

SOUTHERN PACIFIC COMPANY



COAST DIVISION SPECIAL INSTRUCTIONS No. 7

EFFECTIVE SUNDAY, APRIL 27, 1958
AT 12:01 A. M.,
PACIFIC STANDARD TIME

SUPERSEDING SPECIAL INSTRUCTIONS No. 6

THESE INSTRUCTIONS CONSTITUTE A PART
OF THE TIMETABLE CURRENTLY IN
EFFECT

W. D. LAMPRECHT,
General Manager.

E. D. MOODY,
J. A. McKINNON,
Assistant General Managers.

C. H. GRANT,
General Superintendent of
Transportation.

J. M. HATCHER,
Superintendent of Transportation.

R. A. MILLER,
Superintendent.

©This symbol indicates change, except changes on
rating of engines pages are not so indicated.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

⊙**RULE A.** Transportation Department rule revisions from December 1, 1951 to and including April 1, 1958 are shown on pages 1 and 2 of the Rules and Regulations of the Transportation Department. Employees must have revised pages covering these revisions in their copy of the Rules and Regulations of the Transportation Department.

RULE M. Employees are warned that it is dangerous to ride on top or side of cars while passing points where impaired clearance exists, and that they must protect themselves from injury. See list of impaired clearances on main track and sidings.

There are numerous other structures with impaired clearance on yard and station tracks on the division, and employees must be familiar with their location and avoid personal injury.

RULE 7-B. Yardmen must use green flag by day and green light by night in giving proceed signals for movement of trains and engines entering or leaving yard tracks and for movement of engines on roundhouse tracks at San Francisco, Bayshore, San Jose, Watsonville Jct. and San Luis Obispo.

RULE 10-J. Speed signs prescribing an increase in speed will not be installed on branches. Speed Restrictions tables will indicate permissible speeds between mile post locations named.

⊙**RULE 19.** Certain passenger cars have supplemental roof-line markers in addition to side electric markers. When such cars are on rear of train, the supplemental markers must be lighted by day as well as by night and duplicate the display to the rear of side electric markers.

When the rear car of a train is equipped with a combination oscillating red light and auxiliary green marker light, oscillating red light must be displayed by day as well as by night when train is on main track and when so displayed will be considered as markers. Oscillating red light must be extinguished and green marker light displayed when train has stopped clear of main track to be met or passed by another train. Both lights must be extinguished when train arrives at destination and has stopped clear of main track. On trains so equipped, except when rear car is also equipped with built-in electric markers or electric signal lamps, markers will not be displayed as required by Figures 5, 6, 7 and 8.

RULE 102. Should a passenger train break-in-two, or an emergency application of brakes occur while in motion on the grade between Santa Margarita and San Luis Obispo, or between Santa Cruz and Felton, forward brakeman will immediately go toward rear, close angle cock at opening if train has parted, set hand brakes and turn up retaining valves on detached portion. After train is coupled air must be applied from engine before hand brakes and retaining valves are released.

If necessary to leave detached portion on main track, rear truck of detached portion ascending grade, or leading truck of detached portion descending grade, must be chained to rail in such manner as to derail car should there be an uncontrolled movement.

RULES 281 and 285. Movements against the current of traffic governed by semaphore type dwarf signals displaying "Proceed", Fig. E, Rule 281; or by light type dwarf signals displaying "Proceed not Exceeding Medium Speed", Fig. G, Rule 285, must be made with caution and position of switches observed.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

PUSH BUTTONS

Where signal protection is provided for movements from an adjacent track to main track, push buttons and pilot lights are installed in box near each of the two signals, with time-release feature, to clear signals on one track when the control circuit on the other track is occupied.

Train on main track to let train on siding pass may clear signal on siding by pressing button bearing number of signal on siding. Train on siding to let train on main track pass should not pass Approach Circuit sign, but when necessary to do so, may clear signal on main track by pressing button bearing number of signal on main track.

Further instructions posted inside push button box.

ELECTRIC SWITCH LOCKS

Where electric switch locks are installed, lock box door must not be opened if movement is to be made into a track leading from main track until engine or car is standing within 150 feet of the switch; or if movement is to be made from such track, or through a crossover to a main track until block indicator indicates block clear on opposite track. Within CTC limits train dispatcher's permission must also be obtained before lock box door is opened.

After lock box door is opened lock lever cannot be moved to opposite position to release switch for hand throwing until indicator in lock box indicates "unlocked".

Lock lever must not be returned to locked position until all movements over the switch are completed, switch returned to normal position and locked. Lock box door must then be closed and locked. Within CTC limits train dispatcher must also be notified by telephone when completed.

When block indicators indicate "block occupied," instructions posted inside lock box for operation of push button to start time-release must be complied with if movement is to be made to main track while approach circuit is occupied by another train, in addition to providing flag protection when necessary.

Low type electric locks, such as are applied direct to lever of hub type switch stands, function as above except that the removal of the switch lock has the same effect as opening the lock box door. Instead of being equipped with an "unlocked" indicator, these locks have a pilot light that indicates by illumination when the lock is unlocked.

When pilot light will not illuminate to indicate electric lock is unlocked, push button on adjacent cast iron box, protected with a cover and locked with switch lock, should be depressed to illuminate green light. After a time interval of from one to seven minutes pilot light on electric lock will be illuminated, indicating lock is unlocked.

Emergency lock release to be used only in case of electrical or mechanical failure, as indicated by failure of time-release to function after several minutes. When necessary to break seal on emergency lock release, train dispatcher must be notified immediately, and movement made only after flag protection provided on both tracks.

MECHANICAL SWITCH LOCKS

After lock box door is opened lock lever may be moved upward against stop. After a time interval of from one to seven minutes indicator will show UNLOCKED and lever may be moved to reverse position "R". Switch may then be operated in usual manner.

Lock lever must not be returned to normal position "N" until all movements over the switch are completed, switch returned to normal position and locked.

Emergency lock release to be used only in case of mechanical failure, as indicated by failure of time release to function after several minutes. When necessary to break seal on emergency release, train dispatcher must be notified immediately and movement made only after necessary flag protection is provided.

RULE 605. INTERLOCKING

Trains or engines must not enter main track within interlocking limits where no signal governs such movement until permission has been obtained from signal operator and must then run with caution not exceeding 12 MPH to the next signal.

GENERAL REGULATIONS

RULE 836. When necessary to shove cars ahead of engine between stations on descending grade, cars must be chained to the engine unless air brakes are operative on all cars and air cut in.

⊙**RULE 873.** Sanders must not be operated between absolute or interlocking signal governing movement over dual control or power operated switches.

AIR BRAKE RULES

RULE 3. On engines of DP-5, 6, 8, 9, 10 and 11 classes the safety valve in the discharge pipe must be set at 185 pounds.

Standard brake pipe pressure for No. 371 (Adv. CMW), No. 372 (Adv. CME), No. 373 (CMW), No. 374 (CME) and SCME is 90 lbs.

⊙**RULE 13.** Should all power units of an engine running light or while handling train become inoperative on a grade, light engine or train, after stopping, must be immediately secured with hand brakes and engine wheels secured by blocking or chains.

Should it become impossible to stop an engine or train with air brakes or hand brakes, apply dynamic brake if engine is so equipped. If engine is not so equipped or dynamic brake is inoperative, place the switch marked "Rule 13, Sand" in "ON" position (if unit so equipped), place throttle in idle position, move transition lever to No. 1 position, place reverse lever in opposite position and move the throttle to No. 1 position.

FREIGHT TRAINS

RULE 17. Engines used as helpers and placed at or near rear of freight trains handled by road engines with dynamic brakes in operation on head end, will use dynamic brakes on descending grades. Additional tonnage in the same ratio per unit as specified for road engine may be handled without retaining valves.

Trains handled by DF-120 to 126 class engines must not use more than three units of dynamic brakes. Dynamic brake cable must be removed between third and fourth units in direction of movement and unit selector switch on lead unit placed in No. 3 position.

RULE 22. Terminal test outlined in this rule, after having been made at originating terminal on through freight trains, will not be made at San Jose, Watsonville Jct., and San Luis Obispo except when cars are added to the consist. Instead, test will be made as outlined in Air Brake Rule 25—Rear End Test. Changing crews, caboose, and/or engine will not necessitate terminal test outlined under Air Brake Rule 22.

RULE 25. After terminal test outlined in Air Brake Rule 22 has been made at originating terminal, rear end test outlined in Air Brake Rule 25 will be made at San Jose, Watsonville Jct., and San Luis Obispo on freight trains moving through without cars being added to the consist or on which only crews, caboose and/or engine may be changed. Under these conditions rolling inspection by car inspectors will be made on freight trains arriving and leaving except that rolling inspection will be made by trainmen when car inspectors are not on duty.

Rear end test must be made on yard drags before being moved on main track at designated stations where air brakes must be used.

⊙ MISCELLANEOUS**5. Helper service:**

- (a) Helper engines must not be placed behind wooden underframe equipment.
- (b) Helper engines consisting of not more than two units may be placed behind caboose.
- (c) Helper engines consisting of not more than four units may be placed immediately ahead of caboose.
- (d) Helper engines must not be placed behind trailer-flat cars (SP 510500 to 510649) when such cars are handled in the rear ten cars of a train.

Air will be cut in on all helper engines, and engine must not be cut off when train is in motion.

27. Should a passenger train, irrespective of the type of power being used, be stopped in a tunnel, air conditioned cars within the tunnel must immediately have the air conditioning systems, including ice engines and engine generators, shut off, fresh air intake shutters closed, and blower fans shut off.

Should a diesel-powered train be stopped with the engine in a tunnel and it is found that, in the case of a passenger train it cannot be moved within five minutes after stopping, and in case of a freight train it cannot be moved within a reasonable length of time, trainmen and enginemen must take necessary precautions to prevent movement. Independent brake and sufficient hand brakes must be immediately applied. Engine wheels must be secured by blocks and chains, and power plants and steam generators, if any, on engine shut down.

28. DF and DP class engines when moving without cars must, when possible be operated from cab in direction of movement, except for short direct movements.

DF-1 to 12 and DP class engines operated with engineer in other than lead unit in direction of movement, must not exceed 20 MPH when approaching highway or street crossing at grade, subject to further restrictions imposed by local conditions.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

⊙ **SPEED RESTRICTIONS FOR ENGINES:** Maximum speed shown below is subject to further restrictions applicable to certain territories as shown in Speed Restrictions for Trains:

NOMINAL CLASS	RUNNING FORWARD		RUNNING BACKWARD WITH TRAIN OR LIGHT
	WITH TRAIN	LIGHT	
DF-1 to 12, except 6194, 6195, 6230, 6231, 6240, 6247, 6254, 6270 to 6283, 6286, 6288, 6293, 6300, 6301, 6307 to 6311, 6317, 6321, 6328, 6351, 6357, 6360, 6365, 8094, 8146, 8166, 8168, 8170, 8172 to 8174, 8178 to 8182, 8195, 8200, 8202, 8203, 8207, 8208, 8213, 8220, 8229, 8231, 8233, 8241, 8245, 8250, 8254, 8255, 8257.....	65	65	*30
6190 to 6193, 6202, 6206 to 6211, 6214 to 6219, 6222 to 6229, 6232 to 6239, 6378 to 6382, 6384, 6385, 6387 to 6392, 6394 to 6405, 6440 to 6445, 6447, 6455, 6456, 8090 to 8093, 8102, 8103, 8107, 8109, 8110, 8115 to 8117, 8119, 8122 to 8126, 8130 to 8133, 8138, 8139, 8290 to 8297, 8300, 8302, 8303.....	***55	55	*30
6203, 6383, 6386, 6393, 6446, 6448, 6449, 6450 to 6454, 6457, 8095, 8106, 8108, 8109, 8111, 8114, 8118, 8127 to 8129, 8134 to 8137, 8139, 8298, 8301.....	70	70	*30
DF-100, 114 (5288, 5289), 115, 119, 123, 126.	65	65	**65
DF-114 (5279 to 5287, 5290 to 5293), 117.....	55	55	**55
DF-116, 118, 120, 121, 122, 124, 125.....	70	70	**70
DF-101 to 112.....	60	60	**60
DF-200 to 206.....	55	55	**55
DF-300 to 306.....	65	65	**65
DF-307.....	60	60	**60
DF-500, 501.....	70	70	**70
DF-603, 606.....	70	70	**70
DF-605, 607, 611.....	65	65	**65
DF-608, 609.....	75	75	**75
DF-610.....	65	65	**65
DP.....	79	79	*30
DS-1, 4, 5.....	45	45	45
DS-2, 3, 6 to 12.....	60	60	60
DS-100 to 108, 110, 111, 113 to 115, 117 to 122.	60	60	**60
DS-109.....	65	65	65
DS-200, 201.....	35	35	35
Any engine not listed.....	35	35	25

*When on head end of train or running light and engineer is in other than lead control cab in direction of movement.

**When operated in multiple unit control with engineer in other than lead unit in direction of movement must not exceed 30 MPH.

***May operate at maximum speed of 60 MPH when handling No. 371 (Adv. CMW), No. 372 (Adv. CME), No. 373 (CMW), No. 374 (CME) and SCME.

Maximum speed of engines under following conditions, running under own steam, or hauled in train:

- When all weight has been removed from any one pair of drivers..... 20 MPH
- When all weight has been removed from only one wheel of any pair of drivers..... 30 MPH
- When engine truck is removed..... 20 MPH
- When main rod only is removed..... 30 MPH
- When side rod only is removed..... 30 MPH
- When both main and side rods are removed... 20 MPH

⊙ Maximum speed of trains handling dead engines of S or SE class 20 MPH; other SPCo steam engines 40 MPH; and diesel engines the speed shown for same engine running forward light, except DS-200, 201 class must have traction motor brushes removed and speed restricted to 30 MPH.

⊙ Dead diesel engines hauled in train and weighing 150,000 pounds or more must be placed first behind engine handling the train. If weight is less than 150,000 pounds dead diesel engines must be placed near rear of train.

Dead steam engines hauled in train weighing 150,000 pounds or more on drivers must, as far as practicable, be cut in between 25 and 30 cars from the head end of the train but in no event less than 8 cars from engine handling the train. If weight is less than 150,000 pounds on drivers dead steam engines must be placed near rear of train.

Unless otherwise restricted, not more than two dead steam engines shall be moved in any one train and when so moved they must be separated by five cars. When an S or SE class and a road engine are moved dead in train, a steel under-frame freight car must be placed between them and S or SE class engine entrained with tender ahead.

Dead or disabled engines, and equipment listed in timetable which requires movement at reduced speed must first be reported as ready to move to the chief train dispatcher, who will designate the train in which the engine or equipment is to be moved. Any such engine must not be handled in train until train order designating maximum speed is issued.

Movement of foreign line engines, in service or dead in train, must not be authorized until provisions of current Line Clearance Circular have been complied with.

⊙ MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH MAIN TRACKS OTHER THAN BRANCHES	MPH MAIN TRACKS ON BRANCHES
Double or triple loads.....	..	25
Scale test cars.....	40	30
Cars with arch bar trucks.....	40	30
Steel pile-drivers, except.....	40*	30*
SPMW 4088 (locomotive crane pile-driver)		
with boom detached and trailing.....	35*	25*
with boom attached and trailing.....	25*	15
Relief outfits with steam derrick, except:.....	35*	25*
(Relief outfits 7014 and 7025 must not be operated on any branch, except may operate between California Ave. and Los Gatos (via Los Altos); and between Castroville and Monterey).		
Power shovel on own wheels.....	35*	25*
Ditchers on own wheels, except:.....	35*	25*
SPMW-4044.....	25*	25*
Car-top ditchers, if blocking and tie-down cables are removed.....	35*	25*
K&J, pedestal or center-hinged air-dump cars (except SPMW 5100 to 5289 loaded or empty).....	35*	25*
Locomotive cranes:		
With boom disconnected, heavy end forward.....	35*	25*
With boom disconnected, light end forward.....	20*	15
With boom in place, either end forward.....	25*	15
Rotary snow plows.....	25	15

*These speeds must not be exceeded, and on curves where authorized speed is more than 15 MPH speed must be reduced to 5 MPH less than shown in timetable and on speed signs.

OTHER MAXIMUM SPEEDS	MPH PASSENGER TRAINS	MPH FREIGHT AND MIXED TRAINS
Foreign steel-wheel cars not equipped with high speed trucks.....	60	55
Trains of deadhead equipment, with caboose..	55	..
Passenger trains, with caboose.....	55	..
Engine and caboose only, except.....	..	55
must not exceed speed for same engine running forward light.		
Engine, flanger and caboose only, except:.....	..	40
On curves.....	..	30

SPMW cars equipped with K type brakes must not be handled in trains consisting of more than 50 cars and train must not exceed 40 MPH while handling such equipment.

All cars handled in passenger trains must be equipped with steel-tired or all-steel wheels. Cars not so equipped must move in freight trains, passengers if any, to move on passenger trains.

Passenger carrying cars, baggage, express and other head-end cars, unless equipped with steel center sills and steel platforms must not be handled in passenger trains except on authority of Superintendent.

When foreign steel-tired or all-steel wheel cars are picked up at points where no car inspectors are on duty, conductor must contact train dispatcher to determine applicable speed restriction for the movement.

Freight cars must not be handled behind occupied passenger carrying cars, except in mixed trains in military or naval movements.

Baggage, express, mail, refrigerator or other head-end cars must not be handled on rear of passenger trains unless trainmen can pass through them, except between San Francisco and Salinas, provided retaining valve is on head-end of car.

When moving against current of traffic, or when movement is not protected by block signals, speed of passenger trains and light engines must not exceed 59 MPH, and speed of freight trains must not exceed 49 MPH, nor may speed exceed that applying to normal operation. Unless proceed signal received, or it is known that warning devices are operating, such trains and engines must stop approaching road crossings where automatic warning devices are installed, and may proceed after member of crew protects crossing.

When freight cars are moved from one point to another on main track within San Francisco yard limits at night, a red light must be displayed on rear of car.

RULE 99-C. Will apply on Los Altos and San Geronimo Branch. Cars equipped with K type brakes must not be handled in trains consisting of more than 50 cars and train must not exceed 40 MPH while handling such equipment.

RULE 10-121. San Francisco. All double track main tracks between King St. and Point St. Interlocking. The following cars are authorized to operate on the south side of the tracks between King St. and Point St. San Jose. All of double track main tracks between Park St. and Point St. Interlocking.

RULE 10-122. Castroville. Between San Francisco and San Jose are listed as follows: West and Tunnel No. 3 MP 416 between Tunnel Nos. 2 and 4 San Francisco; South San Francisco; San Geronimo; Mountain View; Salinas; San Carlos; Redwood Jct.; Main Park; Palo Alto; California Ave.; Mountain View; San Jose MP 416.

San Mateo. When making movements from double track to single track, or from single track to double track, the following rules must be observed: When movements are made from double track to single track, the following rules must be observed: When movements are made from single track to double track, the following rules must be observed.

SPECIAL INSTRUCTIONS—SAN FRANCISCO SUBDIVISION

RULE 10-J. Speed sign for westward trains at MP 9.10 located on signal bridge one mile instead of three-fourths mile from restriction.

RULE 14(m). That portion requiring whistle to be sounded one mile before reaching stations will not apply between San Francisco and San Jose.

RULE 21-C. Engines of passenger trains may display indicators between Mission Bay roundhouse and Third St. station, San Francisco; and from San Jose passenger station to roundhouse but must be removed immediately on arrival at roundhouse.

Gilroy Subdivision trains may display indicators and signals between San Jose and San Jose Yard.

RULE 26. At Third St. Station, San Francisco, and at San Jose passenger station, blue sign may be displayed on either side of engine cab.

⊙**RULE 93.** Yard limits in which the provisions of Rule 93 will apply are established at the following stations:

West MP		East MP
.00	San Francisco	11.48
5.05	" (San Bruno Branch)	13.64
24.44	Redwood Jct.	27.17
	" (Western Division)	28.20
43.47	San Jose	60.00
	" (Los Gatos Branch)	51.47
44.84	" (Milpitas line)	
43.74	" (Agnew line)	

When freight cars are moved from one point to another on main track within San Francisco yard limits at night, a red light must be displayed on rear of rear car.

RULE 99-C. Will apply on Los Altos and Los Gatos Branches.

⊙**RULE 103-A.** Automatic crossing gates:

Following crossings protected by gates that will operate for against current of traffic movements but such movements must not exceed 25 MPH approaching these crossings:

Station	Location	Mile Post
Butler Road	Butler Road	8.4
South San Francisco	Linden Ave.	10.2
San Bruno	Scott St.	10.6
"	San Bruno Ave	11.0
"	San Mateo Ave.	11.1
"	Angus Ave.	11.4
Millbrae	Center St.	12.8
"	Millbrae Ave.	13.7
Broadway	Broadway St.	15.2
Burlingame	Oak Grove Ave.	15.9
"	Bayswater Ave.	16.5
"	Peninsular Ave.	16.6
San Mateo	Villa Terrace Ave.	16.9
"	Bellevue Ave.	17.1
*	1st, 2nd, 3rd, 4th, and 5th Aves.	17.9
"	9th Ave.	18.3
"	19th Ave.	19.1
"	25th Ave.	19.7
Hillsdale	Hillsdale Blvd.	20.3
Belmont	Ralston Ave.	22.0
"	Harbor Blvd.	22.2
San Carlos	Holly St.	23.2
"	Howard Ave.	24.1
Redwood City	Whipple Ave.	24.8
"	Brewster Ave.	25.2
"	5th Ave.	27.2
Atherton	Fair Oaks Lane	27.7
"	Watkins Ave.	28.0
Menlo Park	Encinal Ave.	28.4
"	Glenwood Ave.	28.6
"	Oak Grove Ave.	28.8
"	Ravenswood Ave.	29.0
Palo Alto	Palo Alto Ave.	29.8
"	Churchill Ave.	31.0
California Ave.	California Ave.	31.6
"	Page Mill Road	31.9
"	East Meadow Drive	33.0
"	Charleston Road	33.4
Castro	San Antonio Road	34.0
Mountain View	Castro St.	35.9
"	Easy St.	36.5
"	Alviso Road	37.1
Sunnyvale	Mary Ave.	37.9
"	Mathilda Ave.	38.6
**	Sunnyvale Ave.	38.9
"	Fair Oaks Ave.	39.3
Santa Clara	Scott Lane	42.9
San Jose	Hedding St.	45.6

*Operated by gateman.

**May be operated for eastward movements from house track by operating key release on side of instrument case. Switch key may be removed but circuit must be occupied within one minute or gates will rise.

At the following stations there are crossings protected by gates which are not actuated when trains are stopping at station to receive or discharge traffic until train starts to move toward crossing, and speed of 10 MPH must not be exceeded until gates are down:

Station	Location	Direction	Mile Post
* Millbrae	Millbrae Ave.	Westward	13.7
Burlingame	Bayswater Ave.	Eastward	16.5
Bay Meadows	Hillsdale Blvd.	Eastward	20.3
* Hillsdale	Hillsdale Blvd.	Eastward	20.3
* San Carlos	Holly St.	Westward	23.2
Redwood City	Brewster Ave.	Westward	25.2
Atherton	Watkins Ave.	Eastward	28.0
Menlo Park	Encinal Ave.	Westward	28.4
Menlo Park	Glenwood Ave.	Westward	28.6
* Menlo Park	Ravenswood Ave.	Eastward	29.0
* Palo Alto	Palo Alto Ave.	Westward	29.8
* California Ave.	California Ave.	Westward	31.6
* California Ave.	Page Mill Road	Eastward	31.9
Mountain View	Castro St.	Westward	35.9
* Sunnyvale	Mathilda Ave.	Westward	38.6
* Sunnyvale	Sunnyvale Ave.	Eastward	38.9
College Park	Hedding St.	Westward	45.6

*Equipped with unit for display of flashing white light. Display of flashing white light indicates gates are down. Trains or engines approaching these crossings after making station stop, entering main track from spurs or station tracks or moving at reduced speed must not enter crossing until flashing white light is displayed or it is known gates are down.

Locations at which trains must stop to avoid unnecessary operation of crossing gates while trains are switching or receiving and discharging traffic:

Station	Location	Direction
South San Francisco	East of Signal 91	Westward
San Bruno	100 ft. east of San Mateo Ave.	Eastward
Lomita Park	300 ft. west of station platform	Westward
Burlingame	East of 17 car marker	Westward
Belmont	80 ft. east of Ralson Ave.	Eastward
**	1400 ft. east of Harbor Blvd.	Westward
***San Carlos	400 ft. west of Holly St.	Eastward
Redwood City	20 ft. east of Broadway St.	Westward
Atherton	650 ft. west of Watkins Ave.	Eastward
Menlo Park	20 ft. west of Oak Grove Ave.	Westward
†	West of 9 car marker	Eastward
†Palo Alto	150 ft. west of subway	Westward
††Castro	400 ft. west of San Antonio Road	Eastward
†Mountain View	400 ft. east of Castro St.	Westward
†Sunnyvale	400 ft. east of Mathilda Ave.	Westward
"	325 ft. west of Signal 388	Eastward
"	255 ft. east of Sunnyvale Ave.	Westward
"	550 ft. east of Mary Ave.	Westward
College Park	East of Signal 455	Westward

†Applies, only, to trains loading or unloading mail baggage and express.

**Applies to trains switching Harbor spur when necessary to leave part of train east of Harbor Blvd.

***Applies to trains switching house track when necessary to leave part of train west of Holly St.

††Applies only to trains switching Sears & Roebuck Co. spur.

At crossings protected by gates, wigwags or other automatic warning devices controlling circuits on tracks other than main tracks, generally, are not actuated except when trains or engines are within short distances of or on the crossing. Crossings must not be entered until gates are down or other warning devices operating.

San Mateo: For movements from house track over First Ave., a member of crew must insert switch key in receptacle, on west end of instrument case at First Ave. and turn key to notify gateman to lower gates.

Public Utilities Commission orders require that trains and engines must stop, and member of crew must protect traffic on the following street or highway crossings before movement is made:

Millbrae—Crossing Rollins Road on tracks Nos. 15, 23 and 77.
Redwood City—Crossing on J. W. Poole spur.

RULE 104. The normal position of rigid switches at junctions is as follows:

San Bruno San Bruno Branch, for eastward track,
California Ave. Los Altos Branch, for eastward track,
San Jose Los Gatos Branch, for Gilroy line main track,
San Jose Yard Milpitas line, for freight lead,
Vasona Jct. Los Gatos Branch for Los Gatos-Los Altos line.
Permanente Permanente Corp., for track No. 1.

At Redwood City, Hayes derail on west end of drill track at Jefferson St., has no target or light; but sign reading "DE-RAIL 100 FEET" will be illuminated when approaching on drill track.

RULE 107. Station train indicators are provided in approach to following stations:

Eastward	Westward
South San Francisco	Santa Clara
Millbrae	San Carlos
Broadway	Redwood City
Burlingame	California Ave.
San Mateo	Mountain View
Hayward Park	Sunnyvale
Hillsdale	Santa Clara
Belmont	College Park

When illuminated these indicators will convey the following information:

TRAIN—Train at platform on opposite track.
CLEAR—Indicator in service.

When neither TRAIN or CLEAR is illuminated, indicator is out of service and report must be made to chief train dispatcher as soon as practicable.

RULE D-151. San Francisco: End of double track is at King St., east limit of Fourth St. interlocking.

Track designations at San Francisco station are:
Beginning on the south Station tracks Nos. 1 to 14.

San Jose: End of double track is at MP 45.91, College Park at east end of crossover just west of Polhemus St. subway.

RULE D-152. Crossovers between San Francisco and San Jose are located as follows:

West end Tunnel No. 3; MP 3.16; between Tunnels Nos. 3 and 4 San Francisco; South San Francisco; San Bruno; Millbrae; Burlingame; Belmont; San Carlos; Redwood Jct.; Menlo Park; Palo Alto; California Ave.; Mountain View; Sunnyvale and MP 41.18.

San Mateo: When making eastward movement from middle siding to westward track switches must be lined in following order: inside switch, derail, and westward main track switch. When movement completed line switches back in reverse order.

SPECIAL INSTRUCTIONS—SAN FRANCISCO SUBDIVISION

RULE 285. When dwarf signals for entrance to station tracks Nos. 1 to 14 inc., San Francisco, display indication as shown in Figs. F or G, movement must be made with caution.

RULE 306. The following block signals, equipped with triangular plate bearing the letter "P" have included in their control limits some special protective device. Interlocking signals are listed as "P-I" or "P-SA".

Eastward Signal	Protection	Westward Signal
P-172	Four collision detectors at Poplar, Santa Inez, Mt. Diablo and Tilton Ave., underpasses, San Mateo.....	P-179
	Spring switch, east end station track 5, San Jose.....	P-I
	Spring switch, Milpitas wye, San Jose.....	P-I

⊙RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

San Jose: Main track from signal 50 feet west of spring switch on wye to Signal 467 on Milpitas line not protected by block signals.

When Signals 463, 463.5, 464, 465, 466 or 467 display stop indication, trains and engines, after stopping, may proceed at restricted speed, provided proceed signal is received from yardman at The Alameda, green flag by day, green light by night, except No. 75 and No. 99 may pass Signal 463 displaying stop indication without stopping at restricted speed, provided proceed signal is received from yardman at The Alameda, green flag by day, green light by night, but must stop to clear crossover between station tracks Nos. 4 and 5 just west of The Alameda.

Signal 464 on Signal Bridge 466 is a diverging route signal governing entrance into station tracks Nos. 1, 2, 3 and 4 from station track No. 4. Lower unit on Signal 466 governs entrance into these tracks through crossover from station track No. 5. When Signal 464 or lower unit of Signal 466 displays yellow aspect, movement into tracks Nos. 1, 2, 3 and 4 must not be made until proceed signal is received from yardman at The Alameda, green flag by day, green light by night, and then movement must not exceed 10 MPH. No signal protection beyond fouling point on these tracks.

When Signals 468.5, 470 or 473 display stop indication, trains and engines may proceed at restricted speed, provided proceed signal received from yardman at Park Ave., green flag by day, green light by night.

Station track No. 5 between Signal Bridge 466 and west limit of San Jose-Lick interlocking west of San Carlos St. overpass is not within interlocking limits, but signal indication will authorize movement of trains and engines between these points on this track. This includes movement to station track No. 5 governed by lower unit on Signal 473 on station track No. 4.

Signal 463.5 governs westward movements from station tracks Nos. 6 to 11 inclusive.

Starting indicators for westward trains on station tracks Nos. 1, 2 and 3 are controlled by yardman at The Alameda, and when displaying red aspect must not be passed unless proceed signal received from yardman, green flag by day, green light by night, and when displaying yellow aspect permit movement with caution to Signal 465.

RULE 513. Bayshore: Before making movement out of spur to San Francisco Union Stock Yards district, lineup must be obtained from signal operator at telephone No. 33267.

RULE 535. SPRING SWITCHES

Spring switches not equipped with facing point locks are located as follows:

Location	Normal Position
San Jose.. East end station Track 5..	Main track
San Jose.. Milpitas wye switch.....	Milpitas line main track

Spring derails on spur to Permanente 200 feet west of interchange yard, and on west end No. 1 interchange track, may be trailed through on eastward or ascending grade movement.

RULE 605. INTERLOCKING

o — — sounds of whistle is signal for Coast Division main track.

When interlocking signal has been cleared for train or engine and to use the route is not desired sound whistle signal o o — o o, for information of signal operator.

One sound of siren or air whistle requires that trains and engines within limits of interlocking must stop.

Fourth Street—San Francisco: Limits extend from dwarf signals on station tracks Nos. 1 to 14 near Fourth St. to westward interlocking signal on signal bridge governing movements on main track near Sixth Street.

Leaving signals on station tracks Nos. 1, 2, 3, 13 and 14 San Francisco, are so arranged that signal operator may clear the signals temporarily, even though portion of train is beyond the signal. Before starting, call for signal. The signals on tracks Nos. 1, 2, 3, 13 and 14 are searchlight type, and necessary that trainman or yardman relay signal indication to engine-men when they are cleared.

If signal cannot be cleared, movement may be made under Rules 628 and 670. Signal operator will give proceed signal with yellow flag by day and yellow light by night from the tower to authorize movement to the next interlocking signal.

Potrero—San Francisco: Limits extend from signal 650 feet east of east portal of Tunnel No. 1, on westward main track to signal 600 feet west of tower on eastward main track.

Telephone located at interlocking signal on westward main track between Tunnels Nos. 1 and 2 at 23rd Street. Trains and engines being delayed by "stop" indication will communicate with signal operator.

Whistle signals governing routes as follows:

- For Mission Bay yard, — o —,
- For Roundhouse, o o o — o,
- For Track No. 2, o — o o o,
- For Track No. 3, o — o o,
- For track adjacent and parallel } o o — — o o.
to eastward main track }

Engines and drags when ready to leave San Francisco for Bayshore, will use following whistle signals for route desired at Bayshore:

- For inbound yard, o o — o,
- For outbound yard, o — o —.

Signal operator Potrero Tower will notify signal operator Bayshore Tower where engines and drags desire to go on their arrival at Bayshore.

Bayshore: Limits extend from signal 150 feet west of west portal Tunnel No. 4, on eastward main track to signal 1850 feet east of east portal Tunnel No. 4 on westward main track.

Whistle signals governing routes as follows:

- For inbound yard, o o — o,
- For car repair yard, o o — — o o,
- For drill track No. 1, o o o — o,
- For drill track No. 2, o — o o o,
- For lead No. 3, — — o — —,
- For Garbage spur, o — o,
- For outbound yard, o — o —.

Telephones located as follows:

Interlocking signal on westward main track 1850 feet east of east portal Tunnel No. 4. Interlocking signal on eastward main track 150 feet west of west portal Tunnel No. 4. Trains and engines delayed by "stop" indication by these signals will communicate with signal operator Bayshore Tower, and be governed by Rule 663(b).

Engines and drags when ready to leave for San Francisco, will use following whistle signals:

- For Mission Bay yard, — o —,
- For track No. 2, o — o o o,
- For track No. 3, o — o o.

Signal operator Bayshore Tower will notify signal operator Potrero Tower where engines and drags leaving Bayshore desire to go on their arrival at San Francisco.

Visitacion: Limits extend from signal 935 feet east of tower on eastward main track to signal bridge 780 feet west of tower.

Whistle signals governing routes as follows:

- For inbound track, — o —,
- For outbound track, o — o o.

Ninth and Division Streets—San Francisco: Limits extend from signal 250 feet west of tower to signal 875 feet east of tower.

Whistle signals governing routes as follows:

- For old eastward track, — o —,
- For track No. 805 Dunham Carrigan & Hayden, — o — o,
- For track No. 844 Hormel Packing Co., o — — o.

Redwood Jct.: Limits extend from signal bridge 740 feet west of tower to signal bridge 870 feet east of tower on Coast Division, and to signal 950 feet east of tower on Western Division.

Whistle signals governing routes as follows:

- To Western Division eastward, — o —,
- To Western Division westward, — o — o,
- Movement against current of traffic, o — o o o,
- For siding, o o — — o o,
- For drill track westward, o o — o,
- For Harbor line, o — o o,
- For S & W spur, o — — o.

Santa Clara: Limits extend from signal 2150 feet east of tower on Coast Division westward main track to signal 1675 feet west of tower on Coast Division eastward main track, and on Newark line to signal 1650 feet west of tower.

Whistle signals govern routes as follows:

- For Newark line, o o — — o o,
- For Yard, — o —,
- Yard to roundhouse, — o — o,
- Yard to San Jose passenger station, o o o — o,
- Yard to Santa Clara drill track, o — — o,
- Yard to drill track, o o — o,
- Yard to old team track, o — o o o.
- Other yard tracks to tracks Nos. 31, 32 or 33, o o — — o,
- Tracks Nos. 31, 32 or 33 to other yard tracks, o — — o o.

College Park: Limits extend from Signal Bridge 455 to Signal Bridge 466, and on main track to Signal Bridge 465; and from dwarf signal located 800 feet east of Newhall St. to Polhemus St. subway on No. 1 lead; and from Signal Bridge 466 to signal just west of spring switch at the junction of Milpitas line main track and Milpitas wye.

Electric switch locks on derails and crossover switches within these limits are under control of signal operator. Permission must be obtained to unlock derail or switch. Derail must be thrown first, then switch may be thrown.

Engines to move from roundhouse engine track to San Jose passenger station must not foul No. 1 lead until interlocking signal at inside crossover switch displays indication as shown in Rule 283, Fig. D, or Rule 288, Fig. C for eastward movement to station tracks Nos. 4 or 5.

Telephones are located adjacent to interlocking signals or derails.

Whistle signals for various routes:

- For westward movement to San Jose yard via No. 2 lead } o — — o,
- For No. 1 lead to San Jose yard, o o — — o o,
- For College Park freight yard, — o o —,
- For Santa Clara drill track, o o o — o —,
- For roundhouse, o — — o o,
- For Milpitas line, o o — o o.

Bell cord communicating signal between San Jose roundhouse and signal operator to be used in lieu of telephone when requesting authority to make movement from roundhouse to station tracks Nos. 4 or 5. Following code of signals to be used:

- Roundhouse to passenger station.....One pull of cord
- Roundhouse to College Park.....Two pulls of cord
- For movements in roundhouse yard, when necessary to pass eastward interlocking signal.....Three pulls of cord

RULE 680. AUTOMATIC INTERLOCKING

San Jose-Los Gatos Line—(WPRR Crossing):

Limits extend from signal 486 feet west of crossing to signal 604 feet east of crossing.

Signals, switches and derails in position for SP main track movements and against WPRR movements.

When signals indicate "stop", Rule 663(c) will govern.

Derail switches on SP drill tracks are manually operated and movements over WPRR track on these tracks must be made under provisions of Rule 663(c).

San Jose-Lick: See instructions for Gilroy Subdivision.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and requires movement as follows
W.....	273	Redwood Jct.	Westward trains via Dumarton must stop short of Signal 273 and wait until indicator is extinguished.
W.....	7 ft. mast MP	44.20	Santa Clara.... Eastward trains, except first-class, stop short of Reed St. and wait until indicator is extinguished and flashing white light is displayed. Display of flashing white light authorizes movement to interlocking limits Santa Clara.

GENERAL REGULATIONS

RULE 825. Palo Alto: Portable rail skid on post just east of earth bumper Berry spur.

When cars are left on Berry track, rail skid must be placed on rail and leading wheel in descending direction run onto rail skid before engine is detached. When cars are picked up rail skid must be returned to post and locked in place with switch lock.

SPECIAL INSTRUCTIONS—SAN FRANCISCO SUBDIVISION

RULE 830. Redwood City: Passenger trains, stopping at passenger station, should stop to clear Broadway St. crossing.

California Ave.: Eastward passenger trains, stopping at passenger station, must stop with rear end clear of California Ave.

Westward freight trains on Los Altos Branch must not leave cars between Approach Circuit sign and El Camino Real while switching.

RULE 836. Cars must not be shoved ahead of engine on descending grade between Permanente and Simla.

AIR BRAKE RULES

RULE 17. All retaining valves must be turned in high pressure position on loaded cars and in low pressure position on empty cars, Permanente to Simla.

FREIGHT TRAINS

RULE 24. Road test must be made before leaving Permanente as prescribed by this rule.

RULE 33. Maximum tonnage per operative brake between Permanente and Simla is 90 tons and speed must not exceed 10 MPH.

Not more than 40 cars will be handled in train, Permanente to Simla.

MISCELLANEOUS

10. Freight trains or engines with freight cars must not operate over station tracks Nos. 2, 3, 4 or 5 in San Jose Passenger station unless authorized by yardmaster or his representative.

Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
DP, DF-1 to 12	Broadway . . . Oil spur.
"	Burlingame . . . Cahalan spur.
"	Hqwest H. E. Casey spurs.
"	San Mateo Wisnom spur.
"	San Carlos Drill spur on bay side of main track; house track west of freight shed.
"	Redwood City . . . S&W spur; Cullen spur.
"	Redwood Jct. . . . On line to Redwood Harbor; All spurs off Dumbarton line.
"	Menlo Park Peninsular Bldg. Matl. Co. spur; house track west of freight shed.
"	Palo Alto All spurs leading off drill track.
"	Mountain View . . . Minton spur; Shell Oil spur; beet spur.
"	Sunnyvale All spurs off both drill tracks except Schuckl, Libby and Berry Growers spurs.
DF-101 to 112	San Mateo Team tracks.

Trains entering stub-end tracks San Francisco passenger station must stop at least fifty feet from bumper.

Engines equipped with pilot plow are prohibited over tracks adjacent to station platforms at San Francisco and San Jose.

11. Load limit (car and contents):

San Francisco-San Jose	251,000 pounds
San Bruno-Elkton	210,000 pounds
Redwood Jct.-Redwood Harbor	210,000 pounds
California Ave.-Vasona Jct.	210,000 pounds
Simla-Permanente	210,000 pounds
San Jose-Los Gatos	210,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

13. LOCATION OF STOCK YARDS

Station	Capacity in cars
San Francisco	22 1/2 (Water)
(Union Stock Yards)	14 (Water)
South San Francisco (Union Stock Yards)	10 (Water)

30.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description
0.00	San Francisco	Station umbrella sheds Side
0.24	"	4th St. interlocking tower Side
0.00-1.30	"	Dwarf signals Side
1.30	"	Mariposa St. bridge Overhead
1.30	"	AT&SFRy bridge Overhead
1.50	"	Tunnel No. 1 Overhead and side
1.73	"	22nd Street bridge Overhead
1.91	"	23rd Street bridge Overhead
2.03	"	Tunnel No. 2 Overhead and side
3.15	"	Oakdale Avenue bridge Overhead and side
3.40	"	Tunnel No. 3 Overhead and side
4.15	"	Paul Ave. bridge Overhead and side
4.60	Bayshore	Tunnel No. 4 Overhead and side
5.36	Elkton	Ocean Ave. trolley wires Overhead
9.07	South San Francisco	Signal bridge Overhead
25.55	Redwood City	Signal bridge Overhead
26.10	"	Signal bridge Overhead
26.35	"	Signal bridge Overhead
26.69	Palo Alto	San Francisquito Creek bridge Overhead and side
45.63	San Jose	Signal bridge Overhead
45.99	"	Signal bridge Overhead
46.90	"	Station umbrella sheds Side

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS With Caution Not Exceeding MPH

Through sidings, yard, and other tracks, wyees, balloon tracks, crossovers and turnouts, except:	15
Through slip switches	10
Through turnouts on other than sidings	10
On branches	10
San Jose, passenger trains on station track No. 5:	
Eastward, end of double track to Signal Bridge 464	45
Eastward, Signal Bridge 464 to passenger station	30
Westward, passenger station to end double track	20
San Jose, passenger trains on station track No. 4:	
Westward, passenger station to Signal Bridge 464	30
Westward, Signal Bridge 464 to end of double track	45
Eastward, end of double track to passenger station	20
San Jose, freight trains on station tracks Nos. 4 and 5:	
Between end of double track and crossover at Julian St.	20
On Redwood Harbor spur	10
On Moffett Field spur	10
On Permanente spur	15

SPECIAL INSTRUCTIONS—SAN FRANCISCO SUBDIVISION

⊙ **SPEED RESTRICTIONS FOR TRAINS:** Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 4, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT** and **OTHER MAXIMUM SPEEDS** appearing on page 5 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE SAFETY, REGARDLESS OF TIME.**

TERRITORY			PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	TERRITORY			PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP	MP	Column:	1	2	3	MP	MP	Column:	1	2	3
EASTWARD, SAN FRANCISCO TO SAN JOSE: 0.00 to 0.62..... 20 0.62 to 1.80..... 25 1.80 to 3.10..... 50 3.10 to 8.10..... 60 8.10 to 11.01..... 60 11.01 to 19.00..... 70 19.00 to 24.52..... 79 ★24.52 to 26.40 (Redwood City)..... 45 26.40 to 29.70..... 79 29.70 to 30.64..... 70 30.64 to 44.00..... 79 44.00 to 45.70, except:..... 60 ★over Stockton Ave. and Emory St. 10:10 PM to 6:10 AM..... 12 45.70 to 46.90..... 15						WESTWARD, SAN JOSE TO SAN FRANCISCO: 46.90 to 45.70..... 15 45.70 to 44.00, except:..... 60 ★over Emory St. and Stockton Ave. 10:10 PM to 6:10 AM..... 12 44.00 to 26.40..... 79 ★26.40 to 24.52 (Redwood City)..... 45 24.52 to 19.00..... 79 19.00 to 11.01..... 70 11.01 to 8.10..... 60 8.10 to 3.10..... 60 3.10 to 1.80..... 50 1.80 to 0.62..... 25 0.62 to 0.00..... 20					
EASTWARD, REDWOOD JCT. TO WESTERN DIVISION: 26.23 to 26.25 (junction switch)..... 20 26.25 to 27.59 (end Coast Division)..... 35						WESTWARD, WESTERN DIVISION TO REDWOOD JCT.: 27.59 to 26.25..... 35 26.25 to 26.23 (junction switch)..... 20					
EASTWARD, WESTERN DIVISION TO SANTA CLARA: 43.73 to 44.48..... 40 44.48 to 45.01..... 15						WESTWARD, SANTA CLARA TO WESTERN DIVISION: 45.01 to 44.48..... 15 44.48 to 43.73 (end Coast Division)..... 40					
EASTWARD, WESTERN DIVISION TO SAN JOSE YARD: 45.17 to 47.39..... 15						WESTWARD, SAN JOSE YARD TO WESTERN DIVISION: 47.39 to 45.17 (end Coast Division)..... 15					
EASTWARD, ELKTON TO SAN BRUNO: 5.05 to 13.62..... 15 13.62 to 13.64 (11.03) (junction switch)..... 15						WESTWARD, SAN BRUNO TO ELKTON: 13.64 to 13.62 (junction switch)..... 15 13.62 to 5.05..... 15					
EASTWARD, BADEN TO SOUTH SAN FRANCISCO..... 15						WESTWARD, SOUTH SAN FRANCISCO TO BADEN..... 15					
EASTWARD, CALIFORNIA AVE. TO VASONA JCT.: 31.88 to 32.22 (junction switch)..... 15 32.22 to 47.61..... ①35 47.61 to 48.06..... ①25 48.06 to 48.16 (51.85)..... ①25						WESTWARD, VASONA JCT. TO CALIFORNIA AVE.: 48.16 to 48.06..... ①25 48.06 to 47.61..... ①25 47.61 to 32.22..... ①35 32.22 to 31.88 (junction switch)..... 15					
EASTWARD, SAN JOSE TO LOS GATOS: 47.21 to 47.38 (junction switch)..... 10 47.38 to 47.60..... 20 47.60 to 53.28..... 30 53.28 to 53.36 (51.85)..... 15 51.85 to 52.67..... 25 52.67 to 54.51..... 30						WESTWARD, LOS GATOS TO SAN JOSE: 54.51 to 52.67..... 30 52.67 to 51.85 (53.36)..... 25 53.36 to 53.28..... 15 53.28 to 47.60..... 30 47.60 to 47.38..... 20 47.38 to 47.21 (junction switch)..... 10					

★ Regulated by City ordinance.
 ① With DF-500, 501 class engines, 30 MPH.
 ① DS-101, 109, 113, 114, 117, 118, 119, 120, 121, 122 class engines must not exceed 25 MPH on the Los Altos Branch.
 ① DF-603, 605, 606, 607, 608, and 609 class engines must not exceed 20 MPH on the Los Altos Branch.
 No. 371 (Adv. CMW), No. 373 (CMW), No. 372 (Adv. CME) and No. 374 (CME) and SCME, when consist contains no restricted cars, may operate at speeds shown in Column 1, except maximum speed must not exceed 60 MPH.
 Maximum speed of yard drags between San Francisco and San Bruno, 35 MPH.

RULE 10-J. Speed signs to left of track.

Westward	Reading
MP 92.97	35-30

Westward speed sign at MP 93.90 reading "Spring Switch 25" is 0.93 mile instead of three-fourths mile from restriction.

RULE 21-C. Watsonville Jct.: Engines may display indicators from train yard to roundhouse and from roundhouse to train yard.

RULE 26. At San Jose passenger station, blue sign may be displayed on either side of engine cab.

RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following stations:

West MP	East MP
43.47 San Jose	60.00
" (Lick Branch)	End of Branch
" (Los Gatos Branch)	51.47
44.84 " (Milpitas line)	
43.74 " (Agnew line)	
79.31 Gilroy	82.41
96.11 Watsonville Jct.	101.25
" (Santa Cruz Branch)	103.60
119.30 Santa Cruz	122.66
" (Davenport Branch)	81.71

Watsonville Jct.: Eastward freight trains, except No. 372 and No. 374 must not pass Signal 984 unless proceed signal received from yardman, green flag by day, green light by night.

Westward freight trains, except No. 371 and No. 373 must not pass Signal 1001 unless proceed signal received from yardman, green flag by day, green light by night.

©**RULE 99.** Granite Rock Co. will do switching at Logan. When necessary for SP crews to enter tracks jointly operated they must provide adequate protection to avoid collision.

Flag protection to the rear is not required between Santa Cruz and Davenport or Olympia.

RULE 99-C. Will apply on Hollister, Santa Cruz and Davenport Branches.

RULE 103-A. Automatic crossing gates:

Following crossings protected by gates that will operate for against current of traffic movements, but such movements must not exceed 25 MPH.

Station	Location	Mile Post
Miller	Bloomfield Road	84.1
West of Eaton	San Juan Road	96.2

Gilroy: Towerman operates automatic warning devices at Lewis St., Martin St., Sixth St. and Pacheco Pass Road 7:00 AM until 11:00 PM daily, May 1st to October 31st. From November 1st to April 30th towerman on duty 11:00 AM until 7:00 PM daily except Sunday. When towerman is not on duty switching movements over these crossings must be protected by member of crew.

RULE 104. The normal position of rigid switches at junctions is as follows:

- San Jose Los Gatos Branch, for Gilroy line main track,
- Lick Lick Branch, for eastward main track,
- Carnadero Hollister Branch, for westward main track,
- Watsonville Jct. Santa Cruz Branch, for west leg of wye,
- Santa Cruz Davenport Branch, for Santa Cruz Branch.

Derails on main track:

Olympia at MP 129.23. Derail must be left lined in derailing position when cars are stored on main track east of derail.

RULE D-151. San Jose: End of double track is at MP 45.91, College Park at east end of crossover just west of Polheumus St. subway.

Gilroy: End of double track: Westward trains leaving end of double track from eastward main track will be governed by Signal 805.

RULE 306. The following block signals, equipped with triangular plate bearing the letter "P" have included in their control limits some special protective device. Interlocking signals are listed as "P-I" or "P-SA".

Eastward Signal	Protection	Westward Signal
	Spring switch, east end station track No. 5, San Jose	P-I
P-514	Spring switch, end double track, Lick	
	Spring switch, end double track, Coyote	P-635
P-660	Spring switch, west end siding, Perry	
	Spring switch, east end siding, Perry	P-673
P-708	Spring switch, west end siding, Morganhill	
	Spring switch, east end siding, Morganhill	P-719
P-740	Spring switch, west end siding, San Martin	
	Spring switch, east end siding, San Martin	P-753
P-770	Spring switch, west end siding, Rucker	
	Spring switch, east end siding, Rucker	P-783
P-804	Spring switch, end double track, Gilroy	
	Spring switch, end double track, Corporal	P-867
	Spring switch, east end siding, Sargent	P-879
P-908	Spring switch, west end siding, Chittenden	
	Spring switch, east end siding, Chittenden	P-925
P-924	{ Earthquake detector, Pajaro River bridge, Chittenden }	P-931
	{ Slide detector fence, Logan }	
P-930	Spring switch, end double track, Logan	

SPECIAL INSTRUCTIONS—GILROY SUBDIVISION

○RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

San Jose: Main track from signal 50 feet west of spring switch on wye to Signal 467 on Milpitas line not protected by block signals.

When Signals 463, 463.5, 464, 465, 466 or 467 display stop indication, trains and engines, after stopping, may proceed at restricted speed, provided proceed signal is received from yardman at The Alameda, green flag by day, green light by night; except Nos. 75 and 99 may pass Signal 463 displaying stop indication, without stopping, at restricted speed, provided proceed signal is received from yardman at The Alameda, green flag by day, green light by night, but must stop to clear crossover between station tracks Nos. 4 and 5 just west of The Alameda.

Signal 464 on Signal Bridge 466 is a diverging route signal governing entrance into station tracks Nos. 1, 2, 3 and 4 from station track No. 4. Lower unit on Signal 466 governs entrance into these tracks through crossover from station track No. 5. When Signal 464 or lower unit of Signal 466 displays yellow aspect, movement into tracks Nos. 1, 2, 3 and 4 must not be made until proceed signal is received from yardman at The Alameda, green flag by day, green light by night, not exceeding 10 MPH. No signal protection beyond fouling point on these tracks.

When Signals 468.5, 470 or 473 display stop indication, trains and engines may proceed at restricted speed, provided proceed signal received from yardman at Park Ave., green flag by day, green light by night.

Station track No. 5 between Signal Bridge 466 and west limit of San Jose-Lick interlocking west of San Carlos St. overpass is not within interlocking limits, but signal indication will authorize movement of trains and engines between these points on this track. This includes movement to station track No. 5 governed by lower unit of Signal 473 on station track No. 4.

Signal 463.5 governs westward movements from station tracks Nos. 6 to 11 inclusive.

Starting indicators for westward trains on station tracks Nos. 1, 2 and 3 are controlled by yardman at The Alameda, and when displaying red aspect must not be passed unless proceed signal received from yardman, green flag by day, green light by night, and when displaying yellow aspect permit movement with caution to Signal 465.

RULE 516. Overlap post:

Chittenden.....Eastward trains.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location	Normal Position
Lick.....	End double track.....Eastward track
Coyote.....	End double track.....Westward track
Perry.....	West end siding.....Main track
Perry.....	East end siding.....Main track
Morganhill.....	West end siding.....Main track
Morganhill.....	East end siding.....Main track
San Martin.....	West end siding.....Main track
San Martin.....	East end siding.....Main track
Rucker.....	West end siding.....Main track
Rucker.....	East end siding.....Main track
Gilroy.....	End double track.....Eastward track
Corporal.....	End double track.....Westward track
Sargent.....	East end siding.....Main track
Chittenden.....	West end siding.....Main track
Chittenden.....	East end siding.....Main track
Logan.....	End double track.....Eastward track

Spring switches not equipped with facing point locks are located as follows:

Location	Normal Position
San Jose.....	East end station track No. 5..Track No. 4

RULE 605. INTERLOCKING

San Jose-Lick: Limits extend on main track from Signal Bridge 464, to light signal 700 feet east of end of double track at Lick on westward track, and to light signal 500 feet east of double track at Lick on eastward track; and on station tracks 4 and 5 from dwarf signal opposite Signal 473 to their connection with main track east of passenger station; and on Lick Branch to dwarf signal at fouling point; and on Los Gatos Branch from junction with main track to westward signal opposite Signal 474.

From Los Gatos Branch movement governed by interlocking signal located 30 feet east of crossover between main track and Los Gatos Branch. Upper unit governs to station tracks, and lower unit governs to main track. When both units display stop indication and it is desired to use connecting link to spur track No. 808 (California Packing Corporation), after stopping, if crossover switches are lined normally and the track is seen to be clear to westward Signal 474.5 located at fouling point 250 feet west of interlocking signal, train or engine may proceed without obtaining permission from signal operator.

Westward Signal 471.5 at Park Ave. subway normally dark until line up is made. After permission received from operator, crossover switches may be lined, and if signal displays proceed indication movement may be made.

Movement to Los Gatos Branch from station track No. 5 governed by lower unit of Signal 470 located east of station, and from main track governed by lower unit of signal located 400 feet west of junction switch.

Telephones are located adjacent to interlocking signals or derails.

RULE 680. AUTOMATIC INTERLOCKING

San Jose-Lick Line—(WPRR Crossing): Limits extend from signal located 700 feet west of crossing to signal 700 feet east of crossing.

Signals, switches and derails normally in position for SP movements. When semi-automatic signals indicate "stop", Rule 663(c) and 509(b) will govern.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and requires movement as follows
M.....	608.....	Coyote.....	Proceed on main track to end of double track.

Coyote: "M" indicator applies to eastward third-class and extra trains only. When letter "M" is not illuminated in this indicator, eastward third-class and extra trains must enter middle siding and remain until authority is received to proceed.

GENERAL REGULATIONS

RULE 825. Cars must not be stored within 150 feet of crossings of Salinas Road at Watsonville Jct.

When freight trains stop on receiving track in Watsonville Jct. yard, and road engine is detached, trainmen will set sufficient hand brakes on the rear of westward trains, and on the head end of eastward trains to secure trains.

RULE 826. Watsonville Jct.: Indicator lights above each end of tracks leading to Union Ice Co. dock governing movements on those tracks as follows:

- Green:** Tracks may be used for train or switching movements.
- Yellow:** Tracks may be entered and engines, cars or cabooses added or detached, but cars must not be dropped or kicked against cars on those tracks.
- Red:** Tracks may be entered but cars on tracks must not be coupled to or moved. Trains made up on these tracks must not depart until it has been ascertained indicator displays green aspect.
- Not Lighted:** Must be considered as displaying most restrictive indication and icing platform foreman must be contacted for instructions before cars are coupled to or moved.

AIR BRAKE RULES

RULE 3. Standard brake pipe pressure for freight trains handling cars averaging over 60 tons per car between Olympia and Santa Cruz is 90 pounds.

RULE 17. On passenger trains, between Olympia and MP 127.60 and between Rincon and MP 121.80, three retaining valves for six cars; four retaining valves for eight cars; five retaining valves for ten cars; and seven retaining valves for 12 cars must be turned up on head end of the train.

All retaining valves must be turned up in freight trains Felton to Santa Cruz. Retaining valves on loads must be placed in high pressure position.

FREIGHT TRAINS

⊙**RULE 24. Watsonville Jct.:** When continuity of brake pipe is not disturbed on Nos. 371, 372, 373 or 374, incoming engineer will apply brakes when train is stopped. Outgoing engineer will release brakes and proceed without making rear-end test or road test.

RULE 33. The maximum tonnage per operative brake between Olympia and Santa Cruz is 90 tons.

Speed of freight trains, when tonnage per operative brake exceeds 60 tons, must not exceed 12 MPH, Olympia (MP 129.72) to Felton (MP 127.40), and Rincon (MP 124.40) to MP 121.80.

PASSENGER TRAINS

RULE 39. Running test must be made on westward trains before reaching spring switch at end double track, Lick.

MISCELLANEOUS

⊙**10.** Freight trains or engines with freight cars must not operate over station tracks Nos. 2, 3, 4 or 5 in San Jose passenger station unless authorized by yardmaster or his representative.

Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
DP, DF-1 to 12.	Morganhill .. Standard Oil spur; Dried fruit spur.
"	Lonoke..... Spur.
"	Lick Branch.. All tracks.
All Engines.....	Santa Cruz.. Cowell spur beyond street crossing. To spot cars beyond street crossing use reach.
"	Logan..... Granite Rock Co. bunker loading tracks; scale track; stock pile tracks and beyond engine restriction sign at west end of empty set-out tracks Nos. 1, 2 and 3.

Engines equipped with pilot plow are prohibited over tracks adjacent to station platform at San Jose.

11. Load limit (car and contents):

San Jose-Watsonville Jct.....	251,000 pounds
Lick-Alamitos.....	210,000 pounds
Carnadero-Hollister.....	210,000 pounds
Watsonville Jct.-Olympia.....	210,000 pounds
Santa Cruz-Davenport.....	210,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

13. LOCATION OF STOCK YARDS

Station	Capacity in cars
Coyote.....	11 (Water)
Gilroy.....	52 (Water)
Watsonville Jct.....	7½ (Water)
	(Hollister Branch)
Hollister.....	8 (Water)

30.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	Location	Description
46.90	San Jose.....	Station umbrella shed..... Side
119.70	Santa Cruz.....	San Lorenzo River bridge..... Side
121.54	Eblis.....	Tunnel No. 6..... Overhead and side
125.64	Rincon.....	Tunnel No. 5..... Overhead and side
126.35	Big Trees.....	San Lorenzo River bridge..... Side
126.00	Big Trees.....	Redwood tree..... Side

SPEED RESTRICTION FOR OTHER THAN MAIN TRACKS With Caution Not Exceeding MPH

Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through slip switches.....	10
Through turnouts on other than sidings.....	10
On branches.....	10
Through all sidings, yard tracks and other tracks with engine running backward.....	10
San Jose, passenger trains on station tracks Nos. 4 and 5:	
In either direction between passenger station and connection with main track east of station.....	30

SPECIAL INSTRUCTIONS—GILROY SUBDIVISION

○SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on page 4, and MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on page 5 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

TERRITORY			PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	TERRITORY			PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP	MP	Column:	1	2	3	MP	MP	Column:	1	2	3
EASTWARD, SAN JOSE TO WATSONVILLE JCT.:						WESTWARD, WATSONVILLE JCT. TO SAN JOSE:					
46.90 to 47.29 (spring switch)			15	15	15	100.40 to 100.00			35	30	35
47.29 to 47.53 (power switch)			30	30	30	100.00 to 98.00			45	30	45
47.53 to 49.00			50	45	50	98.00 to 94.38			70	55	70
49.00 to 51.50			75	55	70	94.38 to 92.99			55	50	55
51.50 to 51.81 (55.70)			65	55	65	92.99 to 92.97 (spring switch)			25	25	25
55.70 to 62.00			79	55	70	92.97 to 92.05			35	30	35
62.00 to 63.21			75	55	70	92.05 to 88.94			45	45	45
63.21 to 63.23 (spring switch)			25	25	25	88.94 to 87.94			35	30	35
63.23 to 73.78			79	55	70	87.94 to 86.49			50	50	50
73.78 to 73.96			60	55	60	86.49 to 83.41			65	50	65
73.96 to 79.50			79	55	70	83.41 to 81.00			60	50	60
★79.50 to 81.00 (Gilroy)			25	25	25	★81.00 to 79.50 (Gilroy)			25	25	25
81.00 to 83.41			60	50	60	79.50 to 73.96			79	55	70
83.41 to 86.47			65	50	65	73.96 to 73.78			60	55	60
86.47 to 86.49 (spring switch)			25	25	25	73.78 to 62.60			79	55	70
86.49 to 87.94			50	50	50	62.60 to 62.00			75	55	70
87.94 to 88.94			35	30	35	62.00 to 55.70 (51.81)			79	55	70
88.94 to 92.05			45	45	45	51.81 to 51.32			65	55	65
92.05 to 92.97			35	30	35	51.32 to 51.30 (spring switch)			35	35	35
92.97 to 92.99 (spring switch)			25	25	25	51.30 to 49.00			75	55	70
92.99 to 94.38			55	50	55	49.00 to 47.53			50	45	50
94.38 to 98.00			70	55	70	47.53 to 47.29 (spring switch)			30	30	30
98.00 to 100.00			45	30	45	47.29 to 46.90			15	15	15
100.00 to 100.40			35	30	35						
EASTWARD, LICK TO ALAMITOS...						WESTWARD, ALAMITOS TO LICK..					
				10	10					10	10
EASTWARD, CARNADERO TO HOLLISTER:						WESTWARD, HOLLISTER TO CARNADERO:					
82.99 to 83.01 (junction switch)			15	15	15	95.81 to 94.40			20	20	20
83.01 to 94.40			30	25	30	94.40 to 83.01			30	25	30
94.40 to 95.81			20	20	20	83.01 to 82.99 (junction switch)			15	15	15
EASTWARD, WATSONVILLE JCT. TO OLYMPIA:						WESTWARD, OLYMPIA TO WATSONVILLE JCT.:					
100.46 to 100.70 (junction switch)			15	15	15	129.72 to 126.50			25	20	25
100.70 to 101.40			25	25	25	126.50 to 123.10			15	15	15
101.40 to 102.20			20	20	20	★★123.10 to 122.50			15	15	15
102.20 to 112.70			25	25	25	★★122.50 to 121.20			20	20	20
112.70 to 112.90			20	20	20	★★121.20 to 120.00			15	15	15
112.90 to 119.20			25	25	25	★★120.00 to 119.20			20	20	20
★★119.20 to 120.00			20	20	20	119.20 to 112.90			25	25	25
★★120.00 to 121.20			15	15	15	112.90 to 112.70			20	20	20
★★121.20 to 122.50			20	20	20	112.70 to 102.20			25	25	25
★★122.50 to 123.10			15	15	15	102.20 to 101.40			20	20	20
123.10 to 126.50			15	15	15	101.40 to 100.70			25	25	25
126.50 to 129.72			25	20	25	100.70 to 100.46 (junction switch)			15	15	15
EASTWARD, SANTA CRUZ TO DAVENPORT						WESTWARD, DAVENPORT TO SANTA CRUZ					
			20	20	20				20	20	20

★Regulated by City ordinance.

★★ICC. Regulation.

No. 371 (Adv. CMW), No. 373 (CMW), No. 372 (Adv. CME), No. 374 (CME) and SCME, when consist contains no restricted cars, may operate at speeds shown in Column 1, except maximum speed must not exceed 60 MPH.

SPECIAL INSTRUCTIONS—GILROY SUBDIVISION

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	San Jose to Morganhill Watsonville Jct. to Morganhill	Morganhill to Watsonville Jct. Morganhill to San Jose	Watsonville Jct. and Santa Cruz	Santa Cruz to Davenport	Davenport to Santa Cruz	Santa Cruz and Olympia	Gilroy and Hollister
DP-4, 7	6000 to 6004, 6017, 6018, 5900 to 5909, 5916, 5917.....	1250	1250	.....	.....	.....	.....	.....
DP-5, 6, 8 to 11	6005 to 6016, 6055 to 6058, 5910 to 5915..... 6019 to 6033, 5918 to 5924..... 6034 to 6045.....	2425	5525	.....	.....	.....	.....	.....
DP-12	6046 to 6054.....	2425	5500	.....	.....	.....	.....	.....
DF-1 to 12	6138 to 6461, 8022 to 8303, except..... with 61:16 gear ratio..... with 60:17 gear ratio.....	2700 2175	2700 4750	...............	...............	...............	...............	...............
DF-100	5200 to 5202.....	.....	.....	.....	.....	.....	.....	.....
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278.....	3725	5000	1725	1925	3400	⑩⑨950	4625
DF-109, 111	4903 to 4905, 5250 to 5252.....	.....	.....	.....	.....	.....	.....	.....
DF-114, 116 to 118, 120 to 122, 124, 125	5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493.....	4600	10000	1800	①950	.....	.....	.....
DF-115, 119, 123, 126	5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507.....	5225	10000	2100	2350	4025	⑥1175	5375
DF-200 to 206	5100 to 5120.....	.....	.....	.....	.....	.....	.....	.....
DF-300 to 304	4600 to 4623, 4700 to 4703.....	.....	.....	.....	.....	.....	.....	.....
DF-305, 306	4624 to 4633.....	.....	.....	.....	.....	.....	.....	.....
DF-307	4634 to 4645.....	.....	.....	.....	.....	.....	.....	.....
DF-500, 501	4800 to 4815.....	5075	10000	.....	.....	.....	.....	.....
DF-603, 605, 606, 607, 611	5600 to 5719, 5730 to 5799.....	3475	10000	1175	1300	2225	⑫650	.....
DF-608 to 610	5720 to 5729.....	3000	10000	.....	.....	.....	.....	.....
DS-1 to 8	1000 to 1032.....	1150	4000	550	625	1075	④275	1475
DS-9 to 12	1033 to 1090.....	.....	.....	.....	.....	.....	.....	.....
DS-100 to 109, 111, 115, 119	1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567.....	1750	4000	⑩875	③975	⑬1700	⑦⑧1475	2275
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550.....	2250	4000	875	975	1700	⑤475	2325
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596.....	2150	4000	850	950	1650	⑥450	2200
DS-200, 201	1900 to 1903.....	.....	.....	.....	.....	.....	.....	.....

- ①Rating Olympia to Santa Cruz, 2600.
- ②Rating for DS-109, 775.
- ③Rating Olympia to Santa Cruz, 825.
- ④Rating Olympia to Santa Cruz, 1300.
- ⑤Rating Olympia to Santa Cruz, 1300.
- ⑥Rating Olympia to Santa Cruz, 1250.
- ⑦Rating for DS-109, 350.

- ⑧Rating Olympia to Santa Cruz for DS-100 to 108, 111, 1300.
- ⑨Rating Olympia to Santa Cruz, 2525, for DF-100, 1025.
- ⑩Rating for DS-109, 675.
- ⑪Rating for DS-109, 1800.
- ⑫Rating Olympia to Santa Cruz, 1700.
- ⑬Rating for DS-109, 1350.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.

SPECIAL INSTRUCTIONS—SALINAS SUBDIVISION

○RULE 10-J. Speed signs to left of track:

Eastward	Reading	Westward	Reading
		MP 118.37	79-55
		MP 163.10	79-55
		MP 235.08	60-50
MP 211.15	50		
MP 228.37	45-40		
MP 124.96	25-20	(Monterey Branch)	

Westward speed sign at MP 106.67 reading 40-35 is located 1.17 miles instead of three-fourths mile from restriction.

Eastward speed sign at MP 117.30 reading 25 is located 1.07 miles instead of three-fourths mile from restriction.

Eastward speed sign at MP 119.70 reading 79-55 is to right of track with one track intervening.

○RULE 21-C. Watsonville Jct.: Engines may display indicators from train yard to roundhouse and from roundhouse to train yard.

San Luis Obispo: Train indicators on trains arriving San Luis Obispo may be displayed until engine reaches roundhouse but must be removed immediately on arrival at roundhouse.

○RULE 93. Yard limits in which the provisions of Rule 93 will apply are established at the following stations:

West MP		East MP
96.11	Watsonville Jct.....	101.25
109.58	Castroville.....	111.70
	(Monterey Branch).....	112.09
113.24	Salinas.....	121.46
	(Spreckels Branch).....	123.87
142.44	Soledad.....	144.65
162.17	King City.....	164.72
233.86	Santa Margarita.....	236.81
249.56	San Luis Obispo.....	254.00
123.30	Monterey.....	127.66
127.70	Pacific Grove.....	129.88

Watsonville Jct.: Eastward freight trains, except No. 372 and No. 374 must not pass Signal 984 unless proceed signal received from yardman, green flag by day, green light by night.

Westward freight trains, except No. 371 and No. 373 must not pass Signal 1001 unless proceed signal received from yardman, green flag by day, green light by night.

San Luis Obispo: Westward freight trains, except No. 371 and No. 373, must not pass Signal 2533 unless proceed signal received from yardman, green flag by day, green light by night.

RULE 99. Pacific Coast Aggregates Co. will do switching at Lapis. When necessary for SP crews to enter jointly operated tracks they must provide adequate protection to avoid collision.

Engines moving between the west yard limit sign Pacific Grove and east yard limit sign Monterey will move as provided by Rule 99 and the first sentence of Rule S-99-B.

RULE 99-C. Will apply on Monterey Branch.

RULE 103-A. Automatic crossing gates:

Paso Robles: Westward trains, stopped at station, blocking 10th Street and westward trains or engines on siding, or trains delayed between 10th and 13th Streets must not exceed 10 MPH between 12th and 13th Streets and must not enter 13th Street until gates are down.

Eastward trains leaving train west of Signal 2158, stop 250 feet west of this signal. When train ready to depart, gates must be lowered by member of crew inserting switch key in receptacle located on Signal 2158.

Trains and engines must stop and member of crew must protect traffic while crossing highway 101 over spur to Camp Roberts near McKay.

Public Utilities Commission orders require that trains and engines must stop, and member of crew must protect

traffic on the following street or highway crossings before movement is made:

- Spreckels Jct.—Bardin Ave. crossing on east end yard track No. 410.
- Monterey—Hoffman Ave. crossing on Custom House Packing Co. spur,
- Castroville—Crossing on D'Arrigo Bros. Co. spur.
- Ord—State Highway crossing on tracks Nos. 2 and 3 at MP 119.50, but must wait until automatic warning device has been operating 20 seconds or more before crossing over highway.
- Salinas—John St. crossing on tracks Nos. 200, 248 and 250.

RULE 104. The normal position of rigid switches at junctions is as follows:

- Castroville.....Monterey Branch, for Salinas line.
- Spreckels Jct....Spreckels Branch, for Salinas line.

○RULE 221. Unit for display of flashing light installed at the following locations:

Station	Location	Direction
Castroville...	On train-order signal mast.....	Westward
San Ardo....	On train-order signal mast.....	Eastward

Display of flashing white light indicates that train-order signal is displaying proceed indication or that train-order operator has train orders ready for delivery, that such train orders do not restrict train at that station, and that train, provided it is not restricted by timetable or by train orders previously received, may pass fouling point of switch at which an opposing train may enter siding or place where time applies if there is no siding.

○RULE 306. The following block signals equipped with triangular plate displaying the letter "P" have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
	Spring switch, end double track, Watsonville Jct.....	P-1009
P-1164	Spring switch, west end No. 1 siding, Salinas.....	
P-1878	Fire and collision detector Sargent Creek bridge, MP 188.15.....	P-1889
P-2328	Spring switch, west end siding, Cushing.....	
P-A	Fire detector, Tunnel 6, Cuesta.....	P-2401
P-A		Slide detector fence, Chorro.....
P-A	Fire detector, Steiner Creek bridge, Goldtree.....	P-2493
P-A		

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Watsonville Jct.: Eastward trains leaving end of double track from westward track will be governed by Signal 1008.

○RULE 516. Overlap posts:

- Spreckels Jct.....Westward trains,
- Eaglet.....Westward trains,
- Cushing.....Eastward trains.

⊙RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location	Normal Position
Watsonville Jct.	End double track Westward track
Salinas	West end No. 1 siding . . . Main track
Cushing	West end siding Main track

Ord: Spring derail on tracks Nos. 2 and 3 may be trailed through on movements into Fort Ord; but reverse movements must not be made while engine or cars are on the derail; and derails must be hand thrown for movement out of Fort Ord.

⊙RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and requires movement as follows
M.	1612	King City	Proceed to east end of siding.
S.	1612	King City	Enter siding.
M.	2328	Cushing	Proceed to CTC limit at Santa Margarita.
S.	2328	Cushing	Enter No. 1 siding at Santa Margarita.

⊙RULE 760. CENTRALIZED TRAFFIC CONTROL

Limits extend from west end No. 2 siding Santa Margarita to end of double track San Luis Obispo.

Lower unit of eastward signal at end double track San Luis Obispo governs only to CTC limit at fouling point on westward track, and trains and engines must not accept proceed indication for diverging route until verbal understanding has been had with yardmaster or his representative that protection has been provided on westward track, except that proceed signal from yardman, green flag by day or green light by night, may be accepted as authority to move from CTC limit to the first switch leading to yard tracks only.

RULE 763. Light engines originating in CTC need not display train indicators or white lights or flags within CTC. Markers must be properly displayed.

RULE 776(a). When necessary to send flagman through Tunnel 6 at Cuesta, train must wait until flagman calls on telephone from opposite end of tunnel.

GENERAL REGULATIONS

⊙RULE 825. When freight trains stop on receiving track in Watsonville Jct. yard and road engine is detached, trainmen will set sufficient hand brakes on the rear cars on westward trains to secure trains.

Cars must not be left on storage track between Spreckels Jct. and Spreckels within 100 feet of Hunter Lane crossing at MP 121.8, and Harkins Road crossing at MP 122.2.

When freight trains stop on receiving track at San Luis Obispo and road engine is detached, trainmen will set sufficient hand brakes on the head end of eastward trains to secure trains.

Portable rail skids are hung on posts at lower end of sidings at:

Cushing	Cuesta	Serrano	Chorro	Goldtree
---------	--------	---------	--------	----------

When necessary to leave cars on any of these sidings permission must first be obtained from chief train dispatcher, after which rail skid must be placed on rail and leading wheel of first car in descending direction run onto the rail skid, and hand brakes set if brakes are operative, before engine is detached. Trains picking up cars from these sidings must remove rail skid and return it to proper post and lock it in place with switch lock.

RULE 830. King City: Through freight trains picking up and/or setting out cars must not block Lonoak road crossing at MP 164.3.

⊙AIR BRAKE RULES

RULE 17. Retaining valves must be used on passenger trains on descending grades as follows:

EASTWARD . . . Tunnel No. 6 to San Luis Obispo

With three dynamic brakes in operation and handling over 2500 tons, one retaining valve for each 165 tons in train.

With two dynamic brakes in operation and handling over 1700 tons, one retaining valve for each 165 tons in train.

With one dynamic brake or no dynamic brakes in operation, all accessible retaining valves must be turned up but if more than four head-end cars on which retaining valves are not accessible, stop must be made after running test has been completed leaving Santa Margarita and before reaching summit and such retaining valves turned up.

WESTWARD . . . Tunnel No. 6 to Santa Margarita

No retaining valves unless requested by the engineer.

Retaining valves must be used on freight and mixed trains on descending grades as follows:

EASTWARD . . . Goldtree to Camp San Luis Obispo (on spur)

With no dynamic brakes in operation, one retaining valve for each 65 tons in train.

WESTWARD . . . Tunnel No. 6 to Santa Margarita

With four dynamic brakes in operation and handling over 5125 tons, one retaining valve for each 125 tons in train.

With three dynamic brakes in operation and handling over 3750 tons, one retaining valve for each 125 tons in train.

With less than three dynamic brakes in operation, one retaining valve for each 70 tons in train.

EASTWARD . . . Tunnel No. 6 to San Luis Obispo

With four dynamic brakes in operation and handling over 4125 tons, one retaining valve for each 125 tons in train.

With three dynamic brakes in operation and handling over 3100 tons, one retaining valve for each 125 tons in train.

With less than three dynamic brakes in operation, one retaining valve for each 65 tons in train.

When dynamic brakes are not used on helper engines, tonnage of such engines must be added to that of the train in determining the number of retaining valves required.

Between San Luis Obispo and Santa Margarita trains handled by DF-603 to 611 class engines must not use more than four dynamic brakes; with DF-500 or 501 class engines not more than two dynamic brakes may be used; with two DF-500 or 501 and two DF-603 to 611 class engines not more than three dynamic brakes may be used; with one DF-500 or 501 and three DF-603 to 611 class engines four dynamic brakes may be used.

Units on which dynamic brakes are not in use must have dynamic brake jumper cable disconnected.

FREIGHT TRAINS

⊙RULE 22. When making terminal test on westward trains at San Luis Obispo, trainmen, after observing proper air pressure on gage in caboose, will give Signal 12(f) to engineer on rear helper engine who will then sound Signal 14(m), and other trainmen will give Signal 12(f) to road engineer.

Trainmen must not couple air hose on outgoing trains at San Luis Obispo until train is made up and caboose on the train. Coupling the caboose to the rear of the train will be considered as an indication that the train is made up and yardmen have completed their work. Yardmen must not perform switching on, or couple other cars to a train on which the caboose has been attached, without instructions from the yardmaster, who will see to it that members of the crew are notified in advance.

⊙RULE 24. Watsonville Jct. and San Luis Obispo: When continuity of brake pipe is not disturbed on Nos. 371, 372, 373 or 374, incoming engineer will apply brakes when train is stopped. Outgoing engineer will release brakes and proceed without making rear-end test or road test.

SPECIAL INSTRUCTIONS—SALINAS SUBDIVISION

RULE 25. Rear-end test must be made as prescribed in paragraph (b) as follows:

Santa Margarita . . . Eastward trains when continuity of brake pipe is changed or broken.

RULE 33. The maximum tonnage per operative brake Tunnel No. 6 to Santa Margarita is 70 tons, and from Tunnel No. 6 to San Luis Obispo and on spur between Goldtree and Camp San Luis Obispo is 65 tons.

PASSENGER TRAINS

○**RULE 38.** Rear end air test need not be made at San Luis Obispo if continuity of brake pipe is not disturbed. Incoming engineer will apply brakes when train is stopped. Outgoing engineer will release the brakes. Running test in compliance with Rule 39 must be made as soon as speed permits after train departs from terminal.

RULE 39. Running test must be made immediately after passing summit in Tunnel No. 6 in both directions.

TRAIN HANDLING

RULE 60. On freight trains using dynamic brakes, before entering siding, turnout, or crossover on descending grade between San Luis Obispo and Santa Margarita dynamic braking force must be reduced to one-half of the maximum and if necessary automatic brake applied sufficiently so that speed of 15 MPH will not be exceeded while engine is moving between points 500 feet before reaching, and 1500 feet after passing turnout or crossover.

MISCELLANEOUS

○**10.** Engines listed must not operate on tracks shown below:

Class of Engine	Restricted Tracks
DP, DF-1 to 12.	Castroville . . . All industry and spur tracks.
"	Salinas Leads 4, 35, 55, 57, 200, 210, and 250; and all industry spurs; Lead 133 east of girder-rail crossing.
"	Lapis Spur.
"	Seaside Siding.
"	Retreat Spur.
"	Monterey . . . House track; team track; and all industry tracks.
"	Salinas Leads 4, 35, 55, 57, 115, 133, 200, 210, 250 and spurs 151 and 153.
"	Hathaway . . . Shell and Standard oil spurs.

○**11.** Load limit (car and contents):

Watsonville Jct.-San Luis Obispo	251,000 pounds
Castroville-Lake Majella	210,000 pounds
Spreckels Jct.-Spreckels	210,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

○**13. LOCATION OF STOCK YARDS**

Station	Capacity in cars
Watsonville Jct.	7½ (Water)
Salinas	10 (Water)
Chualar	23 (Water)
Soledad	7½ (Water)
Metz	8½ (Water)
(1 corral 5½ cars no water)	
King City	36½ (Water)
(1 corral 2½ cars no water)	
San Lucas	26 (Water)
(1 corral 4 cars no water)	
San Ardo	12 (Water)
Paso Robles	40 (Water)
(1 corral 2 cars no water)	
Santa Margarita	18½ (Water)
San Luis Obispo	27 (Water)

○**30. LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS**

MP	Location	Description
110.72	Castroville	Signal bridge Overhead
155.42	Metz	Tunnel No. 5½ Side
113.46	Neponset	Salinas River bridge Side
182.92	San Ardo	East water tank spout on siding . . . Side
200.55	Nacimiento	Salinas River bridge Side
222.03	Templeton	Overgrade crossing Side
223.39	Asuncion	Graves Creek bridge Side
239.63	Cuesta	Tunnel No. 6 Overhead and side
240.24	Thyle	Tunnel No. 7 Overhead and side
240.66	"	Tunnel No. 8 Overhead and side
240.91	"	Tunnel No. 9 Overhead and side
241.72	"	Tunnel No. 10 Overhead and side
242.26	Serrano	Signal bridge Overhead
242.59	"	Signal bridge Overhead
245.82	Chorro	Tunnel No. 11 Overhead and side
248.26	Goldtree	Signal bridge Overhead
251.15	Hathaway	Overgrade crossing Overhead and side
251.22	Hathaway	Overgrade crossing Side

SPECIAL INSTRUCTIONS—SALINAS SUBDIVISION

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All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE SAFETY, REGARDLESS OF TIME.**

TERRITORY			PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	TERRITORY			PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP	MP	Column:	1	2	3	MP	MP	Column:	1	2	3
EASTWARD, WATSONVILLE JCT. TO SAN LUIS OBISPO:						WESTWARD, SAN LUIS OBISPO TO WATSONVILLE JCT.:					
100.40 to 100.70 (end double track).....			35	30	30	252.10 to 251.50.....			25	25	25
100.70 to 100.74 (spring switch).....			25	25	25	251.50 to 248.30.....			40	25	40
100.74 to 103.80.....			50	40	50	248.30 to 236.60.....			25	25	25
103.80 to 105.50.....			40	35	40	236.60 to 235.10.....			20	20	20
105.50 to 108.21.....			50	40	50	235.10 to 231.36.....			60	50	60
108.21 to 118.37.....			79	55	70	231.36 to 229.15.....			45	40	45
*118.37 to 119.70 (Salinas).....			25	25	25	229.15 to 227.46.....			55	50	55
119.70 to 147.68.....			79	55	70	227.46 to 227.20.....			50	50	50
147.68 to 149.25.....			50	45	50	227.20 to 220.02.....			55	50	55
149.25 to 152.83.....			55	50	55	220.02 to 219.15.....			40	40	40
152.83 to 154.00.....			50	45	50	219.15 to 217.23.....			60	50	60
154.00 to 155.53.....			65	50	65	217.23 to 216.80.....			50	50	50
155.53 to 158.00.....			70	55	70	216.80 to 213.93.....			65	50	65
158.00 to 163.10.....			79	55	70	213.93 to 212.16.....			60	50	60
163.10 to 164.00.....			45	40	45	212.16 to 211.90.....			50	50	50
164.00 to 167.43.....			79	55	70	211.90 to 206.00.....			60	50	60
167.43 to 168.80.....			50	45	50	206.00 to 202.45.....			70	50	70
168.80 to 175.58.....			79	55	70	202.45 to 200.79.....			60	50	60
175.58 to 175.82.....			70	55	70	200.79 to 197.80.....			70	50	70
175.82 to 185.50.....			79	55	70	197.80 to 197.43.....			60	50	60
185.50 to 188.17.....			60	50	60	197.43 to 194.60.....			70	50	70
188.17 to 190.19.....			55	50	55	194.60 to 193.92.....			40	40	40
190.19 to 192.92.....			65	50	65	193.92 to 193.70.....			30	30	30
192.92 to 193.70.....			40	40	40	193.70 to 192.92.....			60	50	60
193.70 to 194.35.....			30	30	30	192.92 to 190.19.....			65	50	65
194.35 to 197.43.....			70	50	70	190.19 to 188.17.....			55	50	55
197.43 to 197.80.....			60	50	60	188.17 to 185.50.....			60	50	60
197.80 to 200.79.....			70	50	70	185.50 to 175.82.....			79	55	70
200.79 to 202.45.....			60	50	60	175.82 to 175.58.....			70	55	70
202.45 to 206.00.....			70	50	70	175.58 to 168.80.....			79	55	70
206.00 to 211.90.....			60	50	60	168.80 to 167.43.....			50	45	50
211.90 to 212.16.....			50	50	50	167.43 to 164.00.....			79	55	70
212.16 to 213.93.....			60	50	60	164.00 to 163.10.....			45	40	45

(Continued on page 22)

★ Regulated by City ordinance. Speed may be resumed at Salinas after engine has passed last crossing within these limits in direction train is moving.

No. 371 (Adv. CMW), No. 373 (CMW), No. 372 (Adv. CME), No. 374 (CME) and SCME, when consist contains no restricted cars, may operate at speeds shown in Column 1, except maximum speed must not exceed 60 MPH.

Monterey Mdse. (MM) train, when consist contains all steel-wheel box cars and caboose, operating between Watsonville Jct., Salinas and Pacific Grove, may operate at speeds shown in Column 1, except maximum speed must not exceed 60 MPH.

Light engines on descending grades without dynamic brakes in operation must not exceed speed shown for freight and mixed trains.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	15
Through slip switches.....	10
Through turnouts on other than sidings.....	10
On branches.....	10
Through all sidings, yard tracks and other tracks with engine running backward.....	10
Castroville wye.....	5
East leg of wye Spreckels Jct.....	5
Elsa wye.....	5

SPECIAL INSTRUCTIONS—SALINAS SUBDIVISION

⊙ **SPEED RESTRICTIONS FOR TRAINS:** Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 4, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT** and **OTHER MAXIMUM SPEEDS** appearing on page 5 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE SAFETY, REGARDLESS OF TIME.**

TERRITORY			PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	TERRITORY			PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP	MP	Column:	1	2	3	MP	MP	Column:	1	2	3
EASTWARD, WATSONVILLE JCT. TO SAN LUIS OBISPO—(Continued):						WESTWARD, SAN LUIS OBISPO TO WATSONVILLE JCT.—(Continued):					
213.93 to 216.80			65	50	65	163.10 to 158.00			79	55	70
216.80 to 217.23			50	50	50	158.00 to 155.53			70	55	70
217.23 to 219.15			60	50	60	155.53 to 154.00			65	50	65
219.15 to 220.02			40	40	40	154.00 to 152.83			50	45	50
220.02 to 227.20			55	50	55	152.83 to 149.25			55	50	55
227.20 to 227.46			50	50	50	149.25 to 147.68			50	45	50
227.46 to 229.15			55	50	55	147.68 to 119.70			79	55	70
229.15 to 231.36			45	40	45	★119.70 to 118.37 (Salinas)			25	25	25
231.36 to 235.10			60	50	60	118.37 to 108.21			79	55	70
235.10 to 236.60			20	20	20	108.21 to 105.50			50	40	50
236.60 to 248.30			25	25	25	105.50 to 103.80			40	35	40
248.30 to 251.50			40	25	40	103.80 to 100.74 (end double track)			50	40	50
251.50 to 252.10			25	25	25	100.74 to 100.40			35	30	35
EASTWARD, CASTROVILLE TO LAKE MAJELLA:						WESTWARD, LAKE MAJELLA TO CASTROVILLE:					
110.10 to 110.70			15	15	15	130.23 to 127.30			15	15	15
110.70 to 111.40			35	20	35	127.30 to 125.70			25	20	25
111.40 to 113.90			35	35	35	125.70 to 122.38			35	25	35
113.90 to 114.73			35	30	35	122.38 to 121.23			25	20	25
114.73 to 114.91			30	25	30	121.23 to 120.00			35	25	35
114.91 to 119.70			35	25	35	120.00 to 119.70			30	20	30
119.70 to 120.00			30	20	30	119.70 to 114.91			35	25	35
120.00 to 121.23			35	25	35	114.91 to 114.73			30	25	30
121.23 to 122.38			25	20	25	114.73 to 113.90			35	30	35
122.38 to 125.70			35	25	35	113.90 to 111.40			35	35	35
125.70 to 127.30			25	20	25	111.40 to 110.70			35	25	35
127.30 to 130.23			15	15	15	110.70 to 110.10			15	15	15
EASTWARD, SPRECKELS JCT. TO SPRECKELS.....						WESTWARD, SPRECKELS TO SPRECKELS JCT.....					
			..	15	15				..	15	15

★ Regulated by City ordinance. Speed may be resumed at Salinas after engine has passed last crossing within these limits in direction train is moving.

No. 371 (Adv. CMW), No. 373 (CMW), No. 372 (Adv. CME), No. 374 (CME) and SCME, when consist contains no restricted cars, may operate at speeds shown in Column 1, except maximum speed must not exceed 60 MPH.

Monterey Mdse. (MM) train, when consist contains all steel-wheel box cars and caboose, operating between Watsonville Jct., Salinas and Pacific Grove, may operate at speeds shown in Column 1, except maximum speed must not exceed 60 MPH.

Light engines on descending grades without dynamic brakes in operation must not exceed speed shown for freight and mixed trains.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS With Caution Not Exceeding MPH

Through sidings, yard and other tracks, wyes, ballon tracks, crossovers and turnouts, except:	15
Through slip switches.....	10
Through turnouts on other than sidings.....	10
On branches.....	10
Through all sidings, yard tracks and other tracks with engine running backward.....	10
Castroville wye.....	5
East leg of wye Spreckels Jct.....	5
Elsa wye.....	5

SPECIAL INSTRUCTIONS—GUADALUPE SUBDIVISION

RULE 10-J. Speed signs to left of track:

Westward	Reading
MP 254.04	25
MP 264.71	60-50

RULE 306. The following block signals equipped with triangular plate displaying the letter "P" have included in their control limits some special protective device:

Eastward Signal	Protection	Westward Signal
P-2532	Spring switch, west end siding,	
P-2534	East San Luis Obispo.....	
	Spring switch, end double track,	
	East San Luis Obispo.....	P-2533
	Spring switch, east end siding,	
	East San Luis Obispo.....	P-2549
P-2598	Collision detector, Tiber underpass, MP	
	259.83.....	P-2597
P-2608	Flood detector, second Villa Creek bridge	
	261.37.....	P-2615
P-2846	Mud slide detector fence, Shuman.....	P-2851
P-2940	Fire detector, Los Alamos bridge, Narlon....	P-2953
P-3020	Spring switch west end siding, Surf.....	
	Spring switch east end siding, Surf.....	P-3033
P-3056	Slide detector fence, MP 306.13.....	P-3067
P-3192	Fire detector, Jalama Canon bridge, Jalama..	P-3207
P-3214	Slide detector fence, MP 321.50.....	P-3227
	Spring switch, east end No. 1 siding,	
	Concepcion.....	P-3253
P-3686	Spring switch, end double track, West Santa	
	Barbara.....	

RULE 21-C. Train indicators on trains arriving San Luis Obispo may be displayed until engine reaches roundhouse, but must be removed immediately on arrival at roundhouse.

⊙**RULE 93.** Yard limits in which the provisions of Rule 93 will apply are established at the following stations:

West MP		East MP
249.56	San Luis Obispo.....	254.00
275.20	Guadalupe.....	277.32
301.85	Surf.....	303.49
	" (Lompoc Branch).....	303.84
310.61	Lompoc.....	316.93
369.16	Santa Barbara.....	373.71

San Luis Obispo: Westward freight trains, except No. 371 and 373, must not pass Signals P-2533 or 2535 unless proceed signal received from yardman, green flag by day, green light by night.

AUTOMATIC BLOCK SIGNAL SYSTEM

RULE 516. Overlap posts:

Grover.....	Eastward trains,
Devon.....	Eastward and westward trains,
Bromela.....	Westward trains.

RULE 99-C. Will apply on Lompoc and White Hills Branches.

RULE 103-A. Movements over H St. crossing, Lompoc, must be protected by member of crew.

RULE 104. The normal position of rigid switches at junctions is as follows:

- Surf..... Middle track, for Lompoc Branch,
- White Hills Jct.. White Hills Branch, for Lompoc-Surf line.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks are located as follows:

Location	Normal Position
East San Luis Obispo. East end siding	Main track
Surf. West end siding	Main track
Surf. East end siding	Main track
Concepcion. East end No. 1 siding	Main track
West Santa Barbara. End double track	Eastward track

Spring switches not equipped with facing point locks are located as follows:

East San Luis Obispo. End double track	Westward track
East San Luis Obispo. West end siding	Siding

Spring derail on west end of turntable lead at San Luis Obispo may be trailed through on westward movement.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and requires movement as follows
M	3006	Surf	Proceed on main track to east end of siding.
S	3006	Surf	Enter siding.
M	3047	Surf	Proceed on main track to west end of siding.
S	3047	Surf	Enter siding.
W	P-3686	West Santa Barbara	Eastward trains must stop short of Signal P-3686 and wait until indicator is extinguished.

GENERAL REGULATIONS

RULE 825. When freight trains stop on receiving track at San Luis Obispo and engine is detached, trainmen will set sufficient hand brakes on the rear of westward trains to secure trains.

AIR BRAKE RULES

FREIGHT TRAINS

RULE 22. Trainmen must not couple air hose on outgoing trains at Santa Barbara or San Luis Obispo until train is made up and caboose on the train. Coupling the caboose to the rear of the train will be considered as an indication that the train is made up and yardmen have completed their work. Yardmen must not perform switching on, or couple other cars to a train on which the caboose has been attached, without instructions from the yardmaster, who will see to it that members of the crew are notified in advance.

©**RULE 24. San Luis Obispo:** When continuity of brake pipe is not disturbed on Nos. 371, 372, 373 or 374, incoming engineer will apply brakes when train is stopped. Outgoing engineer will release brakes and proceed without making rear-end test or road test.

PASSENGER TRAINS

RULE 38. Will apply at San Luis Obispo and Santa Barbara. At Santa Barbara engineers will use hand, instead of engine whistle signals. Trainmen will place themselves in position to relay signals to the best advantage.

Rear end air test need not be made at San Luis Obispo or Santa Barbara if continuity of brake pipe is not disturbed. Incoming engineer will apply brakes when train is stopped. Outgoing engineer will release the brakes. Running test in compliance with Rule 39 must be made as soon as speed permits after train departs terminal.

MISCELLANEOUS

10. Engines listed must not operate on tracks shown below:

Class of engine	Restricted tracks
DP, DF-1 to 12	San Luis Obispo . . . Vegetable spur.

11. Load limit (car and contents):

San Luis Obispo-Santa Barbara	251,000 pounds
Surf-White Hills	210,000 pounds

Unless authorized by Superintendent, heavier loads must not be handled.

13. LOCATION OF STOCK YARDS

Station	Capacity in cars
San Luis Obispo	27 (Water)
Guadalupe	11 (Water)
Casmalia	5½ (Water)
Sudden	11 (Water)
San Augustine	6 (Water)
Gaviota	16 (Water)
Santa Barbara	10 (Water)

30.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP Location	Description
261.37 Pismo	Villa Creek bridge . . . Side
262.68 Pismo	Villa Creek bridge . . . Side
265.57 Oceano	Overhead crossing . . . Overhead
266.37 Oceano	Arroyo Grande River bridge . . . Side
357.77 Ellwood	Overhead crossing . . . Overhead
368.00 Santa Barbara	Overhead crossing . . . Overhead

SPECIAL INSTRUCTIONS—GUADALUPE SUBDIVISION

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All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE SAFETY, REGARDLESS OF TIME.

Table with 6 columns: TERRITORY (MP, MP, Column:), PASSENGER TRAINS (1), FREIGHT AND MIXED (2), LIGHT ENGINES (3), TERRITORY (MP, MP, Column:), PASSENGER TRAINS (1), FREIGHT AND MIXED (2), LIGHT ENGINES (3). Rows include Eastward and Westward routes with speed restrictions.

(Continued on page 27)

No. 371 (Adv. CMW), No. 373 (CMW), No. 372 (Adv. CME), No. 374 (CME) and SCME, when consist contains no restricted cars, may operate at speeds shown in Column 1, except maximum speed must not exceed 60 MPH.

Table with 2 columns: MP Location, Description. Lists various bridge and structure locations such as Vela Cruz bridge, San Antonio bridge, etc.

AIR BRAKE RULES
FRIGHT TRAINS
RULE 22. Trains must not couple air hose on out-
going train at Santa Barbara or San Luis Obispo until train
is made up and carbox on the train. Coupling the carbox to
the rest of the train will be considered as an indication that
the train is made up and yardmen have completed their work.
Yardmen must not perform switching on air-coupled cars
on a train on which the carbox has been attached, without
instructions from the yardmaster, who will see to it that
part of the crew are notified in advance.

SPECIAL INSTRUCTIONS—GUADALUPE SUBDIVISION

⊙ **SPEED RESTRICTIONS FOR TRAINS:** Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 4, and **MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT** and **OTHER MAXIMUM SPEEDS** appearing on page 5 of Special Instructions for All Subdivisions. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when the track is apt to be affected. When fog, storms or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and **INSURE SAFETY, REGARDLESS OF TIME.**

TERRITORY			PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	TERRITORY			PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES
MP	MP	Column:	1	2	3	MP	MP	Column:	1	2	3
EASTWARD, SAN LUIS OBISPO TO SANTA BARBARA—(Continued):						WESTWARD, SANTA BARBARA TO SAN LUIS OBISPO—(Continued):					
333.05 to 333.30			55	55	55	291.00 to 287.00			55	50	55
333.30 to 335.67			65	55	65	287.00 to 283.24			40	40	40
335.67 to 336.19			45	40	45	283.24 to 280.00			79	50	70
336.19 to 338.60			60	55	60	280.00 to 279.57			50	45	50
338.60 to 342.00			79	55	70	279.57 to 277.00			60	50	60
342.00 to 344.77			70	55	70	277.00 to 275.61			50	40	50
344.77 to 347.40			55	50	55	275.61 to 269.00			79	55	70
347.40 to 348.13			45	40	45	269.00 to 267.94			40	40	40
348.13 to 348.80			60	50	60	267.94 to 263.95			79	55	70
348.80 to 354.17			79	55	70	263.95 to 262.30			60	50	60
354.17 to 354.36			75	55	70	262.30 to 261.18			30	25	30
354.36 to 356.85			79	55	70	261.18 to 259.80			50	35	50
356.85 to 357.76			60	55	60	259.80 to 258.50			35	30	35
357.76 to 367.00			79	55	70	258.50 to 253.29 (end double track)			60	50	60
367.00 to 368.49			70	50	70	253.29 to 252.10			25	25	25
368.49 to 368.70 (end double track)			20	20	20						
★368.70 to 370.70 (Santa Barbara)			20	20	20						
EASTWARD, SURF TO WHITE HILLS:						WESTWARD, WHITE HILLS TO SURF:					
302.91 to 303.31 (junction switch and wye)			..	10	10	316.93 to 312.94			..	10	15
303.31 to 308.93			..	35	35	313.25 to 312.90			..	10	15
308.93 to 312.90			..	20	20	312.90 to 308.93			..	20	20
312.90 to 313.25			..	10	15	308.93 to 303.31			..	35	35
312.94 to 316.93			..	10	15	303.31 to 302.91			..	10	10

★ Regulated by City ordinance.

No. 371 (Adv. CMW), No. 373 (CMW), No. 372 (Adv. CME), No. 374 (CME), and SCME, when consist contains no restricted cars, may operate at speeds shown in Column 1, except maximum speed must not exceed 60 MPH.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	
Through slip switches	15
Through turnouts on other than sidings	10
On branches	10
Through all sidings, yard tracks and other tracks with engine running backward	10

SPECIAL INSTRUCTIONS—GUADALUPE SUBDIVISION

RATING OF ENGINES—In Units of 2000 Lbs. (Tons)

NOMINAL CLASS	ENGINE NUMBERS	San Luis Obispo and Santa Barbara	Surf and MP 304.30	MP 304.30 and Lompoc	Lompoc and White Hills	Lompoc to MP 304.30	White Hills to Lompoc
DP-4, 7	{ 6000 to 6004, 6017, 6018, 5900 to 5909, 5916, 5917.....	800	....	....	....	....	....
DP-5, 6, 8 to 11	{ 6005 to 6016, 6055 to 6058, 5910 to 5915.....	1425	....	....	....	....	....
DP-12	{ 6019 to 6033, 5918 to 5924..... 6034 to 6045..... 6046 to 6054.....	1425	....	....	....	....	....
DF-1 to 12	{ 6138 to 6461, 8022 to 8303, except..... with 61:16 gear ratio..... with 60:17 gear ratio.....	1825 1300	....	....	....	....	....
DF-100	5200 to 5202.....	2200	2600	3800	845	5200	3575
DF-101 to 108, 110, 112	4900 to 4902, 5203 to 5249, 5253 to 5278.....	2200	2600	3800	845	5200	3575
DF-109, 111	4903 to 4905, 5250 to 5252.....	2200	2600	3800	845	5200	3575
DF-114, 116 to 118, 120 to 122, 124, 125	{ 5279 to 5293, 5308 to 5335, 5340 to 5444, 5449 to 5493.....	2700	....	....	....	....	....
DF-115, 119, 123, 126	{ 5294 to 5307, 5336 to 5339, 5445 to 5448, 5494 to 5507.....	3151	3151	4525	1050	6100	4225
DF-200 to 206	5100 to 5120.....	....	....	....	....	....	....
DF-300 to 304	4600 to 4623, 4700 to 4703.....	....	....	....	....	....	....
DF-305, 306	4624 to 4633.....	....	....	....	....	....	....
DF-307	4634 to 4645.....	....	....	....	....	....	....
DF-500, 501	4800 to 4815.....	3075	....	....	....	....	....
DF-603, 605, 606, 607, 611	5600 to 5719, 5730 to 5799.....	2100	1750	2500	575	3350	2325
DF-608 to 610	5720 to 5729.....	....	....	....	....	....	....
DS-1 to 8	1000 to 1032.....	660	825	....	....	....	....
DS-9 to 12	1033 to 1090.....	....	....	....	....	....	....
DS-100 to 109, 111, 115, 119	{ 1300 to 1441, 1464 to 1485, 1514 to 1528, 1551 to 1567.....	1025	①1325	1900	400	2575	1775
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550.....	1325	1325	....	....	....	....
DS-113, 117, 120 to 122	1486 to 1491, 1529 to 1538, 1568 to 1596.....	1275	1275	1850	400	2500	1725
DS-200, 201	1900 to 1903.....	....	....	....	....	....	....

①Rating for DS-109, 1050.

UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE IN THOSE TERRITORIES WHERE NO RATING IS SHOWN IN ENGINE RATING TABLE.