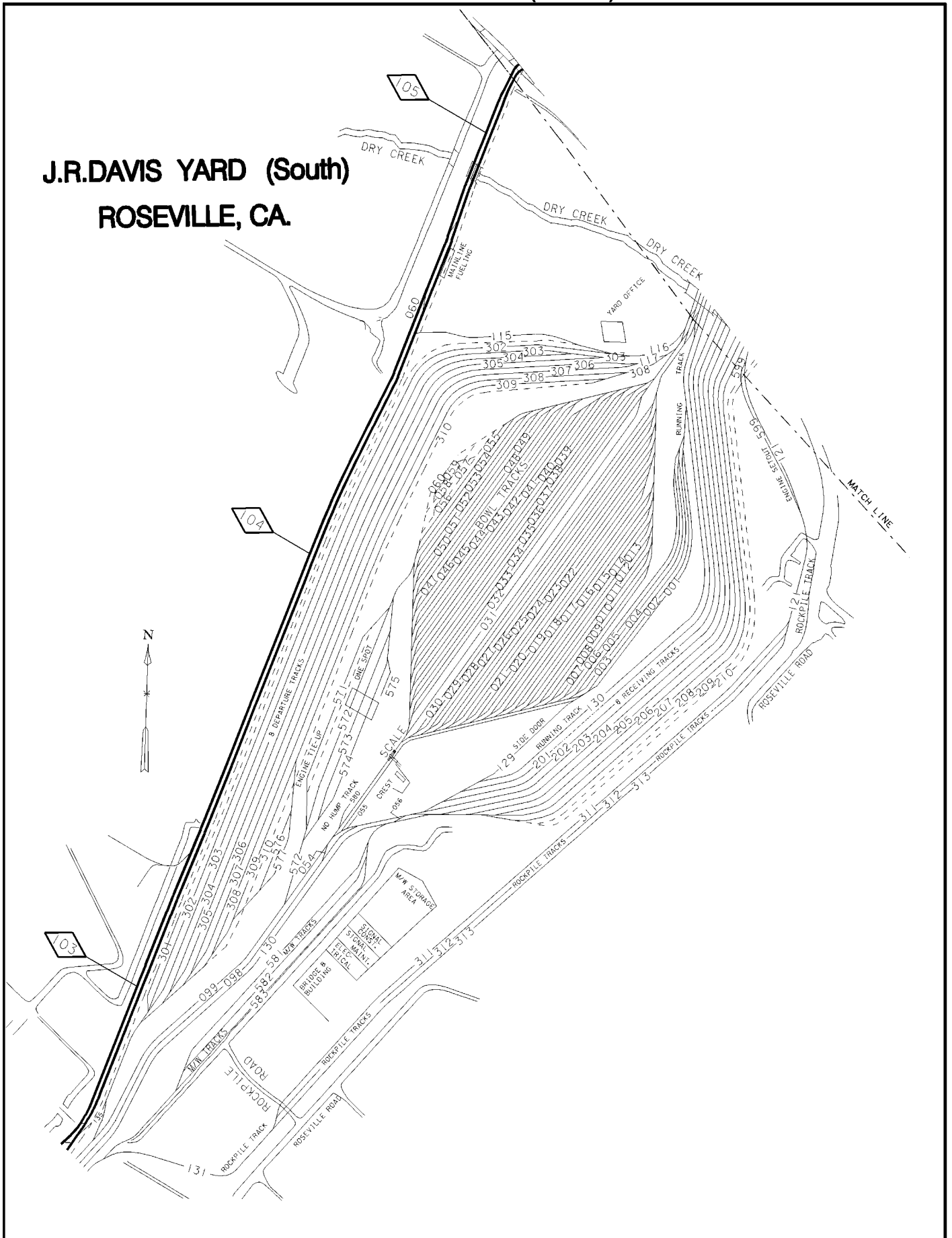


J R Davis Yard (North)

J.R.DAVIS YARD (North) ROSEVILLE, CA.



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



ROSEVILLE SUBDIVISION (0917)

Mile Post	Rule 6.3	CP #'s	Radio Display:		Sta. #'s	Siding Feet
			WEST STATIONS	EAST		
			Sparks to MP 239.6 -9696			
			MP 239.6 to MP 111.0 -1414			
			MP 111.0 to East Roseville -5151			
			Roseville Terminal -8686			
244.0	DT ABS		SPARKS (3.3)	BTY	RV185	
240.7			RENO (5.2)	Y	PR433	
235.5	TWC ABS		LAWTON (5.3)		RV193	
230.2			VERDI (10.5)		RV200	
219.7			FLORISTON (11.1)		RV209	
208.6	CTC 2MT	RV208	EAST TRUCKEE (2.7)	X		
205.9	ABS 2MT		TRUCKEE (0.3)	YT	RV223	E5190 W6023
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			EAST TROY (5.7)		RV245	
179.6			CISCO (1.4)		RV250	
178.2	CTC	RV178	SHED 10 (7.0)		RV252	
171.2		RV171	SWITCH 9 (0.5)			
170.7	TWC ABS		EMIGRANT GAP (2.7)		RV259	
168.0		RV168	FULDA Trk.2 (2.3)			
165.7			BLUE CANON (4.3)		RV264	
161.4			MIDAS (8.8)		RV269	
152.6			GOLD RUN (6.3)		RV277	E6400
146.3			CAPE HORN (4.5)		RV283	
141.8			COLFAX (12.5)	T	RV288	6400
129.3	ABS#1 CTC#2	RV129	BOWMAN (4.3)	X	RV301	
125.0		RV124	AUBURN Trk.1 (4.4)		RV305	
120.6	CTC#1 ABS#2	RV120	NEWCASTLE (10.1)	X	RV310	
110.5	CTC 2MT	RV111	ROCKLIN (3.7)	X	RV319	
106.8		RV108	YOSEMITE (0.2)			
106.6		RV107	WASHINGTON Trk.1 (0.2)			
106.4		RV106	EAST ROSEVILLE	BTX	RV323	
(137.6)						

SI-01 MAIN TRACK AUTHORITY

CTC between:

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.

TWC between:

MP 239.6 and MP 208.6;
MP 171.2 and MP 129.3.

ABS Rule 9.14 between:

MP 244.0 and MP 208.6;
MP 129.3 and MP 120.6 Trk.1;
MP 120.6 and MP 110.5 Trk.2.

Rule 9.15 Track Permits between:

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.

ABS between:

MP 208.6 and MP 205.6

Yard Limits between:

MP 249.1 and MP 239.6;
MP 208.6 and MP 205.6.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed

MPH

Between Mileposts

244.0 and 106.4 Westward

PSGR FRT

(Except as Below)	50	40
244.0 and 241.0 Trk2.....	30	25
241.0 and 239.8 Trk2.....	20+	20+
239.8 and 218.1 Trk2.....	40	35
218.1 and 217.9 Trk2.....	40	30
217.9 and 210.8 Trk2.....	40	35
210.8 and 210.6 Trk2.....	40	30
210.6 and 205.4 Trk2.....	40	35
205.4 and 200.5 Trk2.....	35	30
200.5 and 196.6 Trk2.....	30	25
196.6 and 195.4 Single Trk.....	30	25
195.4 and 192.5 Single Trk.....	30	30
192.5 and 191.2 Trk1.....	20	20
191.2 and 186.7 Trk1.....	35	30
186.7 and 178.2 Trk1.....	30	25
178.2 and 171.2 Single Trk.....	30	25
171.2 and 166.5 Trk1.....	30	30
166.5 and 121.7 Trk1.....	30	25
121.7 and 118.5 Trk1.....	30	30
118.5 and 118.4 Trk1.....	25	25
118.4 and 115.1 Trk1.....	30	30
115.1 and 111.0 Trk1.....	40	35
111.0 and 106.4 Trk1.....	40	40
	--	--
244.0 and 241.0 Trk1.....	30	25
241.0 and 239.8 Trk1.....	10+	10+
239.8 and 218.1 Trk1.....	40	35
218.1 and 217.9 Trk1.....	35	30
217.9 and 205.4 Trk1.....	40	35
205.4 and 200.5 Trk1.....	35	30
200.5 and 196.6 Trk1.....	30	25
196.6 and 195.4 Single Trk.....	30	25
195.4 and 192.5 Single Trk.....	30	30
192.5 and 185.6 Trk2.....	30	30
185.6 and 178.2 Trk2.....	30	25
178.2 and 171.2 Single Trk.....	30	25
171.1 and 166.5 Trk2.....	30	30
166.5 and 141.8 Trk2.....	30	25
111.0 and 106.4 Trk2.....	40	40

ROSEVILLE SUBDIVISION (0917)

Between Mileposts			
106.4 and 244.0 Eastward	PSGR	FRT	
(Except as Below)	50	40	
106.4 and 111.0 Trk2.....	40	40	
141.8 and 166.5 Trk2.....	30	25	
166.5 and 171.1 Trk2.....	30	30	
171.1 and 171.2 turnout.....	25	25	
171.2 and 178.2 Single Trk.....	30	25	
178.2 and 185.6 Trk2.....	30	25	
185.6 and 192.5 Trk2.....	30	30	
192.5 and 195.4 Single Trk.....	30	30	
195.4 and 196.6 Single Trk (R)....	30	25	
196.6 and 200.5 Trk1.....	30	30	
200.5 and 205.4 Trk1.....	35	30	
205.4 and 217.9 Trk1.....	40	35	
217.9 and 220.2 Trk1.....	35	30	
220.2 and 239.8 Trk1.....	40	35	
239.8 and 241.0 Trk1.....	20+	20+	
241.0 and 244.0 Trk1.....	30	25	
	--	--	
106.4 and 111.0 Trk1.....	40	40	
111.0 and 115.1 Trk1.....	40	35	
115.1 and 118.4 Trk1.....	30	30	
118.4 and 118.5 Trk1.....	25	25	
118.5 and 121.7 Trk1.....	30	30	
121.7 and 166.5 Trk1.....	30	25	
166.5 and 171.2 Trk1.....	30	30	
171.1 and 171.2 turnout.....	25	25	
171.2 and 178.2 Single Trk.....	30	25	
178.2 and 186.7 Trk1.....	30	25	
186.7 and 191.2 Trk2.....	35	30	
191.2 and 192.5 Trk2.....	20	20	
192.5 and 195.4 Single Trk.....	30	30	
195.4 and 196.6 Single Trk (R)....	--	--	
196.6 and 200.5 Trk2.....	30	25	
200.5 and 205.4 Trk2.....	35	30	
205.4 and 210.6 Trk2.....	40	35	
210.6 and 210.8 Trk2.....	35	30	
210.8 and 217.9 Trk2.....	40	35	
217.9 and 218.1 Trk2.....	35	30	
218.1 and 239.8 Trk2.....	40	35	
239.8 and 241.0 Trk2.....	10+	10+	
241.0 and 244.0 Trk2.....	30	25	

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

SI-03 OTHER SPEED RESTRICTIONS	
Maximum Speed	MPH
1. Thru Sidings & Turnouts	
Sidings Truckee, Gold Run, Colfax.....	10
2. Dual Control Switch Turnouts	
Rocklin: crossovers.....	40
East and West Truckee: crossovers.....	25
Shed 47, Shed 10, Switch 9: turnouts...	25
East Norden CP RV192: turnout.....	20
West Norden CP RV191: turnout Trk.1 to Trk.1.....	20
Norden crossovers:	
westward Trk.2 to Trk.1; OR	
eastward Trk.1 to Trk.2	25
eastward Trk.2 to Trk.1; OR	
westward Trk.1 to Trk.2.....	10
CP RV120, CP RV129: crossovers.....	10
3. Misc. Speed Restrictions	
All main track manual crossovers.....	10
Lawton: Cantec Industry spur.....	5
Roseville Terminal Track Speeds	
A. Receiving Yard	
Inbound-outbound leads 116 & 119 between MP 106.4 and Subway MP 105.2..	30
Trks 201-208 and 119 lead to Subway MP 105.2	30
Trks 201-208 from Subway MP 105.2 to west end of tracks.....	20
Running trk 130 from 119 lead to Subway MP 105.2.....	15
Trim leads 117-118 and 121 trk.....	15
B. City Yard	
121 trk from 119 lead to trk 120.....	5
Trks 071-083, 701-704.....	5
All MW trks.....	5
C. Departure Yard	
Trks 301-309 from:	
MP 101.3 to MP 103.8.....	30
MP 103.8 to MP 104.1.....	20
MP 104.1 to MP 105.2.....	15
D. Hump Yard	
Track 130 between CP RV101 and Hump Yard Rd. MP 103.5.....	15
Pull-back leads 098 & 099.....	15
Trks 001-053.....	15
One-Spot car repair trks 054-055, 571-575.....	5
Locomotive storage trks 576-577.....	5
Engine lead tie-up trks 581-583.....	5
All other tracks.....	5
Note: When controlled signal at CP RV102 for westward movement displays a PROCEED indication more favorable than RESTRICTING, all trains from Departure Yard via turnout to Track 2 may increase to maximum track speed of 30 MPH provided rear of train has cleared MP 103.8.	

ROSEVILLE SUBDIVISION (0917)

SI-04 MAIN TRACK DESIGNATIONS**Two main tracks between:**

MP 208.3 and MP 196.3;
MP 192.1 and MP 177.9;
MP 110.5 and MP 106.4.

Double track between:

MP 242.7 and MP 208.3.
MP 170.9 and MP 129.1;

Between the following locations:

MP 133.1 and MP 111.1;
North track is designated Track 2,
current of traffic eastward.
South track is designated Track 1,
current of traffic westward.

SI-05 MILEPOST EQUATIONS

Roseville Sub. MP 243.70 = MP 246.20 Nevada Sub.
Track 1: MP 119.16 = MP 120.0
Track 2: MP 119.70 = MP 120.0

SI-06 DTC BLOCK LIMITS - None.**SI-07 ITEM 13 TRAIN DEFECT DETECTORS**

% 237.8 Trk1	% 172.4 Trk1	% 127.7 Trk2
(#) 237.8 Trk2	(#) 166.8	% 123.4 Trk1
% 232.8	% 163.2	% 121.7 Trk2
& 229.7 **	% 159.4	% 117.7 Trk2
% 227.9 Trk2	% 154.4 Trk2	% 115.5 Trk1
(#) 221.7 Trk1	(#)hw154.4 Trk1	(#) 112.2 Trk2
% 217.7 Trk1	% 150.0	(#) 111.9 Trk1
(#) 203.9 Trk1	(#) 148.9	& 111.0 Trk2*
% 198.0 Trk1	% 146.3 Trk1	
% 195.3 Trk2	% 145.4 Trk2	
% 190.0	% 139.9 Trk1	
(#) 185.3	% 136.7 Trk2	
% 179.3	(#) 132.6 Trk1	
% 176.8 Trk1	(#) 130.8 Trk2	

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

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

Eastward freight trains handling doublestack cars loaded two containers high, or tri-levels series TTOX must operate ONLY on Trk.2 between Rocklin and Newcastle unless train has had a visual inspection prior to departing Rocklin to determine that:

* Doublestack cars loaded two containers high are NOT loaded with more than one container measuring 9 feet 6 inches in height, and:

* No cars with height or lading exceeding 19 feet 6 inches above top of rail are entrained, including TTOX cars.

Note: hw (Hot 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 portion 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 5.8.2.: Westward trains will sound crossing whistle signal (11) immediately after emerging from west portal of Tunnel 41.

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.: East Truckee: Movement against the current of traffic eastward on Trk.2 the distance necessary for a lite engine to clear the control point for movement westward may be made on verbal authority from Train Dispatcher. Before granting authority, the Train Dispatcher must know that no movement with the current of traffic on Trk.2 has passed Floriston, or that closely approaching westward movements on Trk.2 have stopped short of MP 210.0.

Bowman: Movement against the current of traffic eastward on Trk.1 the distance necessary for a lite engine to clear the control point for movement westward may be made on verbal authority from Train Dispatcher who must know that no movement with the current of traffic on Trk.1 is being made between Colfax and Bowman.

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

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

Rule 8.20.: Colfax: West end siding equipped with split-point derail.

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

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

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 will not be necessary to wait 5 minutes after lining switch to enter main track.

Sparks: Within Yard Limits between MP 249.6 and MP 239.6, trains or engines may only enter a main track at a hand-operated switch by permission of Sparks Yardmaster. After permission is received, train or engine may enter main track without waiting 5 minutes under the following conditions:

* Enter Trk.2 after determining from Yardmaster that no westward train has been granted permission to pass MP 249.1 and that limits are clear, or all movements within the limits are stopped.

* Enter Trk.1 after determining from Yardmaster that no eastward train has been granted permission to pass MP 239.6 and that limits are clear, or all movements within the limits are stopped.

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.

Rule 30.1.7.: Eastward and westward passenger trains must make running air brake test before passing West Norden MP 191.2.

Rule 31.1.1(D).: Do not tie-up and leave a train unattended in heavy grade territory unless that track has derail protection. This applies to the following limits, including stations named: between Lawton and Rocklin.

SI-08 RULE ITEMS Continued...:

Rule 35.5.: Remote Control Area:
Roseville Area Limits: Roseville Subdivision
MP 110.5 Rocklin to MP 106.4 including Roseville
Yard; All Main Track, Industrial Leads and yard
tracks.

Rule 35.6.: Remote Control Zone:
Roseville Zone 1 Limits: Roseville Hump Track 099
(Pullback 1) from west clearance point with 130
Lead at approximately MP 101.5, to crossover
switches H-1/H-2 at east end of track.
Positive Stop Protection (PSP) installed at west
end of track near MP 101.5.
All train and engine movements must contact Hump
Yardmaster before entering Zone.

Roseville Zone 2 Limits: Roseville Hump Track 098
(Pullback 2) from west clearance point with 130
Lead at approximately MP 101.5, to crossover
switches H-1/H-2 at east end of track.
Positive Stop Protection (PSP) installed at west
end of track near MP 101.5.
All train and engine movements must contact Hump
Yardmaster before entering Zone.

Roseville Zone 121 Limits: Roseville City Yard
Track 121 from clearance point with 120 East Lead
on west end to Yosemite St. MP 106.8.
Positive Stop Protection (PSP) installed at east
end of Zone on west side of Yosemite St.
All train and engine movements must contact City
Yard Foreman or Trim Yardmaster before entering
Zone.

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; derrails on track at MP 3.3 and MP 3.7.
Maximum speed 20 MPH except 10 MPH between MP 0.0
and MP 6.1, and between MP 8.2 and MP 8.7.

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

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

SI-12 TONNAGE RESTRICTIONS/TPOB

Maximum Gross Weight: 158 tons

On the 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+ thru 145	500 or less	20

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

When computing maximum speed for descending
grade restrictions, helper engine may be used in
determining tons per axle of operative dynamic
brake.

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

The following applies when operating between Roseville and Colfax on Trk.1 and between Colfax and Truckee eastward:

Lead consist of a loaded bulk-commodity unit train must not exceed 38 EPA.

The following applies when operating westward between Truckee and Colfax: Lead consist of a loaded bulk-commodity unit train must not exceed 42 EPA. Lead consist of other than a loaded bulk-commodity unit train must not exceed 34 EPA between Colfax and Truckee. These restrictions include helper engines added to headend of train.

The following applies when operating on descending grades between Rocklin and Lawton:

Lead consist of a loaded bulk-commodity unit train must not exceed 31 axles of Dynamic brake; Lead consist of other than a loaded bulk-commodity unit train must not exceed 27 axles of dynamic brake. These restrictions include helper engines added to headend of train.

Train Make-up Restrictions applicable when operating between Lawton and Rocklin.

Note: asterisk (*) in sections below can be a letter or a number.

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

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

Eastward between Roseville and Norden:

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

Westward between Truckee and Norden:

Multiply the EPA of the helper by the factor 170 Subtract this tonnage from the total trailing tonnage behind a restricted car. This final figure is the actual trailing tonnage which must comply with the 'Max Trailing Tonnage' table.

Maximum Trailing Tonnage

Type of Car	1,000 Tons	2,500 Tons	3,000 Tons	4,100 Tons
Two-axle Front Runner (P12)	Weighs less than 25 tons	Weighs 25 tons or more		
Solid drawbar-connected two-axle car (P4)	Under all conditions			
Articulated doublestack car (P3*, P4*, P5*)			One or more empty platforms	
Multi-platform spine car (P3*, P5*)			One or more empty platforms	
Car 73 feet in length or longer weighing less than 50 tons			Coupled to a car less than 73 feet in length	Coupled to another car 73 feet in length or longer

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

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

C. When train tonnage exceeds 4,100 tons, the first five cars behind the lead consist must each weigh at least 50 tons and:

1. Be 73 feet or longer; or
2. Be less than 73 feet in length.

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

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

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

Two-unit solid drawbar-connected long cars (P2):

1. If the total weight of the car is 120 tons or more, it is to be considered the equivalent of two cars, each weighing 50 tons and each over 73 feet in length.
2. If the total weight of the car is less than 120 tons, it is to be considered the equivalent of two cars, each weighing less than 50 tons and each over 73 feet in length.

Three-unit solid drawbar-connected doublestack car (P3*):

1. If the total weight of the car is 150 tons or more and all platforms are loaded, it is to be considered the equivalent of three cars, each weighing 50 tons and each less than 73 feet in length.
2. If the total weight of the car is less than 150 tons, it is to be considered the equivalent of three cars, each weighing less than 50 tons and each less than 73 feet in length.

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

COUPLER LIMITS:

Use following instructions to determine coupler limits and helper placement:

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

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

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

Coupler Limits		
Territory	Standard Coupler	High Strength Coupler
Rocklin to Colfax Trk1	4,500	7,000
Rocklin to Colfax Trk2	7,000	10,000
Colfax to MP168.4	5,000	7,000
MP168.4 to Norden	5,100	8,000
Sparks to Truckee	8,700	12,300
Truckee to Norden	6,500	8,400

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

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

When helper exceeds 7 EPA, the cars that make up the tonnage ahead of the helper as indicated in the following table must comply with the train makeup restrictions contained in Rule 31.8.2 Helper Placement.

RESTRICTED TONNAGE TABLE:

Helper EPA	Sparks - Norden		Rocklin - Norden	
	Rear Helper	Cut-in Helper	Rear Helper	Cut-in Helper
8 to 18	1000	500	700	350
19	1250	650	950	500
20	1450	750	1200	600
21	1650	850	1450	750
22	1850	950	1750	900
23	2050	1050	2000	1000
24	----	1150	----	1150
25	----	1250	----	1250
26	----	1350	----	1400
27	----	1450	----	1550
28	----	1550	----	1650
29	----	1650	----	1800
30	----	1750	----	1900
31	----	1900	----	2050
32	----	2000	----	2200
33	----	2100	----	2300
34	----	2200	----	2450
35	----	2300	----	2600
36	----	2400	----	2700

Rule 31.8.2. REVISE following portion of Rule 31.8.2 System Helper Placement Table to read:
A. Rear or Cut-in Requirement for Helper:
Use the following applicable table to determine whether a helper is placed on rear of train or at cut-in position on train.
If rear helper or cut-in helper exceeds EPA requirements in below tables, sufficient locomotives must be isolated or, on AC locomotives only, traction motors or trucks may be cut out to meet requirements to prevent exceeding EPA limits in tables.

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

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

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

OTHER THAN A LOADED BULK-COMMODITY UNIT TRAIN	
Helper EPA	Placement Requirement
Any helper:	Must be placed ahead of: * Rail pick-up cars RGAX 4694-4696; * Two-axle scale test cars; * Cars designated 'Rear End Only' or 'Rear Rider'; * Occupied caboose; * Single platform two-axle car in series TTOX; * Solid drawbar-connected four platform car in series TTFX.
7 or less:	Placed on rear.
8 to 16:	Placed on rear. The following makeup restrictions apply to cars and/or the platform/wells of multi-platform cars entrained within the restricted tonnage limit immediately ahead of the helper. The conventional cars and/or platform/wells must not be: 1. Multi-platform car having either an empty end platform/well or two consecutive empty platform/wells; 2. Car less than 73 feet in length coupled to a car 73 feet in length or longer weighing less than 60 tons. When train makeup within the restricted tonnage limit immediately ahead of the helper does not meet the above requirements, helper may be cut into train at a location that does permit complying with makeup restrictions. When cut into train under this condition Part B will not apply.
17 to 23:	Placed on rear. The following makeup restrictions apply to cars and/or the platform/wells of multi-platform cars entrained within the restricted tonnage limit immediately ahead of the helper. The conventional cars and/or platform/wells must not be: 1. Multi-platform car having either an empty end platform/well or two consecutive empty platform/wells; 2. Car less than 73 feet in length coupled to a car 73 feet in length or longer, unless the car is less than 82 feet in length and weighs 60 tons or more; 3. Car weighing less than 45 tons. When train makeup within the restricted tonnage limit immediately ahead of the helper does not meet the above requirements, helper may be cut into train at a location that does permit complying with makeup restrictions. When cut into train under this condition Part B will not apply.
24 to 36:	Must be cut in as outlined in Part B. The following makeup restrictions apply to cars and/or the platform/wells of multi-platform cars entrained within the restricted tonnage limit immediately ahead of the helper. The conventional cars and/or platform/wells must not be: 1. Multi-platform car having either an empty end platform/well or two consecutive empty platform/wells; 2. Car less than 73 feet in length coupled to a car 73 feet in length or longer; 3. Car weighing less than 45 tons.

SI-14 MISC. INSTRUCTIONS

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

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

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

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

Sparks: All trains including Amtrak and other passenger trains must not depart Sparks without permission of Yardmaster or their representative. All eastward trains including Amtrak and other passenger trains must not pass Yard Limits MP 239.6 without:

- * Permission from Yardmaster or their representative; and
- * Knowing that continuous movement can be made to Sparks.

Procedure for Sparks Yardmaster to issue track authority to Men & Equipment to occupy main Track 1 and/or Track 2 within Yard Limits between MP 249.1 and MP 239.6:

Before issuing authority to Men & Equipment, Yardmaster must know:

- * Limits on track(s) to be occupied by Men & Equipment are clear;
- * No eastward trains have been granted permission to pass MP 239.6;
- * No westward trains have been granted permission to pass MP 249.1.

To issue track authority, Yardmaster and MW employee involved will use UPRR Track Permit Form 20809. Procedure for issuing and receiving track authority must be followed as outlined in Rule 2.14 Mandatory Directive. Following items on this form will be used:

1. Authority No. _____
2. Date _____
3. To _____
4. Track _____
5. Work between _____ and _____
6. Joint with _____ (Other Men & Equipment ONLY)
7. OK _____
8. Yardmaster Initials _____
9. Limits Reported Clear at _____

While track authority is in effect, no train or engine movements will be granted permission to enter the limits of the track authority issued to Men & Equipment.

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.

SI-14 MISC. INSTRUCTIONS Continued...

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.

Colfax: Helper locomotives must not be parked at Colfax unless authorized by Train Dispatcher. When leaving helper locomotives unattended, cabs are to be locked.

Cars set out on trk.735 must be secured with rail skid placed under west wheel of west car. Unattended locomotives are to be placed and secured on trk.139.

Equipment must not foul east end of Lead track or trk.540 account AMTRAK ties up at this location.

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

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

Spur track locations:

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

Tri-level cars TTQX (type M3X), BNSFseries 306000 - 306153, GVSr seriesd 89000 - 89058, must not be operated on the Roseville Subdivision.

Manual cross-over locations:

West Reno, Lawton, Floriston, Emigrant Gap, Midas MP 168.4, Towle, Gold Run, Colfax.

Snow Conditions:

- A. When spreader is connected in multiple with engine, AB Rule 30.3.3 Procedure for 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 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:

- 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 Operation**

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

Miscellaneous Instructions:

1. Hazardous Materials: track 595 at Subway MP 105.2 is available for setting out and isolating B/O cars that contain Hazardous Materials. Before setting out such cars, member of crew must contact Yardmaster and verify any required procedures involving the car to be set out.
2. Handbrakes: east of Foothills Blvd. MP 105.2 trains and cuts of cars left unattended must have a sufficient number of handbrakes applied on west end to prevent uncontrolled movement; west of MP 105.2 trains and cuts of cars left unattended must have a sufficient number of handbrakes applied on the east end to prevent uncontrolled movement.

Exceptions:

 - a. Bowl tracks 001-055: handbrakes not required;
 - b. Receiving tracks 201-208: must have handbrakes applied on west end.
3. Repair Facility: all movements into repair facility must be authorized by the Mechanical Department.

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SI-14 MISC. INSTRUCTIONS Continued...

Train Make-up Restriction Qualification:
Following applies if working between MP 150.0 and MP 160.0: Prior to marking up on a board that protects service on the Roseville Subdivision, any employee who has not taken the five question train make-up restriction quiz must contact a local manager and arrange to take the quiz.

Any employee who has taken the Roseville Subdivision quiz, but has not operated over the subdivision within the last six months must not operate over the subdivision until they have retaken the quiz.

If an employee called by CMS to operate over the Roseville Subdivision has not taken the quiz or has not operated over the subdivision within the last six months, they must notify CMS of this fact when called and do not accept the call unless arrangements can be made to take the quiz upon assuming duty.

Failure to comply with the above requirements may subject an employee to discipline under Rule 1.33. In addition, the California PUC may impose individual civil penalties.

NOTES:

