

SOUTHERN PACIFIC COMPANY



COAST DIVISION SPECIAL INSTRUCTIONS

No. 5

EFFECTIVE SUNDAY, MAY 1, 1955
AT 12:01 A. M.,
PACIFIC STANDARD TIME
SUPERSEDING SPECIAL INSTRUCTIONS No. 4

THESE INSTRUCTIONS CONSTITUTE A PART
OF THE TIMETABLE CURRENTLY IN
EFFECT

R. E. HALLAWELL,
General Manager.

E. D. MOODY,
W. D. LAMPRECHT,
Assistant General Managers.

C. H. GRANT,
General Superintendent of
Transportation.

J. M. HATCHER,
Superintendent of Transportation.

J. J. JORDAN,
Superintendent.

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

⊙**RULE A.** Transportation Department rule revisions from December 1, 1951 to and including May 1, 1955 are shown on pages 1 and 2 of Book of Rules. Employees must have revised pages covering these revisions in their copy of Book of Rules.

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-A.** Before fouling any track where yard engines are working and switch tenders or herders are on duty, proceed signals, preceded by a track signal, must be given by switch tender, herder or member of yard crew. Enginemen will then answer by signal 14(g) whereupon the yardman, switch tender or herder will repeat hand signals before movement is started.

⊙**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.

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 retainers on detached portion. After train is coupled air must be applied from engine before hand brakes and retainers 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.

Press push button until pilot light appears then release; after time-release has operated signal will clear.

Trains required to enter sidings where signals are arranged as above must not pass home signal until switch has been lined for the siding.

⊙When signals are found in stop position, under any condition, operate push button governing route desired.

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.

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.

GENERAL REGULATIONS

⊙**RULE 825.** When cars are left on grade not protected by derail or rail skid they must be chained to rail.

AIR BRAKE RULES

⊙**RULE 3.** On diesel locomotives 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) and No. 374 (CME) is 90 lbs.

⊙**RULE 13.** Should all power units of a diesel 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.

FREIGHT TRAINS

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

1. When freight trains are double-headed engines must be detached to take water.

4. Pushing trains out of yards:

- Engines must not be placed behind a wooden underframe caboose or other wooden underframe equipment.
- Engines weighing more than 330,000 lbs. on the drivers must not be placed behind steel underframe cabooses.
- Air must not be coupled through the pusher engine.
- Knuckle must not be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

5. Helper service:

- Helper engines must not be placed behind wooden underframe cars or wooden underframe cabooses.
- Engines weighing more than 330,000 lbs. on the drivers must not be placed behind steel underframe cabooses.
- Not more than one helper engine will be placed behind steel underframe cabooses.

⊙When steam engine is coupled next behind diesel engine on head end of either a freight or passenger train, dynamic brakes must not be used.

One helper may be placed on head-end, except that not more than one AC class engine, nor more than two engines of other classes may be placed on head-end of any freight train. When additional helpers are required, they will be placed back in train and cut in ahead of any cars of wooden underframe construction, and when practicable should be placed behind a loaded car.

⊙Helper or doubleheader engines must not be placed on head-end of freight trains powered by DF-1 to 12 class engines.

⊙In passenger service DF-1 to 12 class engine of not more than four units may be coupled ahead of steam engine; DF-1 to 12 class engine of not more than four units may be coupled ahead of DF-1 to 12 class engine; and steam engine may be coupled ahead of DP or DF-1 to 12 class engine. When so coupled dynamic brakes must not be used.

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

When used as helpers in rear of train, AC class engines must not be coupled together, nor may more than two F, Mt, or heavier class, nor more than three smaller classes be coupled together. When coupled, larger engines must be placed ahead of smaller engines. If tonnage requires more power, additional helpers of not to exceed two coupled in each case, must be separated by 75% of the engine rating of the helper, or helpers coupled, next ahead of caboose.

⊙When one diesel helper is used, it will be cut in at the rear of train ahead of caboose and ahead of any cars of wooden underframe construction. If two diesel helpers are used or one diesel and one steam engine, the diesel helper or the larger of the two diesels will be separated from the smaller diesel or steam helper cut in at rear of train ahead of caboose and ahead of any cars of wooden underframe construction by 10 to 15 cars eastward from Santa Margarita and 18 cars westward from San Luis Obispo. If used as helpers cut in rear of train ahead of caboose and cars of wooden underframe construction, diesel helper with only two units may be coupled to F or DF-100 to 112 class engine with two unit diesel in the lead, AC class engine may be coupled with DF-100 to 112 class engine with AC engine in the lead and F and DF-100 to 112 class engines may be coupled with either engine in the lead.

Helpers must not be operated backing except in emergency, and in such case engines should not push through a backing engine if it can be avoided.

Helper engine coupled in middle or rear of train must be cut off from forward portion before taking water. On grades road engine and helper must not be cut off from train at the same time without hand brakes being securely set.

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 diesel engine shut down.

29. Employees operating over Government tracks listed below will be governed by SP Book of Rules, Air Brake Rules, Timetable Bulletins and Special Instructions:

Camp Cooke at Tangair,
Camp San Luis Obispo at Goldtree,
Camp Roberts at McKay,
Fort Ord at Ord,
Balloon track and spurs to unloading ramps at Ord.

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	
AC.....	60	55	25
C.....	40	40	30
DF-1 to 12, except.....	55	55	*30
Units 6138, 6146, 6161 to 6163, 6167, 6169, 6175 to 6185, 6241, 6242, 6249, 6253, 6256, 6266, 6267, 6296 to 6299, 6306, 6342, 6343, 6346 to 6350, 6352, 6353, 6356, 6362 to 6364, 6366, 6367, 6372 to 6377, 6406 to 6423, 6425, 6426, 6428 to 6433, 6436 to 6439, 8022, 8026, 8029, 8032, 8039, 8040, 8042, 8043, 8045, 8047, 8048, 8050, 8060 to 8063, 8065, 8067, 8071 to 8075, 8077, 8078, 8080 to 8085, 8140 to 8145, 8147 to 8152, 8156 to 8158, 8161, 8167, 8196 to 8197, 8199, 8214, 8219, 8225, 8230, 8234, 8235, 8242, 8243, 8247 to 8249, 8253, 8256, 8262 to 8289.....	65	65	*30
Units 6190 to 6193, 6202, 6203, 6206 to 6208, 6210, 6214 to 6219, 6222 to 6229, 6232 to 6239, 6378 to 6382, 6394 to 6405, 6440 to 6461, (T&NO) 338 to 353, 8090 to 8093, 8102, 8103, 8106 to 8111, 8114 to 8119, 8122 to 8126, 8139, 8290 to 8303, (T&NO) 526 to 541.....	70	70	*30
DF-100, 114 to 120, 122, 123, except.....	65	65	65
Units 5279 to 5287, 5290 to 5293, 5309 to 5315.....	55	55	55
DF-101 to 112.....	60	60	60
DF-121.....	70	70	70
DF-200 to 205.....	55	55	55
DF-300 to 306.....	65	65	65
DF-500, 501.....	70	70	70
DF-603, 605, 606.....	70	70	70
DP.....	79	79	*30
DS-1, 4, 5.....	45	45	45
DS-2, 3, 6, 7, 8, 9.....	60	60	60
DS-100 to 108, 110, 111, 113 to 115, 117, 118, 119.....	60	60	60
DS-109.....	65	65	65
DS-200, 201.....	35	35	35
F.....	50	50	30
GS.....	75	55	30
M.....	50	50	25
Mk-2, 4.....	40	40	30
Mk-5, 6, 9.....	50	50	30
Mt.....	75	55	30
P-5 (T&NO), 6 (2453).....	65	55	30
P-6 (2454, 2458), 8, 10.....	75	55	30
RDC.....	79	79	*30
S, SE.....	20	20	20
SP.....	55	55	30
T-1, 23, 28, 31.....	50	50	30
T-32.....	60	55	30
TW-8.....	40	40	30
Any engine not listed.....	35	35	25

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

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

Steam engines coupled tender to tender must not exceed speed permitted same engines running light backward.

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

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.

⊙Maximum speed of trains handling dead engines of S or SE class 20 MPH; other 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 the engine handling the train; and dead steam engines weighing 150,000 pounds or more on drivers must be placed with 8 to 15 cars between it and engine handling the train. If weight is less than 150,000 pounds, dead diesel or steam engines must be placed near rear of train. Dead steam engines should be headed in direction of movement when possible.

Unless otherwise restricted, two dead road locomotives may be coupled together for movement. When necessary to separate them, or when an S or SE class and a road locomotive are moved dead in train, a steel underframe freight car must be placed between them, and S or SE class locomotive entrained with tender ahead.

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.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH MAIN TRACKS OTHER THAN BRANCHES	MPH MAIN TRACKS ON BRANCHES
	Cars and loads with height, width or weight greater than maximum shown in Line Clearance Circular (when movement is authorized)	40	25
⊙Double or triple loads.....	40	25
Scale test cars.....	40	30
Cars with arch bar trucks.....	40	30
Steel pile-drivers.....	40*	30*
Relief outfits with steam derrick, except:..... (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).	35*	25*
Power shovel on own wheels.....	35*	25*
Ditchers on own wheels, except:..... SPMW-4044.....	35*	25*
Car-top ditchers, if blocking and tie-down cables are removed.....	35*	25*
⊙K&J, Western, and Oliver, pedestal or center-hinged air-dump cars (except SPMW 5100 to 5189 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..... must not exceed speed for same engine running forward light.	..	55
Engine, flanger and caboose only, except:.....	..	40
On curves.....	..	30

⊙SPMW cars not equipped with AB 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 retainer 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 must not exceed 50 MPH, and speed of freight trains and light engines must not exceed 40 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.

SPECIAL INSTRUCTIONS—SAN FRANCISCO SUBDIVISION

○RULE 10-J. Round yellow speed signs indicate the speed restrictions applying to COAST DAYLIGHT and STARLIGHT with diesel passenger engine. Speed sign for westward trains at MP 9.10 located on signal bridge one mile instead of three-fourths mile from restriction.

○RULE 14(d). As specified below, — — — — o will be indication that flagman may return from west: Redwood Jct. Trains on Dumbarton line, Santa Clara Trains on Agnew line, Vasona Jct. Trains on Los Altos Branch.

○RULE 14(e). As specified below, — — — — — will be indication that flagman may return from east: Redwood Jct. Trains on Dumbarton line, California Ave. Trains on Los Altos Branch, Santa Clara Trains on Agnew line, San Jose Trains on Los Gatos Branch.

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 84. San Francisco: Starting lights at west end of passenger tracks 3 through 12 for eastward passenger trains are controlled by stationmaster. Conductor must not give proceed signal until starting light displays green aspect.

San Jose: Starting lights adjacent to station tracks 2, 3, 4, and 5 for westward trains are controlled by stationmaster. Conductor must not give proceed signal until starting light displays green aspect.

Starting lights adjacent to station tracks 2, 3, 4 and 5 for eastward trains are controlled by stationmaster. Conductor must not give proceed signal until starting light displays green aspect.

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

Table with 3 columns: West MP, Station, East MP. Rows include San Francisco, Redwood Jct., and San Jose with various mileposts and branch names.

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. Navy Dept. will do switching at Moffett Field, Mountain View; and Permanente Corp. will do switching at Permanente. When necessary for SP crews to enter jointly operated tracks they must provide adequate protection to avoid collision.

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

RULE 103-A. Automatic crossing gates:

Following crossings protected by gates will operate for against current of traffic moves for short distances and speed of 25 MPH must not be exceeded approaching these crossings:

Table with 3 columns: Station, Location, Mile Post. Lists crossings from Butler Road to Sunnyvale with mileposts ranging from 8.4 to 38.6.

*Operated by gateman.

○**Equipped with unit for display of flashing white light. Display of flashing white light indicates gates are down. Train 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.

Following gates do not operate for against current of traffic moves until engines or cars are at the crossing. Crossings must not be entered until gates are down:

Table with 3 columns: Station, Location, Mile Post. Lists Menlo Park crossing at Oak Grove Ave. with milepost 28.8.

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:

Table with 4 columns: Station, Location, Direction, Mile Post. Lists crossings from Millbrae to Sunnyvale with mileposts ranging from 13.7 to 38.6.

†When switching Bohannon spur.

○*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.

SPECIAL INSTRUCTIONS—SAN FRANCISCO SUBDIVISION

○Millbrae: Westward trains switching Pottery spur must not leave cars on main track east of Signal 137. Westward trains leaving part of train in middle siding to switch Pottery spur must depart east of derail on middle siding to actuate gates.

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

Table with 3 columns: Station, Location, Direction. Lists locations from South San Francisco to Sunnyvale with directions like Westward and Eastward.

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

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

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

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:

Redwood City—Crossing on J. W. Poole spur.

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

Table with 2 columns: Station, Location. Lists junctions from San Bruno to Redwood City with specific location details.

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

Table with 2 columns: Eastward, Westward. Lists stations like South San Francisco, Millbrae, Broadway, etc.

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

West end Tunnel 3 and between Tunnels 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 Lawrence.

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.

RULE 285. When dwarf signals for entrance to station tracks 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".

Table with 3 columns: Eastward Signal, Protection, Westward Signal. Lists signals like P-62, P-172, P-274 with their respective protections.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Bayshore: Before making movement from westward track into spur to San Francisco Union Stock Yards district arrange with yardman at MP 3.70, just east of tunnel 3, (telephone 3160) for flag protection on westward track. All members of crew must accompany engine to this district.

Before making movement out of spur yard engine foreman will be governed as follows:

- 1. Obtain lineup of trains from signal operator (telephone 603).
2. Arrange for flag protection on westward track with yardman at MP 3.70 just east of tunnel 3.
3. Provide flag protection on eastward track.
4. If block indicators, for both tracks, indicate "block unoccupied" unlock electric lock.
5. Line crossover switch in eastward track.
6. Line crossover switch in westward track.
7. Line switch from spur to westward track.

After crossover movement completed return switches and derail to normal position and lock.

Before making crossover movements at Newcomb Ave. arrange with yardman at MP 3.70, just east of tunnel 3, for flag protection on westward track.

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 1 to 14.

California Ave.: After switches have been lined for crossover movement, if Signal 319 displays stop indication, crossover movement may be made only as prescribed by Rule 509 or Rule 510.

Electric lock Nos. 2 and 3 are affected by approaching trains on eastward track within limits of approach circuits, marker for which is the Approach Circuit sign, 2000 feet west of Signal 312.

Electric lock No. 3 is also affected by approaching trains on westward track within limits of approach circuit, marker for which is the Approach Circuit sign, 3500 feet east of Signal 339.

Trains should avoid passing Approach Circuit sign when first-class trains are due at California Ave., from Los Altos Branch.

Trains desiring to leave the branch ahead of San Jose line trains finding the indicator displaying "block occupied," and the electric switch lock locked, may release the lock by operating time-release push button and waiting six minutes until time-release runs out and lock releases.

San Jose: Track from signal 50 feet west of spring switch on wye to Signal 467 on Milpitas line not protected by block signals. When Signal 467 on Milpitas line displays stop indication, train must stop clear of San Pedro St. until flagman has preceded train from Signal 467 to avoid blocking street crossings.

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 west switch of track 4.

Signal 464 on Signal Bridge 466 is a diverging route signal governing entrance into station tracks 1, 2, 3 and 4 from station track 4. Lower unit on Signal 466 governs entrance into these tracks through crossover from station track 5. When Signal 464 or lower unit of Signal 466 display yellow aspect, movement into tracks 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, after stopping, may proceed with caution, provided proceed signal received from yardman at Park Ave., green flag by day, green light by night.

Station track 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 5 governed by lower unit on Signal 473 on station track 4.

Signal 463.5 governs all movements from station tracks 6 to 11 inc.

Starting indicators for westward trains on station tracks 1, 2 and 3 are controlled by yardman at The Alameda, and when displaying red aspect must not be passed, and when displaying yellow aspect permit movement with caution to Signal 465.

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

Track designations at San Jose station are:
Beginning on the north: Station tracks 1 to 11;
Track at extreme south: Main track.

RULE 535. SPRING SWITCHES

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

Location	Normal Position
Redwood Jct.	End double track Westward track

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.

Movements governed by diverging route or dwarf signals must be made with caution and position of switches observed, as such signals govern movements for various routes.

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.

Fourth Street—San Francisco: Limits extend from point where main tracks end at King Street to terminal station and include tracks 1 to 14, leads and certain switches adjacent.

Trains or engines from train sheds may proceed to first signal eastward.

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

As detector circuits control switches, cars or engines must not be left standing on them.

Tracks and switches within this plant are numbered. Yardmen and signal operator when arranging movements will use track, or switch numbers to avoid misunderstanding. Telephone instructions must be carefully given and repeated.

Leaving signals on station tracks 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 1, 2, 3, 13 and 14 are searchlight type, and necessary that trainman or yardman relay signal indication to enginemen when it is cleared.

If signal cannot be cleared, move 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 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 1 and 2 at 23rd Street. Trains and engines being delayed by "stop" indication will communicate with signal operator Potrero Tower.

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 to eastward main track } o o — — o o.

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

- For hold yard, — o — o,
- For inbound yard, o o — o,
- For movement into yard, Bayshore, through either 5 or 7 switch just east of westward crossover which is 300 feet east of Bayshore station building. } o — — o,
- For outbound yard, o — o —.

One long sound of air whistle on tower requires that trains and engines within limits of interlocking must stop.

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

When there is a possibility of delaying passenger trains by engines or yard drags, signal operator will consult yardmaster and be governed by his instructions, making memorandum of verbal instructions which will be filed for future reference.

Bayshore: Limits extend from signal 150 feet west of west portal Tunnel 4, on eastward main track to signal 1850 feet east of east portal Tunnel 4 on westward main track.

Whistle signals governing routes as follows:

- For hold yard, — o — o,
- For inbound yard, o o — o,
- For movement into yard through either 5 or 7 switch located just east of westward crossover 300 feet east of Bayshore station } 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 4. Interlocking signal on eastward main track 150 feet west of west portal Tunnel 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).

One long sound of siren on tower requires that trains and engines within limits of interlocking must stop.

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.

When there is a possibility of delaying passenger trains by engines or yard drags, signal operator will consult yardmaster and be governed by his instructions, making memorandum of verbal instructions which will be filed for future reference.

Visitacion: The 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 of Coast Division tracks extend from signal 250 feet west of tower to signal 875 feet east of tower.

One long sound of siren on tower requires that engines within limits of interlocking must stop.

Whistle signals governing routes as follows:

- For old eastward track, — o —,
- For track 805 Dunham Carrigan & Hayden, — o — o,
- For track 813 Chemical works, o o o — o,
- For track 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.

One long sound of siren on tower requires that all trains and engines within the limits of the interlocking must stop.

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.

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.

Interlocking limits must not be fouled from industry tracks or spurs without permission from signal operator, or proper signal indication.

One long sound of siren on tower requires all trains and engines within limits of the interlocking must stop.

Electric locks on derails and crossover switches within these limits are under control of signal operator. Permission must be obtained to unlock derail or switch. Release of lock will be authority to proceed. Derail must be thrown first, then switch may be thrown. Restore derail, electric lock and switch to normal position when not in use. Instructions on operation of electric locks posted on inside of door of lock box.

Switches on spur tracks 418, 424, 434, 440 and 444, leading off main track are manually operated. Engines must not foul main track without permission from signal operator.

No. 1 lead must not be fouled without proper signal indication, or permission from signal operator.

Switches in crossover between station track 4 and No. 1 lead, opposite roundhouse office, are power operated. Interlocking signals govern movement only to the inside switch of crossover and not to the fouling point of No. 1 lead.

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 4 or 5.

Westward diverging route signal on interlocking signal on station track 4, for movement to roundhouse lead display indication in accordance with Rule 283, "Proceed on Diverging Route", and govern to the fouling point only on No. 1 lead. Westward engines entering No. 1 lead at this point must move expecting to find the track occupied at any point.

Telephones are located closely adjacent to interlocking signals or derails. If delayed, signal operator must be consulted.

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 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

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

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

No signal operators on duty. 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 825. Palo Alto:** Portable rail skid on post just east of earth bumper Berry spur.

When cars are left on Berry spur, 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.

RULE 830. San Mateo: Westward passenger trains, stopping at passenger station, must stop with rear end clear of Third Ave.

Westward trains, stopped by Signal P-179, must stop clear of First Ave.

Eastward trains, stopped by Signal 180, must stop clear of Third Ave.

SPECIAL INSTRUCTIONS—SAN FRANCISCO SUBDIVISION

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

Redwood Jct.: Western Division trains of over 39 cars, with no set-out, must not pass Middlefield Road and Second Ave. crossings unless Signal D-269 displays green aspect.

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

Local freight trains, on eastward track, leaving trains between Churchill Ave., and California Ave., must stop so that engine is west of Approach Circuit sign.

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 retainers 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 is 90 tons and speed must not exceed 10 MPH, Permanente to Simla.

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

PASSENGER TRAINS

RULE 39. Running test on eastward trains must be made as soon as speed permits after leaving San Francisco.

Running test must be made on eastward trains at San Jose after rear of train has passed over spring switch at east end station track 5.

MISCELLANEOUS

1. Westward trains must not take water at west water column California Ave. except in an emergency.

10. Freight trains or engines with freight cars must not operate over station tracks 2, 3, 4 or 5 in San Jose passenger station.

Engines listed must not operate on tracks shown below:

Table with 2 columns: Class of Engine, Restricted Tracks. Lists various engine classes and their restricted track locations.

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

Engines equipped with pilot plow, except Mt and GS class, are prohibited over tracks adjacent to station platforms at San Francisco and San Jose.

Load limit (car and contents):

Table with 2 columns: Location, Weight. Lists load limits for various locations like San Francisco-San Jose, San Bruno-Elkton, etc.

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

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

Table with 3 columns: MP, Location, Description. Lists overhead and side structures along the main track and sidings.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS Not Exceeding MPH

Table with 2 columns: Description, MPH. Lists speed restrictions for various track types and locations.

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.

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.

Large table with multiple columns: TERRITORY, Column, A, 1, 2, 3, 4. Lists speed restrictions for various territories and directions.

*Regulated by City ordinance.

Engs. 2475, 2484 to 2491 restricted to 20 MPH.

*Streamlined passenger trains are COAST DAYLIGHT and STARLIGHT with diesel passenger engine.

COAST DAYLIGHT and STARLIGHT with steam engine or conventional cars will operate at speeds shown in Column 1, except on tangent track may run not to exceed the speed permitted for class of engine involved, where 79 MPH is authorized in Column A.

No. 371 (Adv. CMW), No. 373 (CMW), No. 372 (Adv. CME) and No. 374 (CME), when consist contains no restricted cars, may operate at passenger 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.

SPECIAL INSTRUCTIONS—SAN FRANCISCO SUBDIVISION

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

NOMINAL CLASS	ENGINE NUMBERS	Rating		
		San Francisco and San Jose	California Ave. to Los Gatos San Jose and Vasona Jct.	Los Gatos to California Ave.
DP-4, 7	6000 to 6004, 6017, 6018	3750		
DP-5, 6	6005 to 6016			
DP-8 to 10	6019 to 6033			
DP-11	6034 to 6045	7275		
DP-12	6046 to 6054			
DF-1 to 12	6138 to 6461	10825		
DF-100	5200 to 5202			
DF-101 to 108, 110, 112	5203 to 5249, 5253 to 5278, 5500 to 5502	3725		
DF-109, 111	5250 to 5252, 5503 to 5505			
DF-114, 116, 117, 118, 120, 121, 122	5279 to 5293, 5308 to 5335, 5340 to 5444	4600	⑤2600	3350
DF-115, 119, 123	5294 to 5307, 5336 to 5339, 5345 to 5348	5225	⑤3050	3900
DF-200 to 204	5100 to 5118			
DF-300 to 304	4600 to 4623, 4700 to 4703			
DF-305, 306	4624 to 4633			
DF-500, 501	4800 to 4815	5075		
DF-603, 605, 606	5600 to 5625	3475		
DS-1 to 8	1000 to 1032	1150	⑦800	1050
DS-100 to 109, 111, 115	1300 to 1441, 1464 to 1485, 1514 to 1528	1750	⑤⑦1275	⑥1650
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	2250	⑦1300	1675
DS-113, 117	1486 to 1491, 1529 to 1538	2150	1225	1600
DS-200, 201	1900 to 1903			
M-4	1629, 1713	1475	925	1200
M-6, 8	1726 to 1801, 1824, 1825	1825	1100	1425
M-9	1804 to 1817	1925	1150	1500
M-11	1833	1975	1250	1625
T-1	2248, 2252	1300	825	1075
T-23	2302, 2303	1875	1175	1550
T-28, 31	2312 to 2361	2100	1300	1700
T-32	2366 to 2384	2150	1325	1725
P-6	2453, 2454, 2458	2150	①1275	1675
P-7	2476, 2477	2175	①1375	1775
P-8, 10	2461 to 2473, 2479 to 2483	2300	④1500	1975
P-8, 10	2475, 2484 to 2491	2400	④1775	2325
C-8, 9, 10	2513 to 2598, 2700 to 2854	⑨2300	⑨1450	⑨1875
C-18	3400, 3406	2100	1325	1725
C-19	3420, 3423, 3426	2175	1375	1800
TW-8	2914	1950	1225	1600
Mk-2, 4	3203 to 3236	2700	1600	2125
Mk-5, 6	3247 to 3275	2925	1775	2325
Mk-9	3322	3175	1950	2575
F-1	3614 to 3652	3350	2025	2700
F-3, 4, 5	3653 to 3769	4000		
AC-4, 5	4107 to 4114	5950		
AC-6 to 12	3804 to 3810, 4133 to 4294	②6250		
Mt-1, 3, 4, 5	4300 to 4376	3300	③2175	2850
GS-1, 2	4401 to 4415, 4470 to 4473	3500		
GS-3, 4, 5, 6	4416 to 4469	3600		
GS-7, 8	4475 to 4487	3650		
SP-2	5021	5000		

①Rating Vasona Jct. to San Jose, 4500. ④Rating Vasona Jct. to San Jose, 5000. ⑦Rating Vasona Jct. to San Jose, 4000.
 ②Applies to engs. 4133 to 4294 only. ⑤Rating DS-109, 1000. ⑧Rating Vasona Jct. to San Jose, 10000.
 ③Rating Vasona Jct. to San Jose, 6000. ⑥Rating DS-109, 1300. ⑨Rating also applies to SD&AE engs. 103 to 106.

Ratings shown for nominal class DP-4 through 12 are applicable to 3-unit engines. To determine rating of engine with less than 3 units, divide published rating by 3 and multiply by number of units comprising the engine.

Ratings shown for nominal class DF-1 through 12 are applicable to 4-unit engines. To determine rating of engine with less than 4 units, divide published rating by 4 and multiply by number of units comprising the engine.

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—GILROY SUBDIVISION

○**RULE 10-J.** Round yellow speed signs indicate the speed restrictions applying to COAST DAYLIGHT and STARLIGHT with diesel passenger engine.

Speed signs to left of track.

Eastward MP	Reading	Westward MP	Reading
		92.97	35-30-30

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

RULE 14(e). As specified below, — — — — — will be indication that flagman may return from east:

Carnadero.....Trains on Hollister Branch,
 Watsonville Jct.....Trains on Santa Cruz Branch,
 Santa Cruz.....Trains on Davenport Branch.

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

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

○**RULE 84. San Jose:** Starting lights adjacent to station tracks 2, 3, 4 and 5 for westward trains are controlled by stationmaster. Conductor must not give proceed signal until starting light displays green aspect.

Starting lights adjacent to station tracks 2, 3, 4 and 5 for eastward trains are controlled by stationmaster. Conductor must not give proceed signal until starting light displays green aspect.

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.....56.00
	" (Lick Branch).....End of Branch
	" (Los Gatos Branch).....51.47
④44.84	" (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.:** Freight trains leaving yard tracks must receive proceed signal from yardman, green flag by day, green light by night, which will indicate that protection has been provided to foul main track and yardman is responsible that such protection has been provided except trains must receive oral permission from yardman to leave if any train is on a conflicting route within a distance which will render them in any way liable to conflict with the movement.

If Signal 984 is in proceed position for diverging route which governs entrance to yard at initial switch, or No. 1 crossover (westward crossover), eastward trains must receive proceed signal from yardman, green flag by day, green light by night, before entering yard. If Signal 984 is in stop position, trains must remain at signal until given proceed signal by yardman, green flag by day, green light by night.

If Signal 1001 is in stop position, westward train after stopping may proceed to highway crossing at yard office, but will not pass that point nor make crossover movement until proceed signal received from yardman, green flag by day, green light by night. If Signal 1001 is in proceed position for diverging route train may proceed to highway crossing at yard office, but will not pass that point nor make crossover movement until proceed signal received from yardman, green flag by day, green light by night, which will indicate that protection has been provided to crossover eastward main track and yardman is responsible that such protection has been provided.

After air test is completed and blue signs removed, train will move to clear of the lead, if necessary, to obtain such oral permission.

Stop signs 175 feet in approach to Monterey Road crossing, Watsonville Jct., trains and engines moving via west leg of wye to or from Santa Cruz Branch must stop before reaching stop sign, and may then move over crossing if route is seen or known to be clear.

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.

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

○**RULE 103-A.** Automatic crossing gates:
 Following crossings protected by gates will operate for against current of traffic moves for short distances and speed of 25 MPH must not be exceeded approaching these crossings:

Station	Location	Mile Post
West of Eaton	San Juan Road	96.2

Movements on other than main track over Laurel St., Santa Cruz, must be protected by member of crew.

○**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 except Sunday, 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.

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 5, San Jose.....	P-I
P-514	Spring switch, end double track, Lick.....	P-I
P-634	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	P-805
P-866	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
	{Earthquake detector, Pajaro River bridge, Chittenden.....}	
P-924	{Slide detector fence, Logan.....}	P-931
P-930	Spring switch, end double track, Logan	

SPECIAL INSTRUCTIONS—GILROY SUBDIVISION

⊙RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

San Jose: Track from signal 50 feet west of spring switch on wye to Signal 467 on Milpitas line not protected by block signals. When Signal 467 on Milpitas line displays stop indication, train must stop clear of San Pedro St. until flagman has preceded train from Signal 467 to avoid blocking street crossings.

⊙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 west switch of track 4.

Signal 464 on Signal Bridge 466 is a diverging route signal governing entrance into station tracks 1, 2, 3 and 4 from station track 4. Lower unit on Signal 466 governs entrance into these tracks through crossover from station track 5. When Signal 464 or lower unit of Signal 466 display yellow aspect, movement into tracks 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, after stopping, may proceed with caution, provided proceed signal received from yardman at Park Ave., green flag by day, green light by night.

Station track 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 5 governed by lower unit on Signal 473 on station track 4.

Signal 463.5 governs all movements from station tracks 6 to 11 inc.

Starting indicators for westward trains on station tracks 1, 2 and 3 are controlled by yardman at The Alameda, and when displaying red aspect must not be passed, and when displaying yellow aspect permit movement with caution to Signal 465.

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

Track designations at San Jose station are:

Beginning on the north: Station tracks 1 to 11; Track at extreme south: Main track.

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

Carnadero: In moving from eastward main track to Hollister Branch, first throw crossover switch in eastward main track; then other switches as most convenient.

RULE 516. Overlap post: Chittenden—Eastward trains.

RULE 535. SPRING SWITCHES

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

Table with 2 columns: Location, Normal Position. Lists locations like Lick, Coyote, Perry, Morganhill, San Martin, Rucker, Gilroy, Corporal, Sargent, Chittenden, Logan and their corresponding normal positions.

When signal governing westward movement through spring switch at Lick displays stop indication, permission must be obtained from signal operator at San Jose to pass signal in addition to complying with Rule 535 and 663(b).

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

Table with 2 columns: Location, Normal Position. Shows San Jose location and East end station track 5.

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.

Movements within these limits are governed by interlocking signals under control of signal operator, except that some of the intermediate signals are automatic, or semi-automatic.

Interlocking limits must not be fouled from industry tracks or spurs without permission from signal operator, or proper signal indication.

When for any reason proceed indication of an interlocking signal cannot be acted upon at once, signal operator must immediately be notified.

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 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 authority 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 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.

Eastward dwarf Signal 474.5 on seven-foot mast will display red or green aspect:

Red—Stop. To enter block comply with Rule 509 and 513, Green—Proceed to next Signal 474.

Signal on Orchard Supply Co. spur at MP 47.70 governs entrance to station track 4. Derail or switch must not be thrown until permission received from signal operator, and in addition block indicator for both directions must indicate "block clear".

Signal on San Jose Canning Co. spur at MP 48.50 governs movement to main track. Derail or main track switch must not be thrown until permission received from signal operator, and in addition block indicator for both directions must indicate "block clear".

Movements from Luther (San Jose yard) to main track at Luther Jct. governed by interlocking signal. Derail and main track switch must not be lined without first obtaining permission from signal operator by telephone.

Telephones are located closely adjacent to interlocking signals or derails. If delayed, signal operator must be consulted.

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

No signal operators on duty. Signals, switches and derails normally in position for SP movements. When semi-automatic signals indicate "stop", Rule 663(c) and 509(b) will govern.

SPECIAL INSTRUCTIONS—GILROY SUBDIVISION

⊙RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Table with 3 columns: Illum. Letter, On Signal, Approaching. Shows M indicator at 608 Coyote and its function.

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 Monterey Road at Watsonville Jct.

When freight trains stop on receiving track in Watsonville Jct. yard, trainmen will set sufficient hand brakes on the rear of westward trains, and on the head end of eastward 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 retainers for six cars; four retainers for eight cars; five retainers for ten cars; and seven retainers for 12 cars must be turned up on head end of the train.

All retainers must be turned up in freight trains Felton to Santa Cruz. Retainers on loads must be placed in high pressure position.

FREIGHT TRAINS

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 eastward trains at San Jose after rear of train has passed over spring switch at east end station track 5.

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 2, 3, 4 or 5 in San Jose passenger station.

Engines listed must not operate on tracks shown below: Class of Engine Restricted Tracks

Table listing engine classes (DP, DF-1, Mk, F, AC, Mt, GS, SP, P) and their restricted tracks (Morganhill, Lonoke, Lick Branch, Santa Cruz, Logan).

Engines must not go more than 110 feet beyond derail at west end of No. 1 track at Logan.

Engines equipped with pilot plow, except Mt and GS class, are prohibited over tracks adjacent to station platform at San Jose.

Table showing load limits for various locations: San Jose-Watsonville Jct., Lick-Alamitos, Carnadero-Hollister, Watsonville Jct.-Olympia, Santa Cruz-Davenport.

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

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

Table with 3 columns: MP, Location, Description. Lists overhead and side structures at various mileposts.

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

Table listing speed restrictions for various track types: Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, Through slip switches, Through turnouts on other than sidings, On branches, Through all sidings, yard tracks and other tracks with engine running backward, San Jose, passenger trains on station tracks 4 and 5, In either direction between passenger station and connection with main track east of station, Watsonville Jct., wye, Santa Cruz, wye.

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.

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 columns for TERRITORY, MP, Column, and LIGHT ENGINES (RUNNING FORWARD, RUNNING BACKWARD). Rows include Eastward and Westward routes between San Jose, Watsonville, Alamosa, and Santa Cruz.

★Regulated by City ordinance.

★★ICC. Regulation.

#See Rule 536.

○*Streamlined passenger trains are COAST DAYLIGHT and STARLIGHT with diesel passenger engine.

○COAST DAYLIGHT and STARLIGHT with steam engine or conventional cars will operate at speeds shown in Column 1, except on tangent track may run not to exceed the speed permitted for class of engine involved, where 79 MPH is authorized in Column A.

○No. 371 (Adv. CMW), No. 373 (CMW), No. 372 (Adv. CME) and No. 374 (CME), when consist contains no restricted cars, may operate at passenger 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)

Table with columns for NOMINAL CLASS, ENGINE NUMBERS, and various territory ratings (San Jose to Watsonville, Watsonville to San Jose, Santa Cruz to Davenport, etc.). Rows list engine classes like DP, DF, DS, M, T, P, C, Mk, F, GS, and SP.

①Rating Olympia to Santa Cruz, 2600. ②③Applies to engs. 3203 to 3206, 3213, 3224, 3227, 3229 and 3236 only.

④Rating Santa Cruz to Watsonville Jct., 1375. ⑤Applies to engs. 4133 to 4294 only. ⑥Rating for DS-109, 675.

⑦Rating for DS-109, 775. ⑧Rating for DS-109, 1350. ⑨Rating for DS-109, 350.

⑩Rating Olympia to Santa Cruz, 825. ⑪Rating Olympia to Santa Cruz for DS-100 to 108, 111, 1300. For DF-109, 1025.

⑫Rating Olympia to Santa Cruz, 1300. ⑬Rating Olympia to Santa Cruz, 2525. ⑭Rating Olympia to Santa Cruz, 3075.

⑮Rating Olympia to Santa Cruz, 1250. ⑯Rating also applies to SD&AE engs. 103 to 106.

Ratings shown for nominal class DP-4 through 12 are applicable to 3-unit engines. To determine rating of engine with less than 3 units, divide published rating by 3 and multiply by number of units comprising the engine.

Ratings shown for nominal class DF-1 through 12 are applicable to 4-unit engines. To determine rating of engine with less than 4 units, divide published rating by 4 and multiply by number of units comprising the engine.

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.** Round yellow speed signs indicate the speed restrictions applying to COAST DAYLIGHT and STARLIGHT with diesel passenger engine.

Speed signs to left of track:

Eastward MP	Reading	Westward MP	Reading
		118.37	79-70-55
		163.10	79-70-55
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 119.74 reading 79-70-55 is to right of track with one track intervening.

RULE 14(e). As specified below, — — — — — will be indication that flagman may return from east:
Castroville.....Trains on Monterey Branch.

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

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
123.30	Monterey..... 127.66
127.70	Pacific Grove..... 129.88

⊙**Watsonville Jct.:** Freight trains leaving yard tracks must receive proceed signal from yardman, green flag by day, green light by night, which will indicate that protection has been provided to foul main track and yardman is responsible that such protection has been provided except trains must receive oral permission to leave if any train is on a conflicting route within a distance which will render them in any way liable to conflict with the movement.

If Signal 984 is in proceed position for diverging route which governs entrance to yard at initial switch, or No. 1 crossover (westward crossover), eastward trains must receive proceed signal from yardman, green flag by day, green light by night, before entering yard. If Signal 984 is in stop position, trains must remain at signal until given proceed signal by yardman, green flag by day, green light by night.

If Signal 1001 is in stop position, westward train after stopping may proceed to highway crossing at yard office, but will not pass that point nor make crossover movement until proceed signal received from yardman, green flag by day, green light by night. If Signal 1001 is in proceed position for diverging route train may proceed to highway crossing at yard office, but will not pass that point nor make crossover movement until proceed signal received from yardman, green flag by day, green light by night which will indicate that protection has been provided to crossover eastward main track and yardman is responsible that such protection has been provided.

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.

RULE 99-C. Will apply on Monterey Branch.

RULE 103-A. 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.
- Chualar—County road crossing on siding,
- Monterey—Hoffman Ave. crossing on Custom House Packing Co. spur,
- Castroville—Crossing on Del Monte Ice Co. spur.
- Ord—State Highway crossing on track 4 at MP 118.90 and on tracks 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.

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

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
P-1008	Spring switch, end double track, Watsonville Jct.....	P-1009
P-1164	Spring switch, west end No. 1 siding, Salinas.....	{ P-1163 P-1165

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

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

RULE 516. Overlap posts:
Spreckels Jct.....Westward trains.

SPECIAL INSTRUCTIONS—SALINAS SUBDIVISION

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

⊙**Ord:** Spring derail on tracks 2, 3 and 4 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.	

GENERAL REGULATIONS

RULE 825. When freight trains stop on receiving track in Watsonville Jct. yard, trainmen will set sufficient hand brakes on the rear cars on westward 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.

MISCELLANEOUS

⊙1. No. 98 and No. 99 may take water at Salinas. Other trains will not take water at Salinas except in case of emergency. Engines on through freight trains take water at Soledad in preference to Salinas.

Engines take water at Chualar only if necessary.

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

Class of Engine	Restricted Tracks
⊙DP, DF-1 to 12, Mk-5, 6, 9, F, AC, Mt, GS, SP, P....	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.
MK-4.....	Salinas.....Leads 4, 35, 55, 57, 115, 133, 200, 210, 250 and spurs 151 and 153.

Load limit (car and contents):
 Watsonville Jct.-King City.....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.

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

MP	Location	Description
155.42	Metz.....	Tunnel 5 1/2.....Side
113.46	Neponset.....	Salinas River bridge.....Side

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.

Table with columns for TERRITORY, MP, Column, and LIGHT ENGINES (RUNNING FORWARD, RUNNING BACKWARD). Rows include EASTWARD, WATSONVILLE, JCT. TO KING CITY; WESTWARD, KING CITY TO WATSONVILLE JCT.; EASTWARD, CASTROVILLE TO LAKE MAJELLA; WESTWARD, LAKE MAJELLA TO CASTROVILLE; EASTWARD, SPRECKELS JCT. TO SPRECKELS; WESTWARD, SPRECKELS TO SPRECKELS JCT.

★Regulated by City ordinance. Speed may be resumed at Salinas after engine has passed last crossing within these limits in direction train is moving. #See Rule 536. *Streamlined passenger trains are COAST DAYLIGHT and STARLIGHT with diesel passenger engine. ○COAST DAYLIGHT and STARLIGHT with steam engine or conventional cars will operate at speeds shown in Column 1, except on tangent track may run not to exceed the speed permitted for class of engine involved, where 79 MPH is authorized in Column A. ○No. 371 (Adv. CMW), No. 373 (CMW), No. 372 (Adv. CME) and No. 374 (CME), when consist contains no restricted cars, may operate at passenger 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 passenger speeds shown in Column 1.

Table titled 'SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS' with columns for 'With Caution Not Exceeding MPH'. Rows include Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except: Through slip switches, Through turnouts on other than sidings, On branches, Through all sidings, yard tracks and other tracks with engine running backward, Castroville wye, Spreckels Jct. wye, Elsa wye.

SPECIAL INSTRUCTIONS—SALINAS SUBDIVISION

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

Table with columns for NOMINAL CLASS, ENGINE NUMBERS, and five rating categories: Watsonville Jct. to King City, King City to Watsonville Jct., Monterey and Lake Majella, Ord to Castroville Ord to Monterey, Castroville to Ord Monterey to Ord. Rows include DP-4, 7 through DP-12; DF-1 to 12 through DF-603, 605, 606; DS-1 to 8 through DS-200, 201; M-4 through M-11, T-1 through T-32; P-6 through P-8, 10; C-8, 9, 10 through C-19, TW-8; Mk-2, 4 through Mk-9; F-1 through F-3, 4, 5, AC-4, 5, AC-6 to 12; Mt-1, 3, 4, 5 through GS-1, 2, GS-3, 4, 5, 6, GS-7, 8, SP-2.

①Applies to engs. 4133 to 4294 only. ②Rating for DS-109, 1800. ③Rating for DS-109, 850. ④Rating also applies to SD&AE engs. 103 to 106. Ratings shown for nominal class DP-4 through 12 are applicable to 3-unit engines. To determine rating of engine with less than 3 units, divide published rating by 3 and multiply by number of units comprising the engine. Ratings shown for nominal class DF-1 through 12 are applicable to 4-unit engines. To determine rating of engine with less than 4 units, divide published rating by 4 and multiply by number of units comprising the engine.

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

○RULE 10-J. Round yellow speed signs indicate the speed restrictions applying to COAST DAYLIGHT and STARLIGHT with diesel passenger engine.

Speed signs to left of track: Table with columns: Eastward MP, Reading, Westward MP, Reading. Rows: 211.15, 228.37; 50, 45; 235.08; 60-55-50

RULE 17. Passenger trains after stopping at Santa Margarita and San Luis Obispo will extinguish headlight when helper engines are being coupled to train.

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, except within CTC limits are established at the following stations:

Table with columns: West MP, East MP. Rows: 162.17 King City, 233.86 Santa Margarita, 249.56 San Luis Obispo

○RULE 99-A. Flag protection to the rear will not be required of eastward trains, except first-class, standing with rear of train on eastward track between end of CTC and passenger station at San Luis Obispo.

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.

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

Table with columns: Eastward Signal, Protection, Westward Signal. Rows: P-1878 Fire and collision detector Sargent Creek bridge, MP 188.15; P-2328 Spring switch, west end siding, Cushing; P-A Fire detector, Tunnel 6, Cuesta; P-A Slide detector fence, Chorro; P-A Fire detector, Steiner Creek bridge, Goldtree

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Santa Margarita: Westward trains stopped by Signal 2353, at west limit of CTC, must not pass this signal without permission from train-order operator; and if so authorized to move against stop indication of signal must provide flag protection ahead to Signal 2341.

RULE 516. Overlap posts: Eaglet.....Westward trains, Cushing.....Eastward trains.

RULE 535. SPRING SWITCHES

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

Table with columns: Location, Normal Position. Row: Cushing.....West end siding.....Main track

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Table with columns: Illum. On Letter, Signal Approaching, Authorizes and requires movement as follows. Rows: M.....1657...King City...Proceed to west end of siding. S.....1657...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.

Absolute signal at end double track at San Luis Obispo has call-on unit which, when flashing yellow, authorizes a train or engine after stopping, to proceed with caution on eastward track without securing telephone permission from train dispatcher, but must expect to find track occupied.

No. 2 siding Santa Margarita has a dual control switch at east end, but this is not a controlled siding, and has no signal control beyond fouling point. Before fouling No. 2 siding at west end, or at crossover, train dispatcher's permission and time limit must be obtained.

○Call-on unit on absolute signal at east and west end of No. 2 siding and at east switch at Santa Margarita. Display of flashing yellow light in any of these call-on units will authorize movement by signal, governed by Rule 291.

Eastward and westward signals on siding at middle crossovers at Serrano have call-on unit which, when flashing yellow authorizes a train on siding, after stopping, to proceed on siding beyond crossover switches without securing telephone permission from train dispatcher, but must expect to find a train at any point on siding.

Eastward trains cutting out helpers at Serrano or other points, must not be passed by helper engines when said trains are in motion. If helper is to precede train, the train must not be started until helper has passed road engine.

○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 San Luis Obispo yard, trainmen will set sufficient hand brakes on the head end of eastward 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. Retainers will be used on passenger trains as follows:

Eastward, all retainers from summit in Tunnel 6 to west switch Hathaway, if accessible; but if more than four head-end cars on which retainers are not accessible, stop must be made at Serrano to turn such retainers up. If operating stop is not made at Hathaway inaccessible retainers on head-end cars may be left turned up until train stops at San Luis Obispo. On any train having as many inaccessible as accessible retainers, stop must be made at Serrano to turn up all retainers; and when over one-third of the total equipment in train consists of head-end cars on which retainers are not accessible, stop will be made after running test has been made leaving Santa Margarita, and before reaching summit, where such retainers must be turned up.

○Westward, all accessible retainers from summit in Tunnel 6 to Santa Margarita, except No. 91 need not use retainers unless requested by engineer.

On spur between Goldtree and Camp San Luis Obispo with over 5 cars, one retainer for each two cars must be turned up on head end.

Eastward freight trains, except those handled by diesel engine with three or more dynamic brakes in operation, will stop between switches at Serrano 10 minutes, for heat radiation, at which time train inspection will be made.

Retainers will be used on freight trains as follows:

Freight trains with DF class engine with four dynamic brakes in operation, need not use retainers Tunnel 6 to Santa Margarita if handling 5000 tons or less, and from Tunnel 6 to San Luis Obispo if handling 4000 tons or less. With greater tonnage, one retainer for each 100 tons in train must be used; with three dynamic brakes in operation and over 3750 tons Tunnel 6 to Santa Margarita, and over 3000 tons Tunnel 6 to San Luis Obispo, one retainer for each 100 tons must be used. With less than three dynamic brakes in operation retainers as required on trains with steam engine must be used.

○Steam powered freight trains must use one retainer for each 70 tons in train, Tunnel 6 to Santa Margarita, and one retainer for each 65 tons in train, Tunnel 6 to San Luis Obispo, and on spur in both directions between Goldtree and Camp San Luis Obispo.

When helper engines remain cut in train in either direction, three additional retainers must be turned up for each helper engine in above territories.

○RULE 24. Car inspectors are not on duty at San Luis Obispo 4:30 PM to 8:00 AM daily. During this period trainmen and yardmen will couple and uncouple brake, signal and steam hose and make any required tests.

FREIGHT TRAINS

RULE 22. When making terminal test on westward trains at San Luis Obispo, carmen or 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 carmen or 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 25. Rear-end test must be made on eastward trains immediately prior to leaving Santa Margarita.

RULE 33. The maximum tonnage per operative brake Tunnel 6 to Santa Margarita is 70 tons, and from Tunnel 6 to San Luis Obispo and on spur between Goldtree and Camp San Luis Obispo is 65 tons.

PASSENGER TRAINS

RULE 38. Will apply at San Luis Obispo when carmen not on duty.

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 6 in both directions.

TRAIN HANDLING

RULE 60. On freight trains handled by diesel engine and 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.

SPECIAL INSTRUCTIONS—SANTA MARGARITA SUBDIVISION

MISCELLANEOUS

⊙1. **Santa Margarita:** Engines will take water only in emergency and when necessary to take water will use east water column.

Water cars unloading on stock track must not be moved until disconnected.

Serrano: Water supply is limited.

San Ardo: Water column on siding is for emergency use only.

5. Helper engines must not be placed behind caboose of eastward freight trains from Santa Margarita.

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

Class of Engine	Description
⊙DP, DF-1 to 12, Mk, F, AC, Mt, GS, SP, P	Thyle.....Spur. Hathaway...Shell and Standard oil spurs.

Load limit (car and contents):

King City-San Luis Obispo.....251,000 pounds

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

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

MP	Location	Description	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 6	Overhead and side
240.24	Thyle	Tunnel 7	Overhead and side
240.66	"	Tunnel 8	Overhead and side
240.91	"	Tunnel 9	Overhead and side
241.72	"	Tunnel 10	Overhead and side
245.82	Chorro	Tunnel 11	Overhead and side
251.15	Hathaway	Overgrade crossing	Overhead and side
251.22	Hathaway	Overgrade crossing	Side
251.79	San Luis Obispo	Overgrade crossing	Side

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

SPECIAL INSTRUCTIONS—SANTA MARGARITA 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			*Streamlined PASSENGER TRAINS	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES		TERRITORY			*Streamlined PASSENGER TRAINS	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	
MP	MP	Column:	A	1	2	3	4	MP	MP	Column:	A	1	2	3	4
EASTWARD, KING CITY TO SAN LUIS OBISPO:								WESTWARD, SAN LUIS OBISPO TO KING CITY:							
163.10 to 164.00 (King City passing station).....								252.10 to 251.50 (San Luis Obispo)....							
⊙164.00 to 167.43 (Welby).....								⊙251.50 to 248.30.....							
167.43 to 168.80.....								⊙248.30 to 236.60.....							
⊙168.80 to 175.58.....								236.60 to 235.10 (Santa Margarita)...							
⊙175.58 to 175.82.....								⊙235.10 to 231.36.....							
⊙175.82 to 185.50.....								231.36 to 229.15.....							
⊙185.50 to 188.17.....								229.15 to 227.46.....							
⊙188.17 to 190.19.....								227.46 to 227.20.....							
⊙190.19 to 192.92.....								⊙227.20 to 220.02.....							
192.92 to 193.70.....								220.02 to 219.15.....							
193.70 to 194.35.....								219.15 to 217.23.....							
194.35 to 197.43.....								217.23 to 216.80.....							
⊙197.43 to 197.80.....								⊙216.80 to 212.16 (Paso Robles).....							
197.80 to 200.79.....								212.16 to 211.90.....							
⊙200.79 to 202.45.....								⊙211.90 to 206.00.....							
⊙202.45 to 206.00.....								⊙206.00 to 202.45.....							
⊙206.00 to 211.90.....								⊙202.45 to 200.79.....							
211.90 to 212.16.....								200.79 to 197.80.....							
⊙212.16 to 216.80 (Paso Robles).....								⊙197.80 to 197.43.....							
216.80 to 217.23.....								197.43 to 194.60.....							
217.23 to 219.15.....								194.60 to 193.92.....							
219.15 to 220.02.....								193.92 to 193.70.....							
⊙220.02 to 227.20.....								⊙193.70 to 192.92.....							
227.20 to 227.46.....								⊙192.92 to 190.19.....							
227.46 to 229.15.....								⊙190.19 to 188.17.....							
229.15 to 231.36.....								⊙188.17 to 185.50.....							
⊙231.36 to 235.10.....								⊙185.50 to 175.82.....							
235.10 to 236.60 (Santa Margarita)...								⊙175.82 to 175.58.....							
236.60 to 248.30.....								⊙175.58 to 168.80.....							
⊙248.30 to 251.50.....								168.80 to 167.43.....							
251.50 to 252.10 (San Luis Obispo)....								⊙167.43 to 164.00.....							
								164.00 to 163.10 (King City passing station).....							

⊙*Streamlined passenger trains are **COAST DAYLIGHT** and **STARLIGHT** with diesel passenger engine.

⊙**COAST DAYLIGHT** and **STARLIGHT** with steam engine or conventional cars will operate at speeds shown in Column 1, except on tangent track may run not to exceed the speed permitted for class of engine involved, where 79 MPH is authorized in Column A.

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

SPECIAL INSTRUCTIONS—SANTA MARGARITA SUBDIVISION

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

NOMINAL CLASS	ENGINE NUMBERS	King City to Santa Margarita	Santa Margarita to King City	Santa Margarita to San Luis Obispo	San Luis Obispo to Santa Margarita
DP-4, 7	6000 to 6004, 6017, 6018	3225	3750	1375	1025
DP-5, 6	6005 to 6016	.....	.....	.....	.....
DP-8 to 10	6019 to 6033	.....	.....	.....	.....
DP-11	6034 to 6045	5775	7850	1900	1875
DP-12	6046 to 6054	.....	.....	.....	.....
DF-1 to 12	6138 to 6461	8675	11650	3775	3775
DF-100	5200 to 5202	3525	.....	.....	.....
DF-101 to 108, 110, 112	5203 to 5249, 5253 to 5278, 5500 to 5502	.....	4050	1185	975
DF-109, 111	5250 to 5252, 5503 to 5505	.....	.....	.....	.....
DF-114, 116, 117, 118, 120, 121, 122	5279 to 5293, 5308 to 5335, 5340 to 5444	3600	4950	1200	1200
DF-115, 119, 123	5294 to 5307, 5336 to 5339, 5345 to 5348	4175	5625	1475	1475
DF-200 to 204	5100 to 5118	.....	.....	.....	.....
DF-300 to 304	4600 to 4623, 4700 to 4703	.....	.....	.....	.....
DF-305, 306	4624 to 4633	.....	.....	.....	.....
DF-500, 501	4800 to 4815	4075	5450	1425	1425
DF-603, 605, 606	5600 to 5625	2800	3750	975	975
DS-1 to 8	1000 to 1032	1000	1150	285	285
DS-100 to 109, 111, 115	1300 to 1441, 1464 to 1485, 1514 to 1528	1525	1750	455	455
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	1775	2425	635	590
DS-113, 117	1486 to 1491, 1529 to 1538	1700	2300	575	575
DS-200, 201	1900 to 1903	.....	.....	.....	.....
M-4	1629, 1713	1275	1475	390	350
M-6, 8	1726 to 1801, 1824, 1825	1575	1825	495	445
M-9	1804 to 1817	1675	1925	525	475
M-11	1833	1725	1975	525	485
T-1	2248, 2252	1125	1300	340	305
T-23	2302, 2303	1625	1875	500	450
T-28, 31	2312 to 2361	1825	2100	575	525
T-32	2366 to 2384	1875	2150	575	525
P-6	2453, 2454, 2458	1875	2150	550	485
P-7	2476, 2477	1900	2175	575	525
P-8, 10	2461 to 2473, 2479 to 2483	2000	2300	600	525
P-8, 10	2475, 2484 to 2491	2075	2400	625	575
C-8, 9, 10	2513 to 2598, 2700 to 2854	②1975	②2300	②650	②575
C-18	3400, 3406	1825	2100	575	525
C-19	3420, 3423, 3426	1900	2175	600	525
TW-8	2914	1600	1950	525	475
Mk-2, 4	3203 to 3236	2325	2700	750	675
Mk-5, 6	3247 to 3275	2575	2925	800	725
Mk-9	3322	2775	3175	875	800
F-1	3614 to 3652	2900	3350	950	850
F-3, 4, 5	3653 to 3769	3500	4725	1125	950
AC-4, 5	4107 to 4114	5200	5950	1575	1475
AC-6 to 12	3804 to 3810, 4133 to 4294	①5500	①6250	①1650	①1550
Mt-1, 3, 4, 5	4300 to 4376	2875	3300	850	750
GS-1, 2	4401 to 4415, 4470 to 4473	3050	3500	875	775
GS-3, 4, 5, 6	4416 to 4469	3150	3600	900	800
GS-7, 8	4475 to 4487	2875	3925	875	850
SP-2	5021	3975	5400	1300	1050

①Applies to engs. 4133 to 4294 only.

②Rating also applies to SD&AE engs. 103 to 106.

Ratings shown for nominal class DP-4 through 12 are applicable to 3-unit engines. To determine rating of engine with less than 3 units, divide published rating by 3 and multiply by number of units comprising the engine.

Ratings shown for nominal class DF-1 through 12 are applicable to 4-unit engines. To determine rating of engine with less than 4 units, divide published rating by 4 and multiply by number of units comprising the engine.

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—GUADALUPE SUBDIVISION

⊙**RULE 10-J.** Round yellow speed signs indicate the speed restrictions applying to COAST DAYLIGHT and STARLIGHT with diesel passenger engine.

Speed signs to left of track:

Eastward MP	Reading	Westward MP	Reading
		264.71	65-60-50

RULE 14(e). As specified below, — — — — — will be indication that flagman may return from east:
Surf.....Trains on Lompoc Branch.

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

⊙**RULE 99-A.** Flag protection to the rear will not be required of eastward trains, except first-class, standing with rear of train on eastward track between end of CTC and passenger station at San Luis Obispo.

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

RULE 103-A. Automatic crossing gates:
Automatic crossing gates at following crossings will operate for movements against current of traffic, but speed of 25 MPH must not be exceeded and gates must be down before crossing entered:

Station	Location	MP
Edna	County Road	257.2

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 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-2588	Spring switch, end double track, Hadley	P-2589
P-2598	Collision detector, Tiber underpass, MP 259.83	P-2597
P-2608	Flood detector, second Villa Creek bridge 261.37	P-2615
P-2740	Collision detector, Oso Flaco underpass, MP 274.06	P-2741
P-2846	Mud slide detector fence, Shuman	P-2851
P-2940	Fire detector, Los Alamos bridge, Narlon	P-2953
⊙P-3056	Slide detector fence, MP 306.13	P-3067
P-3082	Fire detector, Honda Canon bridge, Honda	P-3097
⊙P-3192	Fire detector, Jalama Canon bridge, Jalama	P-3207
⊙P-3214	Slide detector fence, MP 321.50	P-3227
P-3252	Spring switch, east end No. 1 siding, Concepcion	P-3253
P-3254	Spring switch, east end No. 1 siding, Concepcion	P-3253
P-3686	Spring switch, end double track, West Santa Barbara	P-3687

AUTOMATIC BLOCK SIGNAL SYSTEM

RULE 516. Overlap posts:
Grover..... Eastward trains,
Devon..... Eastward and westward trains,
⊙Bromela..... Westward trains.

SPECIAL INSTRUCTIONS—GUADALUPE SUBDIVISION

RULE 535. SPRING SWITCHES

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

Table with 2 columns: Location, Normal Position. Rows include Hadley, Concepcion, and West Santa Barbara.

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:

Table with 3 columns: Illum. On, Letter Signal, Approaching, Authorizes and requires movement as follows. Rows include M 3006 and S 3047.

GENERAL REGULATIONS

RULE 825. When freight trains stop on receiving track in San Luis Obispo yard, trainmen will set sufficient hand brakes on the rear of westward trains.

AIR BRAKE RULES

RULE 17. All retainers must be turned up White Hills to White Hills Jct.

RULE 24. Car inspectors are not on duty at San Luis Obispo from 4:30 PM to 8:00 AM daily. During this period trainmen and yardmen will couple and uncouple brake, signal and steam hose and make any required tests.

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.

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

PASSENGER TRAINS

RULE 38. Will apply at San Luis Obispo and Santa Barbara when carmen not on duty. At Santa Barbara engineers will use hand, instead of steam 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

1. Water supply at Gaviota for emergency use only. Engines take only sufficient water at Guadalupe to make San Luis Obispo or Surf.

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

Table with 2 columns: Class of Engine, Restricted Tracks. Rows include DP, DF-1 to 12, Mk, F, AC, Mt, GS, SP, P, San Luis Obispo, Surf, Goleta.

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.

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

Table with 2 columns: MP Location, Description. Rows include Tiber, Pismo, Oceano, Sudden.

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.

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.

Large table with columns for Territory, MP, Column, Streamlined Passenger Trains, Other Passenger Trains, Freight and Mixed, Light Engines (Running Forward, Running Backward). Rows include Eastward, San Luis Obispo to Santa Barbara and Westward, Santa Barbara to San Luis Obispo.

(Continued on page 30)

★Regulated by City ordinance.

#See Rule 536.

*Streamlined passenger trains are COAST DAYLIGHT and STARLIGHT with diesel passenger engine.

COAST DAYLIGHT and STARLIGHT with steam engine or conventional cars will operate at speeds shown in Column 1, except on tangent track may run not to exceed the speed permitted for class of engine involved, where 79 MPH is authorized in Column A.

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

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		*Streamlined PASSENGER TRAINS	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	
MP	MP	Column: A	1	2	3	4
EASTWARD, SAN LUIS OBISPO TO SANTA BARBARA, (continued):				WESTWARD, SANTA BARBARA TO SAN LUIS OBISPO, (continued):		
⊙333.05 to 333.30	55	55	55	55	30	30
⊙333.30 to 335.67	65	60	55	55	30	30
335.67 to 336.19	45	45	45	45	30	30
⊙336.19 to 338.60 (Gaviota)	65	60	55	55	30	30
⊙338.60 to 342.00	79	70	55	55	30	30
⊙342.00 to 344.77	70	65	55	55	30	30
⊙344.77 to 347.40	55	50	50	50	30	30
347.40 to 348.13	45	45	45	45	30	30
⊙348.13 to 348.80	60	55	50	50	30	30
⊙348.80 to 354.17	79	70	55	55	30	30
⊙354.17 to 354.36	75	65	55	55	30	30
⊙354.36 to 356.85	79	70	55	55	30	30
⊙356.85 to 357.76	60	55	55	55	30	30
⊙357.76 to 367.00 (Hope Ranch)	79	70	55	55	30	30
⊙367.00 to 368.49	70	65	50	50	30	30
⊙368.49 to 368.70 (end double track)	20	20	20	20	20	20
★368.70 to 372.27 (Santa Barbara)	20	20	20	20	20	20
EASTWARD, SURF TO WHITE HILLS:				WESTWARD, WHITE HILLS TO SURF:		
302.91 to 303.31 (jet. switch and wye)	10	10	10	10	10	10
303.31 to 312.90 (White Hills Jet.)	20	20	20	20	10	10
312.90 to 313.25 (Lompoc)	15	15	10	10	10	10
312.94 to 316.93 (White Hills)	15	15	10	10	10	10

*Regulated by City ordinance.

⊙*Streamlined passenger trains are **COAST DAYLIGHT** and **STARLIGHT** with diesel passenger engine.

⊙**COAST DAYLIGHT** and **STARLIGHT** with steam engine or conventional cars will operate at speeds shown in Column 1, except on tangent track may run not to exceed the speed permitted for class of engine involved, where 79 MPH is authorized in Column A.

⊙No. 371 (Adv. CMW), No. 373 (CMW), No. 372 (Adv. CME) and No. 374 (CME), when consist contains no restricted cars, may operate at passenger 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:	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 Luis Obispo wye	5

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
DP-4, 7	6000 to 6004, 6017, 6018	2375	.....	.....	.....
DP-5, 6	6005 to 6016	.....	.....	.....	.....
DP-8 to 10	6019 to 6033	4300	.....	.....	.....
DP-11	6034 to 6045	.....	.....	.....	.....
DP-12	6046 to 6054	.....	.....	.....	.....
DF-1 to 12	6138 to 6461	7350	.....	.....	.....
DF-100	5200 to 5202	2200	2600	③3800	④845
DF-101 to 108, 110, 112	5203 to 5249, 5253 to 5278, 5500 to 5502	.....	.....	.....	.....
DF-109, 111	5250 to 5252, 5503 to 5505	.....	.....	.....	.....
DF-114, 116, 117, 118, 120, 121, 122	5279 to 5293, 5308 to 5335, 5340 to 5444	2700	.....	.....	.....
DF-115, 119, 123	5294 to 5307, 5336 to 5339, 5345 to 5348	3151	3151	⑤4525	⑥1050
DF-200 to 204	5100 to 5118	.....	.....	.....	.....
DF-300 to 304	4600 to 4623, 4700 to 4703	.....	.....	.....	.....
DF-305, 306	4624 to 4633	.....	.....	.....	.....
DF-500, 501	4800 to 4815	3075	.....	.....	.....
DF-603, 605, 606	5600 to 5625	2100	.....	.....	.....
DS-1 to 8	1000 to 1032	660	825	.....	.....
DS-100 to 109, 111, 115	1300 to 1441, 1464 to 1485, 1514 to 1528	1025	②1325	⑥1900	⑨400
DS-110, 114, 118	1442 to 1463, 1492 to 1513, 1539 to 1550	1325	1325	.....	.....
DS-113, 117	1486 to 1491, 1529 to 1538	1275	1275	⑦1850	⑩400
DS-200, 201	1900 to 1903	.....	.....	.....	.....
M-4	1629, 1713	875	875	1000	245
M-6, 8	1726 to 1801, 1824, 1825	1075	1075	1175	300
M-9	1804 to 1817	1125	1125	1250	325
M-11	1833	1150	1150	1300	340
T-1	2248, 2252	750	750	850	210
T-23	2302, 2303	1100	1100	1225	310
T-28, 31	2312 to 2361	1250	1250	1375	350
T-32	2366 to 2384	1275	1275	1400	360
P-6	2453, 2454, 2458	1250	1250	.....	.....
P-7	2476, 2477	1275	1275	.....	.....
P-8, 10	2461 to 2473, 2479 to 2483	1325	1325	.....	.....
P-8, 10	2475, 2484 to 2491	1450	1450	.....	.....
C-8, 9, 10	2513 to 2598, 2700 to 2854	⑪1350	⑪1350	⑪1500	⑪390
C-18	3400, 3406	1250	1250	1400	375
C-19	3420, 3423, 3426	1300	1300	1450	385
TW-8	2914	1125	1125	1275	330
Mk-2, 4	3203 to 3236	1600	1600	.....	.....
Mk-5, 6	3247 to 3275	1750	1750	.....	.....
Mk-9	3322	1875	1875	.....	.....
F-1	3614 to 3652	1950	1950	.....	.....
F-3, 4, 5	3653 to 3769	2375	2375	.....	.....
AC-4, 5	4107 to 4114	3450	3450	.....	.....
AC-6 to 12	3804 to 3810, 4133 to 4294	⑬3650	⑬3650	.....	.....
Mt-1, 3, 4, 5	4300 to 4376	2000	2000	.....	.....
GS-1, 2	4401 to 4415, 4470 to 4473	2100	2100	.....	.....
GS-3, 4, 5, 6	4416 to 4469	2175	2175	.....	.....
GS-7, 8	4475 to 4487	2125	2125	.....	.....
SP-2	5021	2950	2950	.....	.....

① Applies to engs. 4133 to 4294 only. ⑤ Rating Lompoc to MP 304.30, 6100. ⑨ Rating White Hills to Lompoc, 1775.

② Rating for DS-109, 1050. ⑥ Rating Lompoc to MP 304.30, 2575. ⑩ Rating White Hills to Lompoc, 1725.

③ Rating Lompoc to MP 304.30, 5200. ⑦ Rating Lompoc to MP 304.30, 2500. ⑪ Rating also applies to SD&AE engs. 103 to 106.

④ Rating White Hills to Lompoc, 3575. ⑧ Rating White Hills to Lompoc, 4225.

Ratings shown for nominal class DP-4 through 12 are applicable to 3-unit engines. To determine rating of engine with less than 3 units, divide published rating by 3 and multiply by number of units comprising the engine.

Ratings shown for nominal class DF-1 through 12 are applicable to 4-unit engines. To determine rating of engine with less than 4 units, divide published rating by 4 and multiply by number of units comprising the engine.

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