

## VALLEY SUBDIVISION (0918)

Mile Post	Rule 6.3	CP #s	Radio Display: Dunsmuir to Berg -8080 Berg to East Roseville -5151		Sta. #s	Siding Feet
			SOUTH STATIONS	NORTH STATIONS		
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)		TX 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)			PX774	
141.8			(X)UP(M)			
134.4	VP134	OSTROM (11.1)	!	OZ028	8350	
132.7	VP133					
123.3	VP123	BROCK (6.8)	!	OZ016	8260	
121.6	VP121					
116.5		LINCOLN (3.4)			PX903	
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	CTC	RV107	WASHINGTON (0.2)		
106.4		RV106	EAST ROSEVILLE	BTX	RV323
(208.1)					
<b>SI-01 MAIN TRACK AUTHORITY</b>					
<b>CTC between:</b> MP 321.4 and MP 106.4					
<b>SI-02 MAXIMUM SPEED TABLE</b>					
<b>Maximum Speed</b>			<b>MPH</b>		
<b>Between Mileposts</b>					
<b>321.4 and 106.4</b>					
<b>PSGR FRT</b>					
<b>(Except as Below) . . . . . 70 70</b>					
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					
223.2 and 220.6 . . . . . 70 60					
220.6 and 220.5 . . . . . 40 40					
220.5 and 214.9 . . . . . 70 60					
214.9 and 211.8 . . . . . 60 60					
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 141.8 . . . . . 25 25					
141.8 and 139.8 . . . . . 30 30					
125.4 and 125.2 . . . . . 55 45					
125.2 and 123.3 . . . . . 65 65					
123.3 and 122.8 . . . . . 55 45					
122.8 and 117.5 . . . . . 60 55					
117.5 and 117.1 . . . . . 50 40					
117.1 and 116.4 . . . . . 55 55					
111.0 and 107.1 . . . . . 65 65					
107.1 and 106.4 . . . . . 30 30					
* Equation: milepost transition					

<b>SI-03 OTHER SPEED RESTRICTIONS</b>		
<b>Maximum Speed</b>		<b>MPH</b>
<b>1. Thru Sidings &amp; Turnouts</b>		
Sidings Castle Crag, Conant, Sims, Gibson, Delta, Lakehead, O'Brien, Silverthorn, Gray Rocks, Culp, Draper, Blunt, Gerber, Ostrom, Brock.....	25	
Sidings Richvale, Berg, .....	20	
Sidings Dunsmuir, Lamoine, Central Valley, Girvan, Rawson, Anita, Chico, Fagan, Sunset Whitney.....	10	
<b>2. Dual Control Switch Turnouts (No Exceptions)</b>		
<b>3. Misc. Speed Restrictions</b>		
Girvan: trks.740-744.....	5	
Anderson: trk.170.....	5	
Red Bluff: trk.175, trks.792-794.....	5	
Rawson: trks.812-815.....	5	
Tehama: main track to CFNR through manual crossovers.....	5	
Chico: all yard trks.....	5	
Binney Jct. CP F180: connection track southward to Sacramento Sub.....	20	
Binney Jct. CP F180: connection track northward to Sacramento Sub.....	10	
Connection track between MP 107.1 and CP Yosemite MP 106.8 on Roseville Sub..	10	
<b>SI-04 MAIN TRACK DESIGNATIONS - None.</b>		
<b>SI-05 MILEPOST EQUATIONS</b>		
MP 295.67 = MP 288.72		
<b>SI-06 DTC BLOCK LIMITS - None.</b>		
<b>SI-07 ITEM 13 TRAIN DEFECT DETECTORS</b>		
(#) 316.5	(#)& 241.7 *	(#) 116.9
% 311.7	(#) 225.7	% 108.2
(#) 307.4	% 220.4	
% 298.1	(#) 206.3	
(#) 283.2	(#) 191.3	
% 279.2	% 187.7	
% 267.5	(#) 178.3	
(#) 264.1	(#) 163.9	
% 261.3	(#) 150.5	
% 251.4	(#) 136.4	
* Protects Tunnel #3 MP 273.9. If detector is activated by a northward train and indicated car is a doublestack car loaded two containers high, car must be set out at Redding.		
<b>SI-08 RULES ITEMS</b>		
<b>Rule 7.7 Redding:</b> Between switches, kicking or dropping cars to the main track is not permitted.		
<b>Rule 9.12.1 Redding:</b> At MP 256.6, the northward movement block signal, the southward movement block signal and the block signal for southward movement from the storage track (old siding), are all controlled Absolute signals. When these signals display a STOP indication, crew member must contact Train Dispatcher for authority to proceed, unless crew is working under Track and Time where the limits include this Control Point.		
<b>Rule 31.1.1(D):</b> Do not tie-up and leave a train unattended in heavy grade territory on any track unless that track has derail protection. This applies to the following limits, including stations named: Dunsmuir and Gray Rocks. Exception: Lakehead.		

<b>SI-08 RULES ITEMS Continued...:</b>		
<b>Rule 31.1.4 Dunsmuir and Redding:</b> When leaving the following trains or cuts of cars unattended, a sufficient number of hand brakes must be applied on the south end to hold the cars with the air brakes released, but apply no less than the number of hand brakes indicated below:		
*Dunsmuir:	25 cars or less:	10 hand brakes
	26 to 50 cars:	15 hand brakes
	over 50 cars:	20 hand brakes
*Redding:	25 cars or less:	10 hand brakes trk163
	over 25 cars:	15 hand brakes trk163
	over 25 cars:	10 hand brakes trk031 and Lower #1 trk035
<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.		
<b>SI-09 FRA EXCEPTED TRACKS</b>		
<b>Sims:</b> 521		
Lakehead: All industry trks		
Gray Rocks: 718		
Silverthorn: 160		
Redding: 731		
Girvan: 753-754		
Anderson: 767, 770		
Red Bluff: 794		
Rawson: 812		
OZ103, OZ087, OZ078, OZ061, OZ055, OZ051, OZ043, OZ038, OZ028, OZ016, OZ006: all yard and industry tracks.		
<b>SI-10 BUSINESS TRACKS</b>		
<b>Track Name</b>	<b>MP</b>	<b>STA. #S</b>
Anderson .....	247.1	OZ141
Cottonwood .....	240.4	OZ134
Red Bluff .....	223.4	OZ117
Redbank .....	221.0	. . .
Tehama .....	211.7	OZ105
Los Molinos .....	209.7	OZ103
Biggs .....	161.4	OZ055
Gridley .....	158.0	OZ051
Sunset .....	149.8	OZ043
Erle .....	131.2	OZ025
Ewing .....	121.0	OZ014
<b>SI-11 INDUSTRIAL LEADS - None.</b>		
<b>SI-12 TONNAGE RESTRICTIONS/TPOB</b>		
<b>Maximum Gross Weight:</b> 158 tons		
<b>SI-13 TRAIN MAKE-UP RESTRICTIONS</b>		
The following applies when operating between Lakehead and Dunsmuir: Lead consist of all northward trains must not exceed 31 EAP. This restriction includes helper engines added to headend of train.		
The following applies when operating on descending grades between Dunsmuir and Lakehead: Lead consist of all southward trains must not exceed 26 axles of Dynamic brake. This restriction includes helper engines added to headend of train.		
Train Make-up Restrictions Applicable Between Lakehead and Dunsmuir: Note: asterisk (*) character can be a letter or a number.		

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

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

Maximum Trailing Tonnage				
Type of Car	1,000 Tons	2,500 Tons	3,000 Tons	4,100 Tons
Two-axle Front Runner Car (P12)	Weighs less than 25 tons.	Weighs 25 tons or more		
Solid drawbar-connected Two-axle car (P2,P3)	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; weighs less than 50 tons		Coupled to another car less than 73 feet in length	Coupled to another car 73 feet in length or longer	Coupled to another car 73 feet in length or longer.
Car is between 65 feet and 73 feet in length; weighs less than 50 tons			Coupled to another car less than 65 feet in length	
TOFC/COFC flat car			Loaded on one end only	

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

B. When train tonnage exceeds 3,600 tons, each of the first five cars behind the lead consist must weigh 50 tons or more. This restriction will not apply if train does not contain five cars that weigh 50 tons or more.  
 C. When train tonnage exceeds 4,100 tons, each of the first five cars behind the lead consist must weigh 50 tons or more; AND  
 1. 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:  
 Multiply the EPA of the helper by the factor 164'. Subtract this tonnage from the total trailing tonnage behind a car. This final figure is the actual trailing tonnage which must comply with the 'Coupler Limits' table.

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

Each car is to be considered equipped with a standard 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. Example identifications are E60HTE, SBE60CE, E60DE.

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

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

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

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

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SI-13 TRAIN MAKE-UP RESTRICTIONS Continued...	
OTHER THAN A LOADED BULK COMMODITY UNIT TRAIN	
Helper EPA	Helper Placement
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. The following makeup restrictions apply to cars and/or platform/wells of multi-platform cars entrained within the 450 ton 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 450 tons immediately ahead of the helper does not meet the above requirements, helper may be cut into train at a location that does permit complying with makeup restrictions. When cut into train under this condition Part B will not apply.
8 to 12:	Placed on rear. The following makeup restrictions apply to cars and/or 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. 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.
13 to 21:	Placed on rear. The following makeup restrictions apply to cars and/or 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 50 tons. When train makeup within the restricted tonnage limit immediately ahead of the helper does not meet the above requirements, helper may be cut into train at a location that does permit complying with makeup restrictions. When cut into train under this condition Part B will not apply.
22 to 36:	Must be cut in as outlined in Part B. The following makeup restrictions apply to cars and/or 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 50 tons.

SI-14 MISC. INSTRUCTIONS
<p><b>Restricted Tracks:</b> 6-axle units must not operate on any industry track between Tehama and Dunsmuir. Only 4-axle units not exceeding 140 tons may operate on yard tracks at Chico.</p> <p><b>Dunsmuir:</b> Northward freight trains must not pass CP VP321 without obtaining instructions regarding crew change.                      Indicator letter 'W' on signal mast MP 319.9 at county road crossing: when illuminated, southward trains on main track or siding are required to STOP and not proceed until 'W' indicator is extinguished. This does not apply to trains or engines making switching moves that do not block county road crossing.</p> <p><b>Lamoine:</b> Siding must not be entered by southward freight trains.</p> <p><b>Redding:</b> If signal 2582 displays a STOP and PROCEED indication, northward trains must stop south of South Street and contact Train Dispatcher before proceeding. Be governed by his instructions.</p> <p><b>MP 225.7:</b> Private road xing. SSI Item 9 in effect.</p> <p><b>Chico:</b> Between MP 187.5 and MP 182.5, crew members must close all windows on all occupied locomotives for safety purposes.</p> <p><b>Tri-level cars</b> TTQX (type M3X), BNSF 306000 - 306153, GVSR 89000-89058, must not be operated on the Valley Subdivision.</p> <p><b>Yard Limits</b> at Tehama, between MP 186.3 (MP 211.6) and MP 185.5 on old West Valley route; operation joint with CFNR.</p> <p><b>Roseville Terminal:</b> Refer to Roseville Subdivision for Roseville Terminal Special Instructions.</p>

**NOTES:**

