

SOUTHERN PACIFIC COMPANY



COAST DIVISION SPECIAL INSTRUCTIONS

No. 3

EFFECTIVE SATURDAY, DECEMBER 1, 1951

AT 12:01 A. M.,

PACIFIC STANDARD TIME

SUPERSEDING SPECIAL INSTRUCTIONS No. 2

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.

V. E. ANDERSON,
Superintendent of Transportation.

J. J. JORDAN,
Superintendent.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

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 siding.

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 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.

Round yellow speed signs apply to Nos. 94, 95, 98 and 99 handling streamlined cars only with DP, GS, Mt, P-7, 8, 10, 12 class engines.

RULE 12-H. Display of lighted fusee from interlocking or crossing watchman's tower requires train to stop, expecting to find crossing blocked.

RULE 28. In double track territory, signals will be placed to right of track according to direction of movement of train to be flagged. Trains in opposite direction will not be required to observe signals so placed.

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 they start.

RULE 107. Freight trains and engines must avoid passing between stations and loading tracks when passenger trains are closely approaching from opposite direction on double track, and care must be exercised by non-stopping passenger trains when approaching stations at about the same time that local passenger trains are approaching from opposite direction. When practicable non-stopping trains are to be given preference, but each train must be operated in a manner to avoid confusion and possibility of hazard or personal injury.

RULE 211. Form N train order may be issued to authorize lowering of train-order signal arm twice and its return to stop position as a calling-on signal, at stations where letter type indicator for display of letter "M" is not installed, and such operation of the signal will be an indication to an approaching train that orders are to be delivered which will authorize movement to the next station at least, against and ahead of, all superior trains. Engineer must acknowledge this calling-on signal by sounding signal 14(b), and will proceed on main track to receive orders.

If train is delayed between the time of acknowledging the calling-on signal and receipt of train orders, protection by flagman against any superior train must be provided.

Operation of the signal in above manner is prohibited unless operator has received Form N train order, and provided time limit named in the order has not expired.

RULE 283. Movements governed by semaphore type diverging route signals displaying "Proceed on Diverging Route", Figs. A and B, must be made with caution.

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.

Pilot light will appear after time-release has operated and signal has cleared.

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 switch indicator indicates block clear on opposite track. Within CTC limits 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 dispatcher must also be notified by telephone when completed.

When switch 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, dispatcher must be notified immediately, and movement made only after flag protection provided on both tracks.

RULE 535. SPRING SWITCHES

Maximum speed for trailing movement when the spring is to be actuated, and maximum speed for facing movement with switch points in normal position, as indicated in speed restrictions tables must not be exceeded.

GENERAL REGULATIONS

RULE 821. Speed of equipment over inundated tracks must not exceed 3 MPH, and the depth of water above top of rail must not be more than the following:

- Diesel engines 3 inches
- Passenger cars and steam engines equipped with roller bearings 6 inches
- Other passenger cars and steam engines 12 inches

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

RULE 848 applies to deadhead diners handled on rear of trains. Doors must be locked before cars are set out.

RULE 873. During the dry season, sprinklers or blow-off should be used passing over open deck bridges. Blow-off should not be used over any steel bridge; sprinkler only should be used over steel bridges.

AIR BRAKE RULES

FREIGHT TRAINS

RULE 25. Rear end test must be made on yard drags before being moved on main track at designated stations where air brakes must be used.

PASSENGER TRAINS

RULE 39. Where rails may be slippery from oil or water from columns, or engines standing, running test must not be made until rear of train has passed such point.

MISCELLANEOUS

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

- 4. Pushing trains out of yards:
 - (a) Engines must not be placed behind a wooden underframe caboose or other wooden underframe equipment.
 - (b) Engines weighing more than 330,000 lbs. on the drivers must not be placed behind steel underframe cabooses.
 - (c) Air must not be coupled through the pusher engine.
 - (d) 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:

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

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 7 class engines.

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 or MM 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.

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.

23. Not more than two light engines will be coupled for any road movement.

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 the movement of a diesel-powered train be stopped with the diesel engine in the following tunnels:

- No. 6—between Cuesta and Thyle
- No. 7—between Thyle and Serrano
- No. 10—between Thyle and Serrano
- No. 11—between Serrano and Chorro

and it is found that in the case of a passenger train it cannot be moved within five minutes after stopping, and in the case of a freight train it cannot be moved within a reasonable length of time, the train must be immediately secured by sufficient hand brakes, front and rear wheels of engine must be secured by blocks or chains, after which power plants and steam generator, if any, must be shut off.

29. Employes 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	
A.....	70	50	30
AC.....	60	40	25
C.....	40	35	30
DF-1 (6122 to 6137).....	65	50	30
DF-1 to 7 (6138 to 6377).....	55	50	30
DP.....	79	70	30
DF-100 to 112.....	50	40	40
DF-200 to 204.....	40	40	40
DF-300.....	40	40	40
DS-1 to 8, 100 to 111.....	40	40	40
DS-200, 201.....	30	30	30
F.....	50	40	30
GS.....	75	50	30
M.....	50	35	25
Mk-2, 4.....	40	30	30
Mk-5, 6, 7, 8, 9.....	50	40	30
Mk-10, 11.....	35	30	30
MM.....	35	30	25
Mt.....	75	50	30
P-1, 3, 4, 5, 6.....	65	50	30
P-7, 8, 10, 12.....	75	50	30
S, SE.....	20	20	20
SP.....	50	35	30
T-1, 23, 28, 31.....	50	35	30
T-26, 32, 37, 40.....	60	40	30
TW.....	40	30	30
Any engine not listed.....	35	35	25

Steam engines operated in backward motion, and DF and DP class engines operated with engineer in other than the lead unit in direction of movement, must not exceed 30 MPH on all curves and 20 MPH when approaching highway or street crossings at grade.

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
- When hauled in train with all rods on..... 30 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. Such engine or equipment 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 30 MPH; and Diesel engines the speed shown for same engine running forward light.

When a diesel locomotive is derailed, attempt to rerail it must not be made unless an officer or supervisor of the Mechanical Department (or in their absence other qualified officer) is present.

Dead locomotives, either steam or diesel, hauled in train and weighing 150,000 lbs. or more on the drivers should be placed not less than 8 cars behind road locomotive. If weight on drivers is less than 150,000 lbs., dead locomotive should be placed near rear of train. Dead road locomotives 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.

When train order is received indicating that main track is out of service and that trains are to be detoured through a siding or other track, or over a shoofly, necessitating a reduction in normal train speed, signal 16(f) must be sounded on passenger trains one mile before reaching point where train must reduce speed, which must be acknowledged by whistle signal 14(g).

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
Twin or multiple 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	25*	25*
K&J, Western, and Oliver, pedestal or center-hinged air-dump cars	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 PASSEN- GER TRAINS	MPH FREIGHT AND MIXED TRAINS
Baggage-express cars SP-5810 to 5874, incl.	60	50
Foreign steel-wheel cars not equipped with high speed trucks	60	50
Trains handling not more than three wooden underframe passenger carrying cars	50*	50*
Trains handling more than three wooden underframe passenger carrying cars	40*	40*
Trains of deadhead equipment, with caboose	50	..
Passenger trains, with caboose	50	..
Engine and caboose only, except: must not exceed speed for same engine running forward light.	..	50
Engine, flanger and caboose only, except: On curves	..	40
	..	30

*Wooden underframe passenger carrying cars must not be handled in regular passenger trains. When handled in other than regular passenger trains they must be kept together and handled on the rear.

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.

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.

SPECIAL INSTRUCTIONS—SAN FRANCISCO SUBDIVISION

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

RULE 14(d). As specified below, — — — — o will be indication that flagman may return from west:

Redwood Jct.....Trains on Western Division,
Santa Clara.....Trains on Western Division,
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 Western Division,
California Ave.....Trains on Los Altos Branch,
Santa Clara.....Trains on Western Division,
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. They must be removed on arrival delivery track at roundhouse.

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

RULE 84. Starting lights adjacent to station tracks 2, 3, 4 and 5 at San Jose for westward passenger trains are controlled by stationmaster. Conductors 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
.00 San Francisco	11.48
5.05 " (San Bruno Branch)	13.64
24.44 Redwood Jct.	27.17
" (Western Division)	28.00
43.47 San Jose	56.00
" (Los Gatos Branch)	51.47
44.85 " (Milpitas line)	
43.74 " (Agnew line)	

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

RULE 99. 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. Butler Road: Automatic crossing gates are track actuated from the nine tracks on this crossing. Eastward and westward main tracks are connected for high speed operation. Track circuits extend 50 feet each side of crossing on the four yard tracks on north side and three yard tracks on south side of main tracks. It requires 15 seconds for gates to lower and switch movements on yard tracks must stop on the track circuit and not proceed until gates are lowered. Cars must not be left spotted within 100 feet of crossing on either side.

South San Francisco: Westward passenger trains stopping must stop east of Signal 91 to avoid unnecessary operation of crossing gates at Butler Road.

San Bruno: Eastward passengers train stopping must stop west of marker post 100 feet east of San Mateo Ave. Westward trains should try to clear San Mateo Ave. with rear of train.

Lomita Park: Westward passenger trains stopping must stop east of marker post 380 feet west of west end of station platform.

Broadway: Westward freight trains while switching must not leave cars on main track between street crossing and 3000 feet east.

Burlingame: Automatic crossing gates at Oak Grove Ave., (MP-15.9) will not operate when movements are made against current of traffic until engine or car is on the crossing. Such movements must not be made over the crossing until gates are lowered.

Automatic crossing gates at Bayswater Ave., (MP-16.5) and Peninsular Ave., (MP-16.6) will not operate when movements are made on drill track until engine or car is on the crossing. Such movements must not be made over the crossing until gates are lowered. Eastward passenger trains stopping at Burlingame must not exceed 10 MPH between Signal 164 and Bayswater Ave. crossing in order to actuate crossing gates at Bayswater Ave. Westward trains making station stop at Burlingame must stop east of the 17-car marker.

San Mateo: Trains on middle siding, when cutting crossing at 9th Ave., must clear insulated joints on each side of crossing to avoid excessive operation of crossing signals.

Hillsdale: Eastward trains switching Bohannon Lumber spur, when leaving must not exceed 15 MPH between spur switch and Hillsdale Blvd. in order to actuate automatic crossing gates at Hillsdale Blvd.

Redwood City: Automatic crossing gates at Brewster St. are set to actuate on 45 MPH speed basis, and strict compliance with this speed restriction is necessary to insure proper operation of gates before train reaches the crossing. Westward passenger trains stopping at station and blocking Broadway crossing must not exceed 15 MPH between marker post just west of Broadway and Brewster St., in order to actuate automatic crossing gates at Brewster St.

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.

Redwood Jct.: Western Division trains of over 39 cars with no set-out must not pass Middlefield Road crossing unless Signal D-269 displays green aspect. When necessary to cut Middlefield Road crossing cars must not be left between white marks on rail, each side of crossing.

Speed of 10 MPH must not be exceeded entering Bayshore Highway on Redwood Harbor spur and crossing must be cleared as quickly as possible.

Menlo Park: Eastward passenger trains stopping must not exceed 10 MPH between station building and Ravenswood Ave., in order to actuate automatic crossing gates at Ravenswood Ave. Such trains having baggage, mail or express to load or unload must stop west of 9-car marker post east of station building.

Palo Alto: Westward passenger trains stopping must not exceed 15 MPH between station building and Palo Alto Ave., in order to actuate automatic crossing gates at Palo Alto Ave. Such trains having baggage, mail or express to load or unload must stop east of marker post 150 feet west of subway entrance.

California Ave.: Eastward passenger trains stopping must not exceed 10 MPH between station building and Page Mill Road crossing in order to actuate automatic crossing gates at Page Mill Road. Local freight trains on eastward track intending to leave train between Churchill Ave. and California Ave. must stop so that engine is west of Approach Circuit sign. Westward trains must not take water at west column except in emergency. Westward freight trains on Los Altos Branch must not leave cars between Approach Circuit sign and El Camino Real crossing while switching.

Mountain View: Westward passenger trains stopping must not exceed 10 MPH between station building and Castro St. in order to actuate automatic crossing gates at Castro St. Such trains having baggage, mail or express to load or unload must stop east of marker post 400 feet east of Castro St.

Speed of 10 MPH must not be exceeded entering Bayshore Highway on Moffet Field spur and crossing must be cleared as quickly as possible.

Sunnyvale: Westward passenger trains stopping must not exceed 10 MPH between station building and Mathilda Ave. in order to actuate automatic crossing gates at Mathilda Ave. Such trains having baggage, mail or express to load or unload must stop east of marker post 400 feet east of Mathilda Ave. Trains and engines using drill track over Mathilda Ave. crossing (MP 38.6) must not exceed 10 MPH approaching the crossing and not enter the crossing area until gates are lowered. Trains and engines using drill track over Sunnyvale Ave. crossing (MP 38.9) must not exceed 10 MPH while crossing over this street and must see that crossing signals are operating before entering crossing area.

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

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

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

RULE 107. Station train indicators in approach to following stations will be illuminated with word "Train" if train at platform on opposite track:

- Eastward: Broadway; Burlingame; San Mateo; Hayward Park; Hillsdale; Redwood City,
- Westward: San Bruno.

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

Just west of Tunnel 3 San Francisco; just west of Tunnel 4 San Francisco; So. 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. Exception: 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".

Eastward Signal	Protection	Westward Signal
P-172	Four collision detectors at Poplar, Santa Inez, Mt. Diablo and Tilton Ave., underpasses, San Mateo	P-179
P-274		P-275
	Spring switch, end double track on Western Division, Redwood Jct.	
	Spring switch, east end station track 5, San Jose	P-I
	Spring switch, Milpitas wye, San Jose	P-I

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Yard engine movements between Bayshore and Union stock yards must be made as follows:

Flag protection must be provided on westward track until clear of main track. All members of crew must accompany engine to stock corrals. Electric lock lever and time-release knob must be operated before switch to spur can be thrown, and lock lever must be returned to normal position after movement is clear of main track and switch lined to normal position.

Movement out of spur must be made as follows: First, flagman must go to east end of Tunnel 3 and notify crew by telephone that flag protection has been provided on westward track. Meanwhile foreman must obtain line-up of trains from signal operator at Bayshore;

Second, If switch indicators at derail both indicate "block clear" derail may be lined;

Third, Unlock electric lock box and open door, and if "unlocked" is displayed, move lock lever from right to left;

Fourth, Line crossover switch in eastward track;

Fifth, Line crossover switch in westward track;

Sixth, Line switch from spur to westward track.

After crossover movement completed, return all switches and derail to normal position, recall flagman, and throw lock lever in electric lock box from left to right, close and lock the door, and proceed.

None of these switches are to be changed from normal position if switch indicators indicate "block occupied" for either track, except as outlined in instructions posted inside of electric lock box for emergency operation.

Double indicator at derail of stock spur; easterly indicator for westward track; westerly indicator for eastward track.

When Union stock yards tracks are operated by AT&SF Ry, SP crews must make movements between main track and stock yards under flag protection.

Instructions pertaining to operation of switches and locks are posted inside of electric lock box at spur switch at Newcomb Ave.

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.

Redwood Jct.: When necessary to use drill track while switching at Pacific Paper Converters spur, main track switch and derail on drill track must be lined to reverse position before passing Signal P-274, and when clearing drill track cars must be pulled clear of drill track switch and west of Signal P-274 before lining switch and derail to normal position.

California Ave.: Junction switch No. 2 and crossover switch No. 3 are equipped with electric locks. If switch indicator indicates "block clear", lock-box door may be opened and lock lever thrown from right to left, after which switch may be thrown for movement. After movement completed return switches to normal position, throw lock lever from left to right, close lock box door and lock it.

After switches have been lined for crossover movement, if Signal 319 displays stop indication, crossover movement may be made only as prescribed by Rule 512.

Locks 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.

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 which normally should move in advance in order to maintain schedule 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. An emergency lock release is to be used only in case of electric or mechanical failure, and will also not release until six minutes has elapsed. If necessary to break the seal to use emergency release, movements from branch may be made only as prescribed by Rule 512, and train dispatcher must be notified immediately.

Instructions pertaining to operation of switches and locks are posted inside of switch lock boxes located adjacent to San Jose line switches.

SPECIAL INSTRUCTIONS—SAN FRANCISCO SUBDIVISION

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 as required by Rule 510 to avoid blocking street crossings.

When Signals 463A, 463B, 464, 465, 466 or 467 display stop indication, trains and engines, after stopping, may proceed with caution, provided proceed signal received from yardman at The Alameda, green flag by day, green light by night.

Signal 464 on Signal Bridge 466 is a diverging route signal only, and governs entrance into station tracks 1, 2, 3 and 4 from station track 4, and when displaying yellow aspect movement must be made with caution. Lower unit on Signal 466 governs entrance to those tracks through crossover from station track 5, and when displaying yellow aspect movement must be made with caution. 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 463B 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.

To facilitate movement, 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.

To facilitate movement, 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 Tunnel 5 spur, o o o — 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 600 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 803 Michel & Pfeffer Iron Works, o — —,
- For track 805 Dunham Carrigan & Hayden, — o — o,
- For track 813 Chemical works, o o o — o,
- For track 819 Gunn-Carle Steel, 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 spur, 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).

Instructions for handling electric lock and time release posted at crossing.

San Jose-Lick: See instructions for Gilroy Subdivision.

AIR BRAKE RULES

RULE 17. One retainer must be turned up for each 60 tons in train Permanente (from interchange tracks) to Simla.

FREIGHT TRAINS

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

RULE 33. The maximum tonnage per operative brake between Permanente interchange tracks and Simla is 60 tons.

PASSENGER TRAINS

RULE 39. Running test must be made on eastward trains at San Francisco after rear of train has passed Fourth St., except that trains of over 8 cars must straighten out on Seventh St. before test is made.

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.

SPECIAL INSTRUCTIONS—SAN FRANCISCO SUBDIVISION

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
DP, DF-1 to 7, Mk, F, AC, MM, Mt, GS, SP, T-40, P, A.....	Millbrae..... Dairy and pottery spurs.
"	Broadway..... Oil spur.
"	Burlingame..... Cahalan spur.
"	Howest..... San Mateo Feed & Fuel, and H. E. Casey spurs.
"	San Mateo..... Wisnom spur, PG&E spur.
"	Hayward Park..... Salt spur.
"	San Carlos..... Drill spur on bay side of main track; house track west of freight shed.
"	Redwood City..... Team tracks, S&W spur; Cullen spur.
"	Redwood Jct..... On spur to Redwood Har- bor; All spurs off Dum- barton line.
"	Menlo Park..... Peninsular Bldg. Matl. Co. spur; wood spur; house track west of freight shed.
"	Palo Alto..... All spurs leading off drill track.
"	Mountain View..... Minton spur; Shell Oil spur; beet spur; Moffett Field spur.
"	Sunnyvale..... All spurs off both drill tracks except Schuckl, Libby and Berry Growers spurs.

GS class engines entering stub-end tracks San Francisco passenger station must stop at least fifty feet from bulkhead or bumping post.

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):

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

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

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

MP	Location	Description
0.00	San Francisco	Station umbrella sheds..... Side
0.24	"	4th St. interlocking tower..... Side
0.00-1.30	"	Dwarf signals..... Side
1.30	"	Mariposa St. bridge..... Overhead
1.30	"	AT&SFRy bridge..... Overhead
1.50	"	Tunnel 1..... Overhead and side
1.73	"	22nd Street bridge..... Overhead
1.91	"	23rd Street bridge..... Overhead
2.03	"	Tunnel 2..... Overhead and side
3.15	"	Oakdale Avenue bridge..... Overhead and side
3.40	"	Tunnel 3..... Overhead and side
4.15	"	Paul Ave. bridge..... Overhead and side
4.60	Bayshore.....	Tunnel 4..... Overhead and side
7.66	Visitacion.....	Tunnel 5..... Overhead and side
29.69	Palo Alto.....	San Francisquito Creek bridge..... Overhead and side
46.90	San Jose.....	Station umbrella sheds..... Side
5.36	Elkton.....	Ocean Ave. trolley wires..... Overhead
51.00	Campbell.....	When cars on siding..... 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
San Jose, passenger trains on station track 5:	
Eastward, end of double track to Signal Bridge 464.....	45
Eastward, Signal Bridge 464 to passenger station.....	30
Westward, passenger station to end double track.....	20
San Jose, passenger trains on station track 4:	
Westward, passenger station to Signal Bridge 464.....	30
Westward, Signal Bridge 464 to end of double track.....	45
Eastward, end of double track to passenger station.....	20
San Jose, freight trains on station tracks 4 and 5:	
Between end of double track and crossover at Julian St.....	20
On Redwood Harbor spur.....	10
On Moffett Field spur.....	10
On Permanente spur.....	15

SPECIAL INSTRUCTIONS—SAN FRANCISCO SUBDIVISION

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown below is subject to further restrictions applicable to engines in the train as shown in **SPEED RESTRICTIONS FOR ENGINES** appearing on page 4 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 MORNING DAYLIGHT STARLIGHT	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES		TERRITORY				Streamlined MORNING DAYLIGHT STARLIGHT	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	
MP	MP	Column:					3	4	MP	MP	Column:					3	4
EASTWARD, SAN FRANCISCO TO SAN JOSE:																	
0.00 to 1.80 (23rd Street)		B	25	25	25	25	15	WESTWARD, SAN JOSE TO SAN FRANCISCO:									
1.80 to 5.20 (Bayshore)		1	50	50	35	35	30	San Jose to 45.70, except:									
5.20 to 7.76		2	60	60	40	40	30	★over Emory Street and Stockton									
7.76 to 8.10		3	50	50	40	40	30	Avenue.									
8.10 to 10.85 (San Bruno)		4	60	60	50	50	30	10:10 PM to 6:10 AM									
10.85 to 11.01			55	55	50	50	30	45.70 to 44.00									
11.01 to 19.00 (Hayward Park)			60	60	50	50	30	44.00 to 26.40									
19.00 to 24.52			75	70	50	50	30	★26.40 to 24.52 (Redwood City)									
★24.52 to 26.40 (Redwood City)			45	45	45	45	20	24.52 to 19.00 (Hayward Park)									
26.40 to 29.70			75	70	50	50	30	19.00 to 11.01 (San Bruno)									
29.70 to 30.64			45	45	50	50	30	11.01 to 10.85									
30.64 to 44.00			70	70	50	50	30	10.85 to 8.10									
44.00 to 45.70, except:			75	70	50	50	30	8.10 to 7.76									
★over Stockton Avenue and Emory St.			60	60	50	50	30	7.76 to 5.20 (Bayshore)									
10:10 PM to 6:10 AM			12	12	12	12	12	5.20 to 1.80 (23rd Street)									
45.70 to San Jose			15	15	15	15	15	1.80 to 0.00 (San Francisco)									
EASTWARD, REDWOOD JCT. TO WESTERN DIV.:								WESTWARD, WESTERN DIV. TO REDWOOD JCT.:									
26.23 to 26.25 (junction switch)			..	20	20	20	15	27.59 to 26.25									
26.25 to 27.45			..	35	35	35	30	26.25 to 26.23 (junction switch)									
27.45 to 27.50 (end double track)			..	15	15	15	10	WESTWARD, SANTA CLARA TO WESTERN DIV.:									
27.50 to 27.59 (end Coast Div.)			..	35	35	35	30	45.01 to 44.48									
EASTWARD, WESTERN DIV. TO SANTA CLARA:								WESTWARD, SAN JOSE YARD TO WESTERN DIV.:									
43.73 to 44.48			..	40	35	35	30	47.39 to 45.17 (end Coast Div.)									
44.48 to 45.01			..	15	15	15	10	WESTWARD, SAN BRUNO TO ELKTON:									
EASTWARD, WESTERN DIV. TO SAN JOSE YARD:								WESTWARD, SOUTH SAN FRANCISCO TO BADEN									
45.17 to 47.39			..	15	15	15	10	48.16 to 48.16 with other engs.									
EASTWARD, ELKTON TO SAN BRUNO:								WESTWARD, VASONA JCT. TO CALIFORNIA AVE.:									
5.05 to 13.62			..	15	15	15	15	48.16 to 31.90 with F-1, Mk engs.									
13.62 to 13.64 (11.03) (junction switch)			..	15	15	15	10	with Mt-1, 3, 4, 5 and P-8, 10 engs.									
EASTWARD, BADEN TO SOUTH SAN FRANCISCO								48.16 to 48.06 with other engs.									
EASTWARD, CALIFORNIA AVE. TO VASONA JCT.:								47.61 to 48.06 with other engs.									
31.80 to 31.90 (junction switch)			..	15	15	15	15	31.90 to 31.80 (junction switch)									
31.90 to 48.16 (51.85) with			..	15	15	15	15	WESTWARD, LOS GATOS TO SAN JOSE:									
F-1, Mk engs.			..	15	15	15	15	54.54 to 52.67, except:									
with Mt-1, 3, 4, 5 and P-8, 10 engs.			..	25	15	15	15	with P-8, 10, Mt-1, 3, 4, 5 engs.									
31.90 to 47.61 with other engs.			..	35	30	30	20	with F-1, Mk engs.									
47.61 to 48.06 with other engs.			..	25	25	25	20	52.67 to 51.85 (53.36), except:									
48.06 to 48.16 with other engs.			..	25	20	20	15	with F-1, Mk engs.									
EASTWARD, SAN JOSE TO LOS GATOS:								53.36 to 53.28, except:									
47.21 to 47.38 (junction switch)			..	10	10	10	10	with F-1, Mk engs.									
47.38 to 47.60, except:			..	20	20	20	20	53.28 to 47.60, except:									
with F-1, Mk engs.			..	15	15	15	15	with P-8, 10, Mt-1, 3, 4, 5 engs.									
47.60 to 53.28, except:			..	30	30	30	20	with F-1, Mk engs.									
with P-8, 10, Mt-1, 3, 4, 5, engs.			..	25	25	25	15	47.60 to 47.38, except:									
with F-1, Mk engs.			..	15	15	15	15	with F-1, Mk engs.									
53.28 to 53.36 (51.85), except:			..	25	20	20	15	47.38 to 47.21 (junction switch)									
with F-1, Mk engs.			..	15	15	15	15										
51.85 to 52.67, except:			..	25	20	20	15										
with F-1, Mk engs.			..	15	15	15	15										
52.67 to 54.54, except:			..	30	30	30	20										
with P-8, 10, Mt-1, 3, 4, 5 engs.			..	25	25	25	15										
with F-1, Mk engs.			..	15	15	15	15										

★Regulated by City ordinance.

When electro-pneumatic brakes are inoperative, maximum speed of 75 MPH shown in Column B, and permissible speed as indicated on round yellow SIGNAL speed signs, must be reduced by 5 MPH.

Maximum speed provided for passenger trains, other than streamlined trains, will apply to Nos. 373 and 374, except that maximum of 60 MPH must not be exceeded at any point.

♦RESTRICTED CARS are listed on page 5 under "Maximum Speed Permitted with Certain Equipment", and trains handling must not exceed maximum speed of 40 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	San Francisco and San Jose	California Ave. to Los Gatos San Jose and Vasona Jct.	Los Gatos to California Ave.
DP-3 DP-4, 7 DP-5, 6 DP-8, 9	6017..... 6000 to 6004, 6018..... 6005 to 6016..... 6019 to 6027.....	3750 3750..........	....................	....................
DF-1 DF-1 to 7 DF-100 DF-101 to 108, 112 DF-109 DF-200 to 204 DF-300	6122 to 6137..... 6138 to 6377..... 5200 to 5202..... 5203 to 5249, 5253 to 5278..... 5250 to 5252..... 5100 to 5118..... 4600 to 4603.....	8075 10000 3725...............	...................................	...................................
DS-1 to 8 DS-100 to 109, 111 DS-110 DS-200, 201 M-4 M-6, 8 M-9 M-11	1000 to 1032..... 1300 to 1441, 1464 to 1485..... 1442 to 1463..... 1900 to 1903..... 1617 to 1713..... 1721 to 1803, 1824, 1825..... 1804 to 1822, 1826 to 1830, 1836..... 1832 to 1835.....	1150 1750 2250 1475 1825 1925 1975	..... ..... ..... ..... 925 1100 1150 1250	..... ..... ..... ..... 1200 1425 1500 1625
T-1 T-23 T-26 T-28, 31 T-32 T-40 T-37	2248, 2252..... 2301 to 2310..... 2296..... 2312 to 2362..... 2363 to 2370, 2372 to 2384..... 2371..... 2105.....	1300 1875 1650 2100 2150 2150 1875	825 1175 1025 1300 1325 1325 1175	1075 1550 1350 1700 1725 1725 1550
P-1, 3, 5 P-1 P-4 P-6 P-7 P-8, 10 P-8, 10 P-12	2404, 2408, 2411, 2428 to 2433, 2439 to 2452, 2459. 2407..... 2402, 2409, 2410, 2414, 2419, 2436..... 2453, 2454, 2458..... 2476, 2477..... 2461 to 2474, 2478 to 2483..... 2475, 2484 to 2491..... 3122 to 3127.....	1750 1775 2000 2150 2175 2300 2400 2525	975 1100 1075 1275 1375 1500 1775	1300 1450 1425 1675 1775 1975 2325
C-5, 8, 9, 10, 26 to 29 C-18 C-19 TW-2, 3 TW-8	2513 to 2599, 2625 to 2860, 3440 to 3469..... 3400 to 3409..... 3410 to 3426..... 2937 to 2952..... 2914 to 2923.....	2300 2100 2175 1400 1950	1450 1325 1375 875 1225	1875 1725 1800 1150 1600
A-3 A-6 Mk-2, 4 Mk-5, 6 Mk-7, 8, 9 Mk-10 Mk-11	3025..... 3002..... 3201 to 3240..... 3241 to 3277..... 3300 to 3324..... 3295..... 3297, 3298.....	1450 1625 2700 2925 3175 2450 2350	..... ..... 1600 1775 1950 1550 1500	..... ..... 2125 2325 2575 2025 1950
F-1 F-3, 4, 5 MM-3 AC-4, 5 AC-6 to 12	3611 to 3652..... 3653 to 3769..... 3930..... 4100 to 4125..... 3800 to 3811, 4126 to 4294.....	3350 4000 4375 5950 ②6250	2025	2700
Mt-1, 3, 4, 5 Mt-2 GS-1, 2 GS-3, 4, 5, 6 SP-1, 2, 3	4300 to 4376..... 4385 to 4389..... 4401 to 4415..... 4416 to 4469..... 5000 to 5048.....	3300 3500 3600 5000	③2175	2850

① Rating Vasona Jct. to San Jose 4500.
② Applies to engs. 4126 to 4294 only.

③ Rating Vasona Jct. to San Jose 6000.
④ Rating Vasona Jct. to San Jose 5000.

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. Westward speed signs at MP 92.97 reading "30" is located to left of track.

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 to operate third-class trains may display indicators from roundhouse to train yard at Watsonville Jct.

RULE 26. Watsonville Jct.: Special signal above each end of tracks leading to Union Ice Co. dock governing movements on those tracks as follows:

- Yellow: Engines or cars may be placed on track, but must not be coupled to cars at dock,
- Green: Switching may be done,
- Red: Engines or cars must not be moved past end of dock,
- Not lighted: Must be considered as displaying its most restrictive indication, Red.

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)	59.07
	" (Los Gatos Branch)	51.47
44.85	" (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

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 98. Railroad crossings at grade not interlocked: WPRR, at Valbrick (in San Jose yard). After stopping, if no movement approaching on intersecting line, may proceed over crossing.

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. First St. crossing, Watsonville, protected by crossing watchman only from Sept. 1st to Dec. 15th each year. At other times switching movements must be protected by member of crew at the crossing. Cars to be spotted must be left as far as practicable from crossing.

Movements on other than main track over Walnut, Lincoln and Laurel Sts., Santa Cruz, must be protected by member of crew.

San Pedro Ave. crossing of main track, siding and spur at Morganhill protected by crossing signals. When cutting this crossing, or leaving cars on spur, cars must not be left standing between insulated joints each side of the crossing. White stripes painted on both sides of rail at the insulated joints.

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 track,
- Carnadero Hollister Branch, for westward 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-1" or "P-SA".

Eastward Signal	Protection	Westward Signal
	Spring switch, east end station track 5, San Jose	P-1
P-514	Spring switch, end double track, Lick	P-1
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-931
P-924	{ Slide detector fence, Logan	
P-930	Spring switch, end double track, Logan	

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

San Jose: See instructions for San Francisco Subdivision.

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. From Hollister Branch to westward main track, first throw derail, then junction switch.

Watsonville Jct.: Following will govern freight trains entering Watsonville Jct. yard: If Signal 984 is in proceed position for diverging route which governs entrance to yard at crossovers Nos. 1 or 2, trains must receive signal from yardman, green flag by day, green light by night, before entering yard. If Signal 984 is in stop position, must remain at the signal until given a 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.

Santa Cruz: Track from station building to Signal 791 not protected by block signals.

RULE 516. Overlap post: Chittenden—Affecting eastward trains.

SPECIAL INSTRUCTIONS—GILROY SUBDIVISION

RULE 535. SPRING SWITCHES

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

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

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, and, in addition to complying with Rule 535 and 663(b).

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

Location	Normal Position
San Jose	East end station track 5 . . . Main track

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 47.7 governs entrance to station track 4. Deraill or switch must not be thrown until permission received from signal operator, and in addition switch indicator for both directions must indicate "Block Clear."

Signal on San Jose Canning Co. spur at MP 48.5 governs movement to main track. Deraill or main track switch must not be thrown until permission received from signal operator, and in addition switch indicator for both directions must indicate "block clear".

Movements from Luther (San Jose yard) to main track at Luther Jct. governed by interlocking signal. Deraill 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 derrails. If delayed, signal operator must be contacted.

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 derrails normally in position for SP movements. When semi-automatic signals indicate "stop", Rule 663(c) and 509(b) will govern. Instructions for handling electric lock and time release posted at crossing.

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.

AIR BRAKE RULES

RULE 17. One retainer must be turned up for each 60 tons in freight trains Olympia to MP 127.6, and Rincon to MP 121.8.

On passenger trains between the above points, three retainers for six cars; four retainers for eight cars; five retainers for 10 cars, and seven retainers for 12 cars must be turned up on head end of the train.

FREIGHT TRAINS

RULE 33. The maximum tonnage per operative brake between Olympia and Santa Cruz is 60 tons.

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
DP, DF-1 to 7, Mk, F, AC, MM, Mt, GS, SP, T-40, P, A	Morganhill . . . Standard Oil spur; Dried fruit spur.
"	Lonoke Spur.
All Engines	Santa Cruz . . . Cowell spur beyond street crossing. To spot cars beyond street crossing use reach.

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.

Load limit (car and contents):

San Jose-Watsonville Jct.	251,000 pounds
Lick-Alamitos	169,000 pounds
Carnadero-Hollister	210,000 pounds
Watsonville Jct.-Olympia	210,000 pounds
Santa Cruz-Davenport	210,000 pounds

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

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

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

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

MP	Location	Description
46.90	San Jose	Station umbrella shed Side
119.70	Santa Cruz	San Lorenzo River bridge Side
121.54	Eblis	Tunnel 6 Overhead and side
125.64	Rincon	Tunnel 5 Overhead and side
126.35	Big Trees	San Lorenzo River bridge Side
126.00	Big Trees	Redwood tree Side

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 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 MORNING DAYLIGHT STARLIGHT	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES		TERRITORY			Streamlined MORNING DAYLIGHT STARLIGHT	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	
						RUNNING FORWARD	RUNNING BACKWARD							RUNNING FORWARD	RUNNING BACKWARD
MP	MP	Column:	B	1	2	3	4	MP	MP	Column:	B	1	2	3	4
EASTWARD, SAN JOSE TO WATSONVILLE JCT.:								WESTWARD, WATSONVILLE JCT. TO SAN JOSE:							
45.70 to San Jose			15	15	15	15	15	100.74 to 100.00			35	35	30	30	30
San Jose to 47.29 (spring switch)			15	15	15	15	*	100.00 to 98.00			45	45	30	30	20
47.29 to 47.53 (power switch)			30	30	30	30	30	98.00 to 95.21			75	70	50	50	30
47.53 to 49.00			50	50	50	50	30	95.21 to 94.38			65	65	50	50	30
49.00 to 51.50 (Lick)			75	70	50	50	30	94.38 to 92.99 (Logan)			50	50	50	50	30
51.50 to 51.81 (55.70)			60	60	50	50	30	92.99 to 92.97 (spring switch)			25	25	25	25	*
55.70 to 62.03			75	70	50	50	30	92.97 to 92.05			30	30	30	30	30
62.03 to 63.21			70	70	50	50	30	92.05 to 90.45			50	50	50	50	30
63.21 to 63.23 (spring switch)			25	25	25	25	*	90.45 to 88.94			40	40	40	40	30
63.23 to 73.78			75	70	50	50	30	88.94 to 87.94			30	30	30	30	30
73.78 to 73.96			60	60	50	50	30	87.94 to 86.49 (Corporal)			50	50	50	50	30
73.96 to 79.50			75	70	50	50	30	86.49 to 85.83			60	60	50	50	30
*79.50 to 81.00 (Gilroy)			35	35	35	35	20	85.83 to 83.41			75	70	50	50	30
81.00 to 83.41			60	60	50	50	30	83.41 to 82.99 (Carnadero)			60	60	50	50	30
83.41 to 85.83			75	70	50	50	30	82.99 to 81.00			75	70	50	50	30
85.83 to 86.47 (Corporal)			60	60	50	50	30	*81.00 to 79.50 (Gilroy), except:			35	35	35	35	20
86.47 to 86.49 (spring switch)			25	25	25	25	*	80.48 to 80.46 (spring switch)			25	25	25	25	*
86.49 to 87.94			50	50	50	50	30	79.50 to 73.96			75	70	50	50	30
87.94 to 88.94			30	30	30	30	30	73.96 to 73.78			60	60	50	50	30
88.94 to 90.45			40	40	40	40	30	73.78 to 62.20			75	70	50	50	30
90.45 to 92.05			50	50	50	50	30	62.20 to 62.03			70	70	50	50	30
92.05 to 92.97			30	30	30	30	30	62.03 to 55.70 (51.81)			75	70	50	50	30
92.97 to 92.99 (spring switch)			25	25	25	25	*	51.81 to 51.32			60	60	35	35	30
92.99 to 94.38			50	50	50	50	30	51.32 to 51.30 (spring switch)			35	35	35	35	*
94.38 to 95.21			65	65	50	50	30	51.30 to 49.00			75	70	50	50	30
95.21 to 98.00			75	70	50	50	30	49.00 to 47.53			50	50	50	50	30
98.00 to 100.00 (Watsonville Jct.)			45	45	30	30	30	47.53 to 47.29 (spring switch)			30	30	30	30	*
100.00 to 100.70 (end double track)			35	35	30	30	30	47.29 to San Jose			15	15	15	15	15
100.70 to 100.74 (spring switch)			25	25	25	25	*	San Jose to 45.70			15	15	15	15	15
EASTWARD, LICK TO ALAMITOS								WESTWARD, ALAMITOS TO LICK							
.. .. 10 10 10								.. .. 10 10 10							
EASTWARD, CARNADERO TO HOLLISTER:								WESTWARD, HOLLISTER TO CARNADERO:							
82.99 to 83.01 (junction switch)			..	15	15	15	10	95.81 to 94.40 (Hollister)			..	20	20	20	15
83.01 to 94.40 (Hollister)			..	30	25	25	15	94.40 to 83.01			..	30	25	25	15
94.40 to 95.81			..	20	20	20	15	83.01 to 82.99 (junction switch)			..	15	15	15	10
EASTWARD, WATSONVILLE JCT. TO OLYMPIA:								WESTWARD, OLYMPIA TO WATSONVILLE JCT.:							
100.46 to 100.50 (junction switch)			..	15	15	15	10	130.00 to 126.50			..	25	20	20	15
100.50 to 101.40			..	25	25	25	15	126.50 to 122.50			..	15	15	15	10
101.40 to 102.20			..	20	20	20	15	122.50 to 121.20			..	20	20	20	15
102.30 to 112.70			..	25	25	25	15	121.20 to 120.00			..	15	15	15	10
112.70 to 112.90			..	20	20	20	15	120.00 to 119.20			..	20	20	20	15
112.90 to 119.20			..	25	25	25	15	119.20 to 112.90			..	25	25	25	15
119.20 to 120.00			..	20	20	20	15	112.90 to 112.70			..	20	20	20	15
120.00 to 121.20			..	15	15	15	10	112.70 to 102.20			..	25	25	25	15
121.20 to 122.50			..	20	20	20	15	102.20 to 101.40			..	20	20	20	15
122.50 to 126.50			..	15	15	15	10	101.40 to 100.50			..	25	25	25	15
126.50 to 130.00			..	25	20	20	15	100.50 to 100.46 (junction switch)			..	15	15	15	10
EASTWARD, SANTA CRUZ TO DAVENPORT								WESTWARD, DAVENPORT TO SANTA CRUZ							
.. .. 20 20 20								.. .. 20 20 20							

*Regulated by City ordinance.

*See Rule 536.

When electro-pneumatic brakes are inoperative, maximum speed of 75 MPH shown in Column B and permissible speed as indicated on round yellow SIGNAL speed signs, must be reduced by 5 MPH.

Maximum speed provided for passenger trains, other than streamlined trains, will apply to Nos. 373 and 374, except that maximum of 60 MPH must not be exceeded at any point.

♦RESTRICTED CARS are listed on page 5 under "Maximum Speed Permitted with Certain Equipment", and trains handling must not exceed maximum speed of 40 MPH.

SPECIAL INSTRUCTIONS—GILROY SUBDIVISION

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

NOMINAL CLASS	ENGINE NUMBERS	San Jose to Morganhill	Morganhill to	Watsonville Jet and	Santa Cruz to Davenport	Davenport to Santa Cruz	Santa Cruz and Olympia	Gilroy and Hollister
		Watsonville Jet. to Morganhill	Watsonville Jet. Morganhill to San Jose	Santa Cruz				
DP-3	6017	3750	3750	.....	.....	.....	.....	.....
DP-4, 7	6000 to 6004, 6018	3750	3750	.....	.....	.....	.....	.....
DP-5, 6	6005 to 6016	.....	.....	.....	.....	.....	.....	.....
DP-8, 9	6019 to 6027	.....	.....	.....	.....	.....	.....	.....
DF-1	6122 to 6137	8075	10000	.....	.....	.....	.....	.....
DF-1 to 7	6138 to 6377	10000	10000	.....	.....	.....	.....	.....
DF-100	5200 to 5202	.....	.....	.....	.....	.....	.....	.....
DF-101 to 108, 112	5203 to 5249, 5253 to 5278	3725	5000	.....	.....	.....	.....	.....
DF-109	5250 to 5252	.....	.....	.....	.....	.....	.....	.....
DF-200 to 204	5100 to 5118	.....	.....	.....	.....	.....	.....	.....
DF-300	4600 to 4603	.....	.....	.....	.....	.....	.....	.....
DS-1 to 8	1000 to 1032	1150	4000	.....	.....	.....	.....	.....
DS-100 to 109, 111	1300 to 1441, 1464 to 1485	1750	4000	.....	.....	.....	.....	.....
DS-110	1442 to 1463	2250	4000	.....	.....	.....	.....	.....
DS-200, 201	1900 to 1903	.....	.....	.....	.....	.....	.....	.....
M-4	1617 to 1713	1475	3250	600	700	1275	305	1725
M-6, 8	1721 to 1803, 1824, 1825	1825	3750	725	825	1500	370	2025
M-9	1804 to 1822, 1826 to 1830, 1836	1925	4000	775	875	1575	395	2125
M-11	1832 to 1835	1975	4300	825	950	1675	430	2275
T-1	2248, 2252	1300	2850	550	600	1100	270	1500
T-23	2301 to 2310	1875	4100	775	900	1600	400	1700
T-26	2296	1650	3600	675	775	1400	325	1900
T-28, 31	2312 to 2362	2100	4500	875	975	1750	445	2375
T-32	2363 to 2370, 2372 to 2384	2150	4500	900	1000	1800	455	2425
T-40	2371	2150	4500	.....	.....	.....	.....	.....
T-37	2105	1875	4100	800	900	1600	400	2175
P-1, 3, 5	2404, 2408, 2411, 2428 to 2433, 2439 to 2452, 2459	1750	3500	675	775	1425	330	.....
P-1	2407	1775	3900	725	825	1500	345	.....
P-4	2402, 2409, 2410, 2414, 2419, 2436	2000	4000	750	850	1575	365	.....
P-6	2453, 2454, 2458	2150	4500	.....	.....	.....	.....	.....
P-7	2476, 2477	2175	4500	.....	.....	.....	.....	.....
P-8, 10	2461 to 2474, 2478 to 2483	2300	5000	.....	.....	.....	.....	.....
P-8, 10	2475, 2484 to 2491	2400	5000	.....	.....	.....	.....	.....
P-12	3122 to 3127	2525	5000	.....	.....	.....	.....	.....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2625 to 2860, 3440 to 3469	2300	5000	975	1100	1950	500	2625
C-18	3400 to 3409	2100	4550	900	1000	1775	470	2400
C-19	3410 to 3426	2175	4750	925	1050	1850	485	2500
TW-2, 3	2937 to 2952	1400	3050	575	650	1175	295	1600
TW-8	2914 to 2923	1950	4500	825	950	1675	425	2225
A-3	3025	1450	3000	.....	.....	.....	.....	.....
A-6	3002	1625	3600	.....	.....	.....	.....	.....
Mk-2, 4	3201 to 3240	2700	5000	②1325	1225	2200	③825	.....
Mk-5, 6	3241 to 3277	2925	6000	.....	.....	.....	.....	.....
Mk-7, 8, 9	3300 to 3324	3175	6000	.....	.....	.....	.....	.....
Mk-10	3295	2450	5300	.....	.....	.....	.....	.....
Mk-11	3297, 3298	2350	5100	.....	.....	.....	.....	.....
F-1	3611 to 3652	3350	6000	.....	.....	.....	.....	.....
F-3, 4, 5	3653 to 3769	4000	6000	.....	.....	.....	.....	.....
MM-3	3930	4375	8000	.....	.....	.....	.....	.....
AC-4, 5	4100 to 4125	5950	8000	.....	.....	.....	.....	.....
AC-6 to 12	3800 to 3811, 4126 to 4294	④6250	④8500	.....	.....	.....	.....	.....
Mt-1, 3, 4, 5	4300 to 4376	3300	6000	.....	.....	.....	.....	.....
Mt-2	4385 to 4389	.....	.....	.....	.....	.....	.....	.....
GS-1, 2	4401 to 4415	3500	6000	.....	.....	.....	.....	.....
GS-3, 4, 5, 6	4416 to 4469	3600	6000	.....	.....	.....	.....	.....
SP-1, 2, 3	5000 to 5048	5000	6000	.....	.....	.....	.....	.....

②③Applies to engs. 3201, 3203 to 3206, 3211 to 3214, 3224, 3227, 3229, 3236 and 3237 only.
 ②Rating Santa Cruz to Watsonville Jet. 1375. ④Applies to engs. 4126 to 4294 only.

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

Westward speed sign at MP 118.37 reading "75-70-50" is located to left of track.

Eastward speed sign at MP 119.74 reading "75-70-50" is to right of track with one track intervening.

Westward speed sign at MP 163.10 reading "75-70-50" is located to left of track.

Eastward speed sign on Monterey Branch at MP 124.96 reading "25-20" is located to left of track.

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

RULE 21-C. Engines to operate second- and third-class trains 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

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. Trains and engines must stop before reaching State Highway crossings of track 4 at MP 118.9 and tracks 2 and 3 at MP 119.5 at Ord and after crossing signals have been in operation 20 seconds or more, may then move over highway.

Spring derail on each of these tracks may be trailed through on movement 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.

As autos may be parked close to main track near Booth Canning Co. spur and Sunnyboy Restaurant opposite Old Customs House at Monterey, all trains stop one-fourth mile east of passenger station if necessary to insure that autos will clear before proceeding.

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 Liquid Ice Co. spur,
- Chualar—County road crossing on siding,
- Monterey—Hoffman Ave. crossing on Custom House Packing Co. spur,
- Castroville—Crossing on Del Monte Ice Co. spur.

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 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

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.

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.

RULE 516. Overlap posts:

Spreckels Jct.....Affecting westward trains.

RULE 535. SPRING SWITCHES

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

Location	Normal Position
Watsonville Jct....	End double track.....Westward track

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum.	On Letter	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.

AIR BRAKE RULES

FREIGHT TRAINS

RULE 25. Westward movements off tracks 2 or 3 at Ord must have air cut in on all cars.

MISCELLANEOUS

1. 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 7, Mk, F, AC, MM, Mt, GS, SP, T-40, P, A.....	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.

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 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 MORNING DAYLIGHT STARLIGHT	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES		TERRITORY	Streamlined MORNING DAYLIGHT STARLIGHT	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	
				RUNNING FORWARD	RUNNING BACKWARD					RUNNING FORWARD	RUNNING BACKWARD
Column:	B	1	2	3	4	Column:	B	1	2	3	4
EASTWARD, WATSONVILLE, JCT. TO KING CITY:						WESTWARD, KING CITY TO WATSONVILLE JCT.:					
100.00 to 100.70 (end double track)...	35	35	30	30	30	164.00 to 163.10 (King City passing station).....	45	45	40	40	30
100.70 to 100.74 (spring switch).....	25	25	25	25	*	163.10 to 158.00.....	75	70	50	50	30
100.74 to 103.80.....	50	50	50	50	30	158.00 to 155.53.....	70	70	50	50	30
103.80 to 104.60 (Elkhorn slough)....	40	40	35	35	30	155.53 to 154.00.....	65	65	50	50	30
104.60 to 104.80 (Elkhorn slough)....	40	40	25	25	25	154.00 to 152.83.....	50	50	50	50	30
104.80 to 105.50 (Elkhorn slough)....	40	40	35	35	30	152.83 to 149.25.....	55	55	50	50	30
105.50 to 109.00.....	50	50	35	35	30	149.25 to 147.68.....	50	50	50	50	30
109.00 to 118.37.....	75	70	50	50	30	147.68 to 119.70.....	75	70	50	50	30
*118.37 to 119.70 (Salinas).....	25	25	25	25	20						
119.70 to 147.68.....	75	70	50	50	30	*119.70 to 118.37 (Salinas).....	25	25	25	25	20
147.68 to 149.25.....	50	50	50	50	30	118.37 to 109.00.....	75	70	50	50	30
149.25 to 152.83.....	55	55	50	50	30	109.00 to 105.50.....	50	50	35	35	30
152.83 to 154.00.....	50	50	50	50	30	105.50 to 104.80 (Elkhorn slough)....	40	40	35	35	30
154.00 to 155.53.....	65	65	50	50	30	104.80 to 104.60 (Elkhorn slough)....	40	40	25	25	25
155.53 to 158.00.....	70	70	50	50	30	104.60 to 103.80 (Elkhorn slough)....	40	40	35	35	30
158.00 to 163.10.....	75	70	50	50	30	103.80 to 100.74 (end double track)....	50	50	50	50	30
163.10 to 164.00 (King City passing station).....	45	45	40	40	30	100.74 to 100.00 (Watsonville Jct.)....	35	35	30	30	30
EASTWARD, CASTROVILLE TO LAKE MAJELLA:						WESTWARD, LAKE MAJELLA TO CASTROVILLE:					
110.64 to 110.70 (junction switch)....	..	15	15	15	10	130.23 to 127.30.....	..	15	15	15	10
110.70 to 121.31, except:.....	..	30	30	30	15	127.30 to 125.70, except:.....	..	25	20	20	15
with F, Mk, P, MT, GS engines on curves.....	..	20	20	20	15	with P-1, 3, 5, 6, engines.....	..	15	15	15	15
121.31 to 121.45, except:.....	..	25	20	20	15	125.70 to 121.45, except:.....	..	30	20	20	15
with F, Mk, P, Mt, GS engines.....	..	20	20	20	15	with F, Mk, P, Mt, GS engines on curves.....	..	20	20	20	15
121.45 to 125.70, except:.....	..	30	20	20	15	121.45 to 121.31, except:.....	..	25	20	20	15
with F, Mk, P, Mt, GS engines on curves.....	..	20	20	20	15	with F, Mk, P, Mt, GS engines.....	..	20	20	20	15
125.70 to 127.30, except:.....	..	25	20	20	15	121.31 to 110.70, except:.....	..	30	20	20	15
with P-1, 3, 5, 6, engines.....	..	15	15	15	15	with F, Mk, P, Mt, GS engines on curves.....	..	20	20	20	15
127.30 to 130.23.....	..	15	15	15	10	110.70 to 110.64 (junction switch)....	..	15	15	15	10
EASTWARD, SPRECKELS JCT. TO SPRECKELS:						WESTWARD, SPRECKELS TO SPRECKELS JCT.:					
..	..	..	15	15	10	..	..	..	15	15	10

*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.

When electro-pneumatic brakes are inoperative, maximum speed of 75 MPH shown in Column B, and permissible speed as indicated on round yellow SIGNAL speed signs, must be reduced by 5 MPH.

Maximum speed provided for passenger trains, other than streamlined trains, will apply to Nos. 373 and 374, except that maximum of 60 MPH must not be exceeded at any point.

When train known as "MM" (Monterey Mds.) operating between Watsonville Jct., Salinas and Pacific Grove is entirely made up of steel-wheel box cars and caboose, passenger train speed may be made, observing other restrictions as to class of engine.

RESTRICTED CARS are listed on page 5 under "Maximum Speed Permitted with Certain Equipment", and trains handling must not exceed maximum speed of 40 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
Castroville wye.....	5
Spreckels Jct. wye.....	5
Elsa wye.....	5

SPECIAL INSTRUCTIONS—SALINAS SUBDIVISION

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

NOMINAL CLASS	ENGINE NUMBERS	Watsonville Jct. to King City	King City to Watsonville Jct.	Monterey and Pacific Grove	Ord to Castroville Ord to Monterey	Castroville to Ord Monterey to Ord
DP-3	6017	3750	3750	....	....	....
DP-4, 7	6000 to 6004, 6018	3750	3750	....	....	....
DP-5, 6	6005 to 6016	....	....	....	....	....
DP-8, 9	6019 to 6027	....	....	....	....	....
DF-1	6122 to 6137	8350	10000	....	....	....
DF-1 to 7	6138 to 6377	10000	10000	....	....	....
DF-100	5200 to 5202	....	....	....	....	....
DF-101 to 108, 112	5203 to 5249, 5253 to 5278	....	3725	....	....	....
DF-109	5250 to 5252	....	....	....	....	....
DF-200 to 204	5100 to 5118	....	....	....	....	....
DF-300	4600 to 4603	....	....	....	....	....
DS-1 to 8	1000 to 1032	1150	1150	....	....	....
DS-100 to 109, 111	1300 to 1441, 1464 to 1485	1750	1750	....	....	....
DS-110	1442 to 1463	2250	2250	....	....	....
DS-200, 201	1900 to 1903	....	....	....	....	....
M-4	1617 to 1713	1275	1475	775	1725	775
M-6, 8	1721 to 1803, 1824, 1825	1575	1825	925	2025	925
M-9	1804 to 1822, 1826 to 1830, 1836	1675	1925	975	2125	975
M-11	1832 to 1835	1725	1975	1050	2275	1050
T-1	2248, 2252	1125	1300	675	1500	675
T-23	2301 to 2310	1625	1875	1000	2150	1000
T-26	2296	1425	1650	850	1900	850
T-28, 31	2312 to 2362	1825	2100	1100	2375	1100
T-32	2363 to 2370, 2372 to 2384	1875	2150	1125	2425	1125
T-40	2371	1875	2150	1125	2425	1125
T-37	2105	1625	1875	1000	2175	1000
P-1, 3, 5	2404, 2408, 2411, 2428 to 2433, 2439 to 2452, 2459	1525	1750	850	1850	850
P-1	2407	1550	1775	925	2050	925
P-4	2402, 2409, 2410, 2414, 2419, 2436	1725	2000	950	2125	950
P-6	2453, 2454, 2458	1875	2150	1100	2425	1100
P-7	2476, 2477	1900	2175	....	2575	1175
P-8, 10	2461 to 2474, 2478 to 2483	2000	2300	....	2675	1200
P-8, 10	2475, 2484 to 2491	2075	2400	....	2825	1275
P-12	3122 to 3127	2200	2525	....	2825	1275
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2625 to 2860, 3440 to 3469	1975	2300	1225	2625	1225
C-18	3400 to 3409	1825	2100	1125	2400	1125
C-19	3410 to 3426	1900	2175	1175	2500	1175
TW-2, 3	2937 to 2952	1200	1400	725	1600	725
TW-8	2914 to 2923	1600	1950	1025	2225	1025
A-3	3025	1250	1450	....	....	....
A-6	3002	1400	1625	....	....	....
Mk-2, 4	3201 to 3240	2325	2700	....	2975	1350
Mk-5, 6	3241 to 3277	2575	2925	....	3325	1475
Mk-7, 8, 9	3300 to 3324	2775	3175	....	3675	1675
Mk-10	3295	2125	2450	....	2825	1325
Mk-11	3297, 3298	2050	2350	....	2575	1275
F-1	3611 to 3652	2900	3350	....	3750	1750
F-3, 4, 5	3653 to 3769	4250	4250	....	4500	2150
MM-3	3930	3825	4375	....	....	....
AC-4, 5	4100 to 4125	5200	5950	....	....	....
AC-6 to 12	3800 to 3811, 4126 to 4294	①5500	①6250	....	....	....
Mt-1, 3, 4, 5	4300 to 4376	2875	3300	....	3975	1625
Mt-2	4385 to 4389	....	....	....	....	....
GS-1, 2	4401 to 4415	3050	3500	....	4275	1725
GS-3, 4, 5, 6	4416 to 4469	3150	3600	....	4400	1800
SP-1, 2, 3	5000 to 5048	5000	5000	....	....	....

①Applies to engs. 4126 to 4294 only.

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—SANTA MARGARITA SUBDIVISION

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

Eastward MP	Reading	Westward MP	Reading
211.15	50	233.52	55-50
228.37	45	235.08	60-50

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, and must be removed immediately on arrival at delivery track.

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

West MP	East MP
162.17 King City.....	164.72
233.86 Santa Margarita.....	236.81
249.56 San Luis Obispo.....	254.00

RULE 99-A. Flag protection to the rear will not be required of eastward trains standing with rear end on eastward track between end of CTC and passenger station at San Luis Obispo, except that flagman must take position not less than 30 feet behind rear of passenger train and display stop signals to any following train.

RULE 103-A. Trains and engines must stop and member of crew must protect traffic while crossing highway 101 over spur to Camp Roberts near McKay.

Paso Robles: Westward trains and engines on siding or corral track must not exceed 10 MPH between 12th and 13th Sts., in order to actuate automatic crossing gates at 13th St., and must not enter crossing until gates are lowered.

Hathaway: Flasher light crossing signals at Foothill Blvd., (MP-250.5) have connections from main track, siding and oil spur. Signals actuate 600 feet from crossing on siding and 50 feet from crossing on oil spur. If train stops on siding signals will stop, but will commence when train starts. Cars must not be left or stop made on oil spur within 50 feet of crossing. Concrete markers are in place.

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".

Eastward Signal	Protection	Westward Signal
P-2328	Spring switch, west end siding, Cushing.....	{ P-2329 P-2331
P-A	} Fire detector, Tunnel 6, Cuesta.....	P-2401
P-A		Slide detector fence, Chorro.....
P-A	} Fire detector, Steiner Creek bridge, Goldtree.	P-2493
P-A		

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Cushing: Signals P-2329 and P-2331 at west end of siding have push button device for clearing signals on adjoining track. See instructions for all subdivisions.

If Signal P-2329 or Signal P-2331 at west end Cushing does not clear, and no opposing train in view to cause signal to remain in stop position, switch must be inspected and tried, after which, if signal does not then clear, member of crew must operate push button on the signal for track on which train is standing. If signal then remains in stop position, train may proceed as prescribed by Rule 510.

Electric locks on crossover switches on main track to No. 2 siding at Santa Margarita must be released by dispatcher before switches can be thrown. Instructions for operation of electric locks posted inside the lock-box doors.

Westward trains stopped by Signal 2353, at west limit of CTC at Santa Margarita, 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.....	Affecting westward trains,
Cushing.....	Affecting eastward trains.

RULE 535. SPRING SWITCHES

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

Location	Normal Position
Cushing.....	West end siding..... Main track

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letter	On Signal Approaching	Authorizes and requires movement as follows
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 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 either crossover, dispatcher's permission and time limit must be obtained.

Call-on unit on absolute signals at east and west end of No. 2 siding at Santa Margarita; at east switch of engine track at Santa Margarita; and at end of double track at San Luis Obispo. When an engine or cut of cars which is to couple to a train on main track is standing within 50 feet of the signal, flashing yellow light in any of these call-on units will authorize such engine to pass the signal without securing dispatcher's permission to do so, provided the train has stopped, and in addition a hand or lamp signal to proceed is received from member of the train crew.

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 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.

Light engines originating with CTC limits need not display train indicators or white flags within CTC limits. Markers must be properly displayed.

Westward trains on siding Cuesta, stopped by absolute signal must not pass insulated joints until signal clears.

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 827. Eastward freight trains will stop between switches at Serrano 10 mins., for heat radiation, at which time train inspection will be made.

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. 71 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.

When streamlined trains are controlled on descending grade with electro-pneumatic brakes, retaining valves will not be used.

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 west switch Hathaway, and on spur in both directions between Goldtree and Camp San Luis Obispo.

Eastward trains must not exceed 10 MPH from one-half mile west of west switch to east switch Hathaway to enable trainmen to turn down retainers.

When eastward trains have over 45 cars, retainers on head 15 cars will be left up until train stops at San Luis Obispo, where they must be turned down.

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

FREIGHT TRAINS

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

RULE 24. No car inspectors on duty at San Luis Obispo 4:30 PM to 8:00 AM daily. During this period trainmen and yardmen will couple and uncouple air hose and make necessary tests.

RULE 25. Rear-end test must be made on eastward freight 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.

No car inspectors on duty at San Luis Obispo 4:30 PM to 8:00 AM daily. During this period trainmen and yardmen will couple and uncouple air hose and steam hose and make necessary tests.

Rear end air test need not be made on eastward trains 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 them. Running test in accordance with Rule 39 must be made immediately after leaving terminal.

RULE 39. Running test must be made immediately after passing summit in Tunnel 6 in both directions.

MISCELLANEOUS

1. Engines with tenders of less than 9,000 gallons capacity must have full tank of water leaving San Luis Obispo westward, and leaving Santa Margarita eastward.

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 7, Mk, F, AC, MM, Mt, GS, SP, T-40, P, A.....	Thyle.....Spur. Hathaway...Shell, Standard and Rich- field 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
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.....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 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 MORNING DAYLIGHT STARLIGHT	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES		TERRITORY	Streamlined MORNING DAYLIGHT STARLIGHT	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	
				RUNNING FORWARD	RUNNING BACKWARD					RUNNING FORWARD	RUNNING BACKWARD
Column:	B	1	2	3	4	Column:	B	1	2	3	4
EASTWARD, KING CITY TO SAN LUIS OBISPO: MP MP						WESTWARD, SAN LUIS OBISPO TO KING CITY: MP MP					
163.10 to 164.00 (King City passing station).....	45	45	40	40	30	252.10 to 251.50 (San Luis Obispo)....	15	15	15	15	15
164.00 to 167.43 (Welby).....	75	70	50	50	30	251.50 to 248.30!.....	35	35	35	35	30
167.43 to 168.80.....	50	50	50	50	30	248.30 to 236.60.....	25	25	20	20	15
168.80 to 175.58.....	75	70	50	50	30	236.60 to 235.10 (Santa Margarita)...	20	20	20	20	20
175.58 to 175.82.....	70	70	50	50	30	235.10 to 232.77.....	60	60	50	50	30
175.82 to 185.50.....	75	70	50	50	30	232.77 to 231.36.....	55	55	50	50	30
185.50 to 186.13 (Getty).....	60	60	50	50	30	231.36 to 229.15.....	45	45	45	45	30
186.13 to 188.17.....	65	65	50	50	30	229.15 to 227.46.....	55	55	50	50	30
188.17 to 188.35.....	50	50	50	50	30	227.46 to 227.20.....	50	50	50	50	30
188.35 to 189.96.....	60	60	50	50	30	227.20 to 222.36.....	55	55	50	50	30
189.96 to 190.19.....	50	50	50	50	30	222.36 to 220.02.....	60	60	50	50	30
						220.02 to 219.15.....	40	40	40	40	30
190.19 to 192.92.....	60	60	50	50	30	219.15 to 217.23.....	60	60	50	50	30
192.92 to 193.70.....	40	40	40	40	30	217.23 to 216.80.....	50	50	50	50	30
193.70 to 194.35.....	30	30	30	30	30	216.80 to 212.16.....	60	60	50	50	30
194.35 to 197.43.....	70	70	50	50	30	212.16 to 211.90.....	50	50	50	50	30
197.43 to 197.80.....	60	60	50	50	30	211.90 to 210.13.....	60	60	50	50	30
197.80 to 200.79.....	70	70	50	50	30	210.13 to 208.11.....	55	55	50	50	30
200.79 to 201.55 (Nacimiento).....	60	60	50	50	30	208.11 to 206.23.....	60	60	50	50	30
201.55 to 202.45.....	55	55	50	50	30	206.23 to 206.00.....	55	55	50	50	30
202.45 to 206.00.....	65	65	50	50	30	206.00 to 202.45.....	65	65	50	50	30
206.00 to 206.23.....	55	55	50	50	30	202.45 to 201.55.....	55	55	50	50	30
206.23 to 208.11.....	60	60	50	50	30	201.55 to 200.79.....	60	60	50	50	30
208.11 to 210.13.....	55	55	50	50	30	200.79 to 197.80.....	70	70	50	50	30
210.13 to 211.90.....	60	60	50	50	30	197.80 to 197.43.....	60	60	50	50	30
211.90 to 212.16.....	50	50	50	50	30	197.43 to 194.60.....	70	70	50	50	30
212.16 to 216.80 (Paso Robles).....	60	60	50	50	30	194.60 to 193.92.....	40	40	40	40	30
216.80 to 217.23.....	50	50	50	50	30	193.92 to 193.70.....	30	30	30	30	30
217.23 to 219.15.....	60	60	50	50	30	193.70 to 190.19.....	60	60	50	50	30
219.15 to 220.02.....	40	40	40	40	30	190.19 to 189.96.....	50	50	50	50	30
220.02 to 222.36.....	60	60	50	50	30	189.96 to 188.35.....	60	60	50	50	30
222.36 to 227.20.....	55	55	50	50	30	188.35 to 188.17.....	50	50	50	50	30
227.20 to 227.46.....	50	50	50	50	30	188.17 to 186.13 (Getty).....	65	65	50	50	30
227.46 to 229.15.....	55	55	50	50	30	186.13 to 185.50.....	60	60	50	50	30
229.15 to 231.36.....	45	45	45	45	30	185.50 to 175.82.....	75	70	50	50	30
231.36 to 232.77.....	55	55	50	50	30	175.82 to 175.58.....	70	70	50	50	30
232.77 to 235.10.....	60	60	50	50	30	175.58 to 168.80.....	75	70	50	50	30
235.10 to 236.60 (Santa Margarita)...	20	20	20	20	20	168.80 to 167.43.....	50	50	50	50	30
236.60 to 248.30.....	25	25	20	20	15	167.43 to 164.00.....	75	70	50	50	30
248.30 to 251.50.....	35	35	20	20	15	164.00 to 163.10 (King City passing station).....	45	45	40	40	30
251.50 to 252.10 (San Luis Obispo)....	15	15	15	15	15						

When electro-pneumatic brakes are inoperative, maximum speed of 75 MPH shown in Column B, and permissible speed as indicated on round yellow SIGNAL speed signs, must be reduced by 5 MPH.

Maximum speed provided for passenger trains, other than streamlined trains, will apply to Nos. 373 and 374, except that maximum of 60 MPH must not be exceeded at any point.

♦RESTRICTED CARS are listed on page 5 under "Maximum Speed Permitted with Certain Equipment", and trains handling must not exceed maximum speed of 40 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-3	6017	3225	3750	1375	1025
DP-4, 7	6000 to 6004, 6018	3225	3750	1375	1025
DP-5, 6	6005 to 6016	.....	.....	.....	.....
DP-8, 9	6019 to 6027	.....	.....	.....	.....
DF-1	6122 to 6137	8350	10000	2800	2425
DF-1, 2	6138 to 6179	10000	10000	3700	3450
DF-3 to 7	6180 to 6377	10000	10000	3775	3775
DF-100	5200 to 5202	.....	.....	.....	.....
DF-101 to 108, 112	5203 to 5249, 5253 to 5278	.....	4050	.....	975
DF-109	5250 to 5252	.....	.....	.....	.....
DF-200 to 204	5100 to 5118	.....	.....	.....	.....
DF-300	4600 to 4603	.....	.....	.....	.....
DS-1 to 8	1000 to 1032	1000	1150	285	285
DS-100 to 109, 111	1300 to 1441, 1464 to 1485	1525	1750	455	455
DS-110	1442 to 1463	1775	2425	635	590
DS-200, 201	1900 to 1903	.....	.....	.....	.....
M-4	1617 to 1713	1275	1475	390	350
M-6, 8	1721 to 1803, 1824, 1825	1575	1825	495	445
M-9	1804 to 1822, 1826 to 1830, 1836	1675	1925	525	475
M-11	1832 to 1835	1725	1975	525	485
T-1	2248, 2252	1125	1300	340	305
T-23	2301 to 2310	1625	1875	500	450
T-26	2296	1425	1650	425	380
T-28, 31	2312 to 2362	1825	2100	575	525
T-32	2363 to 2370, 2372 to 2384	1875	2150	575	525
T-40	2371	1875	2150	575	525
T-37	2105	1625	1875	500	455
P-1, 3, 5	2404, 2408, 2411, 2428 to 2433, 2439 to 2452, 2459	1525	1750	430	385
P-1	2407	1550	1775	445	395
P-4	2402, 2409, 2410, 2414, 2419, 2436	1725	2000	500	430
P-6	2453, 2454, 2458	1875	2150	550	485
P-7	2476, 2477	1900	2175	575	525
P-8, 10	2461 to 2474, 2478 to 2483	2000	2300	600	525
P-8, 10	2475, 2484 to 2491	2075	2400	625	575
P-12	3122 to 3127	2200	2525	625	575
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2625 to 2860, 3440 to 3469	1975	2300	650	575
C-18	3400 to 3409	1825	2100	575	525
C-19	3410 to 3426	1900	2175	600	525
TW-2, 3	2937 to 2952	1200	1400	370	335
TW-8	2914 to 2923	1600	1950	525	475
A-3	3025	1250	1450	315	275
A-6	3002	1400	1625	400	355
Mk-2, 4	3201 to 3240	2325	2700	750	675
Mk-5, 6	3241 to 3277	2575	2925	800	725
Mk-7, 8, 9	3300 to 3324	2775	3175	875	800
Mk-10	3295	2125	2450	675	650
Mk-11	3297, 3298	2050	2350	650	600
F-1	3611 to 3652	2900	3350	950	850
F-3, 4, 5	3653 to 3769	3500	4725	1125	950
MM-3	3930	3825	4375	1200	1100
AC-4, 5	4100 to 4125	5200	5950	1575	1475
AC-6 to 12	3800 to 3811, 4126 to 4294	①5500	①6250	①1650	①1550
Mt-1, 3, 4, 5	4300 to 4376	2875	3300	850	750
Mt-2	4385 to 4389	.....	.....	.....	.....
GS-1, 2	4401 to 4415	3050	3500	875	775
GS-3, 4, 5, 6	4416 to 4469	3150	3600	900	800
SP-1, 2, 3	5000 to 5048	3975	5400	1300	1050

①Applies to engs. 4126 to 4294 only.

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. Speed signs to left of track:

Westward MP	Reading
264.71	60-50
286.42	40

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, and must be removed immediately on arrival at delivery track.

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
369.16	Santa Barbara	373.71
310.61	Lompoc	316.93

RULE 99. Army will do switching at Camp Cooke. When necessary for SP crews to enter any jointly operated tracks they must provide adequate protection to avoid collision.

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

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

Look out for Army vehicles crossing at all road crossings Camp Cooke Military Reservation.

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 286. Exceptions: Signal without number plate, located at MP 262.18 displaying indication as illustrated by Rule 286, Fig. A, governing the approach to 10-degree curve three-fourths mile in advance of this signal requires speed to be restricted to 30 MPH for passenger trains, and 25 MPH for all other trains on the 10-degree curve. Signal does not govern movement for balance of the block.

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-3082	Fire detector, Honda Canon bridge, Honda	P-3097
P-3104	Slide detector fence, MP 311.65	P-3123
P-3188	Fire detector, Jalama Canon bridge, Jalama	P-3207
P-3214	Slide detector fence, MP 321.5	P-3233
P-3252	Spring switch, east end siding, Concepcion	P-3253
P-3254		
P-3356	Fire detector, Alegria Canon bridge, Sacate	P-3373
P-3368	Fire detector, Gaviota Canon bridge, Gaviota	P-3389
P-3424	Spring switch, west end siding, Lento	
P-3686	Spring switch, end double track, West Santa Barbara	P-3687

AUTOMATIC BLOCK SIGNAL SYSTEM

RULE 505. Concepcion: Signals P-3252 and P-3254 at east end of siding have push button device for clearing signals on adjoining track. See instructions for all subdivisions.

If Signal P-3252 or P-3254 at east end Concepcion does not clear, and no opposing train in view to cause signals to remain in stop position, switch must be inspected and tried, after which, if signal does not then clear, member of crew must operate push button on the signal for track on which train is standing. If signal then remains in stop position, train may proceed as prescribed by Rule 510.

RULE 516. Overlap posts:

Grover Affecting eastward trains,
Devon Affecting eastward and westward trains.

RULE 535. SPRING SWITCHES

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

Location	Normal Position
Hadley.....	End double track..... Westward track
Concepcion.....	East end siding..... Main track
Lento.....	West end siding..... Main track
West Santa Barbara.....	End double track..... Eastward track

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

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum.	On	Approaching	Authorizes and requires movement as follows
M.....	3010	Surf.....	Proceed on main track to east end of siding.
S.....	3010	Surf.....	Enter siding.
M.....	3041	Surf.....	Proceed on main track to west end of siding.
S.....	3041	Surf.....	Enter siding.

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.

Eastward freight trains with steam engine and over 50 cars, turn up ten retainers, (more if requested by engineer) on head-end from end double track West Santa Barbara until train stops on yard track Santa Barbara.

Eastward freight trains with diesel engine with dynamic brakes in operation need not turn up retainers West Santa Barbara to Santa Barbara.

FREIGHT TRAINS

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

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

No car inspectors on duty at San Luis Obispo 4:30 PM to 8:00 AM daily. During this period trainmen and yardmen will couple and uncouple air hose and make necessary tests.

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.

No car inspectors on duty at San Luis Obispo 4:30 PM to 8:00 AM daily. During this period trainmen and yardmen will couple and uncouple air hose and steam hose and make necessary tests.

Rear end air test need not be made on eastward trains 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 them. Running test in accordance with Rule 39 must be made immediately after leaving terminal.

Rear end air test need not be made at Santa Barbara if continuity of brake pipe is not disturbed. Incoming engineer will apply brakes when train is stopped. Outgoing engineer will release them. Running test in accordance with Rule 39 must be made immediately after leaving terminal.

MISCELLANEOUS

1. Water supply at Gaviota and Lompoc 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:

Class of Engine	Restricted Tracks
DP, DF-1 to 7, Mk, F, AC, MM, Mt, GS, SP, T-40, P, A.....	San Luis
"	Obispo.... Vegetable spur.
"	Surf..... Short leg of wye.
"	Goleta..... Walnut spur.

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

MP Location	Description
261.37 Tiber.....	Villa Creek bridge..... Side
262.68 Pismo.....	Villa Creek bridge..... Side
266.37 Oceano.....	Arroyo Grande River bridge..... Side
265.85 Oceano.....	West water tank, main track..... Side
318.32 Sudden.....	Tunnel 12..... Overhead and side

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 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 MORNING DAYLIGHT STARLIGHT	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES		TERRITORY	Streamlined MORNING DAYLIGHT STARLIGHT	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	
				RUNNING FORWARD	RUNNING BACKWARD					RUNNING FORWARD	RUNNING BACKWARD
Column:	B	1	2	3	4	Column:	B	1	2	3	4
EASTWARD, SAN LUIS OBISPO TO SANTA BARBARA:						WESTWARD, SANTA BARBARA TO SAN LUIS OBISPO:					
MP MP						MP MP					
252.10 to 253.07 (San Luis Obispo)....	15	15	15	15	15	*372.27 to 368.70 (Santa Barbara).....	20	20	20	20	20
253.07 to 258.50.....	60	60	50	50	30	368.70 to 368.49 (spring switch).....	35	35	30	30	*
258.50 to 259.78.....	35	35	30	30	30	368.49 to 367.00 (Hope Ranch).....	65	65	50	50	30
259.78 to 259.80 (spring switch).....	35	35	30	30	*	367.00 to 357.76.....	75	70	50	50	30
259.80 to 260.57.....	40	40	30	30	30	357.76 to 356.85.....	55	55	50	50	30
260.57 to 262.30.....	30	30	25	25	25	356.85 to 354.36.....	75	70	50	50	30
262.30 to 263.95.....	60	60	50	50	30	354.36 to 354.17.....	65	65	50	50	30
263.95 to 267.94.....	75	70	50	50	30	354.17 to 348.80.....	75	70	50	50	30
267.94 to 269.00.....	40	40	40	40	30	348.80 to 348.13.....	55	55	50	50	30
269.00 to 275.61.....	75	70	50	50	30	348.13 to 347.40.....	45	45	45	45	30
275.61 to 277.00 (Guadalupe).....	50	50	40	40	30	347.40 to 344.77.....	50	50	50	50	30
277.00 to 278.53.....	70	70	50	50	30	344.77 to 342.00.....	65	65	50	50	30
278.53 to 279.57.....	60	60	50	50	30	342.00 to 338.60 (Gaviota).....	75	70	50	50	30
279.57 to 280.00.....	45	45	30	30	30	338.60 to 337.85.....	60	60	50	50	30
280.00 to 283.24.....	75	70	50	50	30	337.85 to 336.19.....	65	65	50	50	30
283.24 to 283.80.....	55	55	50	50	30	336.19 to 335.67.....	45	45	45	45	30
283.80 to 285.76.....	40	40	40	40	30	335.67 to 333.30.....	60	60	50	50	30
285.76 to 287.00.....	45	45	45	45	30	333.30 to 333.05.....	55	55	50	50	30
287.00 to 291.00.....	55	55	50	50	30	333.05 to 331.58.....	60	60	50	50	30
291.00 to 291.32.....	45	45	45	45	30	331.58 to 329.71 (Gato).....	65	65	50	50	30
291.32 to 294.40.....	65	65	50	50	30	329.71 to 328.26.....	60	60	50	50	30
294.40 to 295.80.....	60	60	50	50	30	328.26 to 325.66.....	65	65	50	50	30
295.80 to 296.08.....	45	45	45	45	30	325.66 to 325.36 (Concepcion).....	55	55	50	50	30
296.08 to 299.57.....	55	55	50	50	30	325.36 to 323.12.....	65	65	50	50	30
299.57 to 300.20.....	45	45	45	45	30	323.12 to 318.20.....	45	45	45	45	30
300.20 to 304.40.....	60	60	50	50	30	318.20 to 312.90.....	75	70	50	50	30
304.40 to 306.10.....	55	55	50	50	30	312.90 to 311.81.....	70	70	50	50	30
306.10 to 309.00.....	65	65	50	50	30	311.81 to 309.00.....	50	50	50	50	30
309.00 to 311.81.....	50	50	50	50	30	309.00 to 306.10.....	65	65	50	50	30
311.81 to 312.90.....	70	70	50	50	30	306.10 to 304.40.....	55	55	50	50	30
312.90 to 318.20.....	75	70	50	50	30	304.40 to 300.20.....	60	60	50	50	30
318.20 to 323.12.....	45	45	45	45	30	300.20 to 299.57.....	45	45	45	45	30
323.12 to 325.36 (Concepcion).....	65	65	50	50	30	299.57 to 296.08.....	55	55	50	50	30
325.36 to 325.66.....	55	55	50	50	30	296.08 to 295.80.....	45	45	45	45	30
325.66 to 328.26.....	65	65	50	50	30	295.80 to 294.40.....	60	60	50	50	30
328.26 to 329.71.....	60	60	50	50	30						
329.71 to 331.58.....	65	65	50	50	30						

(Continued on page 29)

★Regulated by City ordinance.

*See Rule 536.

When electro-pneumatic brakes are inoperative, maximum speed of 75 MPH shown in Column B, and permissible speed as indicated on round yellow SIGNAL speed signs, must be reduced by 5 MPH.

Maximum speed provided for passenger trains, other than streamlined trains, will apply to Nos. 373 and 374, except that maximum of 60 MPH must not be exceeded at any point.

♦RESTRICTED CARS are listed on page 5 under "Maximum Speed Permitted with Certain Equipment", and trains handling must not exceed maximum speed of 40 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 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 MORNING DAYLIGHT STARLIGHT	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES		TERRITORY	Streamlined MORNING DAYLIGHT STARLIGHT	OTHER PASSENGER TRAINS	FREIGHT AND MIXED	LIGHT ENGINES	
				RUNNING FORWARD	RUNNING BACKWARD					RUNNING FORWARD	RUNNING BACKWARD
				Column: B	1					2	3	4	Column: B	1	2	3	4
EASTWARD, SAN LUIS OBISPO TO SANTA BARBARA, (continued):						WESTWARD, SANTA BARBARA TO SAN LUIS OBISPO, (continued):					
MP MP						MP MP					
331.58 to 333.05	60	60	50	50	30	294.40 to 291.32	65	65	50	50	30
333.05 to 333.30	55	55	50	50	30	291.32 to 291.00	45	45	45	45	30
333.30 to 335.67	60	60	50	50	30	291.00 to 287.00	55	55	50	50	30
335.67 to 336.19	45	45	45	45	30	287.00 to 285.76	45	45	45	45	30
336.19 to 337.85	65	65	50	50	30	285.76 to 283.80	40	40	40	40	30
337.85 to 338.60	60	60	50	50	30	283.80 to 283.24	55	55	50	50	30
338.60 to 342.00	75	70	50	50	30	283.24 to 280.00	75	70	50	50	30
342.00 to 344.77	65	65	50	50	30	280.00 to 279.57	45	45	35	35	30
344.77 to 347.40	50	50	50	50	30	279.57 to 278.53	60	60	50	50	30
347.40 to 348.13	45	45	45	45	30	278.53 to 277.00 (Guadalupe)	70	70	50	50	30
348.13 to 348.80	55	55	50	50	30	277.00 to 275.61	50	50	40	40	30
348.80 to 354.17	75	70	50	50	30	275.61 to 269.00 (Callender)	75	70	50	50	30
354.17 to 354.36	65	65	50	50	30	269.00 to 267.94	40	40	40	40	30
354.36 to 356.85	75	70	50	50	30	267.94 to 263.95 (Grover)	75	70	50	50	30
356.85 to 357.76	55	55	50	50	30	263.95 to 262.30	60	60	50	50	30
357.76 to 367.00 (Hope Ranch)	75	70	50	50	30	262.30 to 261.18	30	30	25	25	25
367.00 to 368.49 (end double track)	65	65	50	50	30	261.18 to 259.80 (Tiber)	50	50	35	35	30
368.49 to 368.70 (spring switch)	35	35	30	30	30	259.80 to 259.00 (Hadley)	35	35	30	30	30
★368.70 to 372.27 (Santa Barbara)	20	20	20	20	20	259.00 to 258.50	45	45	45	45	30
						258.50 to 253.07	60	60	50	50	30
						253.07 to 252.10 (San Luis Obispo)	15	15	15	15	15
EASTWARD, SURF TO WHITE HILLS:						WESTWARD, WHITE HILLS TO SURF:					
302.91 to 303.31 (jet. switch and wye)	..	10	15	10	10	316.93 to 312.94	..	15	15	10	10
303.31 to 312.90 (White Hills Jet.)	..	20	20	20	15	313.25 to 312.90 (White Hills Jet.)	..	15	15	10	10
312.90 to 313.25 (Lompoc)	..	15	15	10	10	312.90 to 303.31	..	20	20	20	10
312.94 to 316.93 (White Hills)	..	15	15	10	10	303.31 to 302.91 (Surf)	..	5	15	15	10

★Regulated by City ordinance.

When electro-pneumatic brakes are inoperative, maximum speed of 75 MPH shown in Column B, and permissible speed as indicated on round yellow SIGNAL speed signs, must be reduced by 5 MPH.

Maximum speed provided for passenger trains, other than streamlined trains, will apply to Nos. 373 and 374, except that maximum of 60 MPH must not be exceeded at any point.

♦RESTRICTED CARS are listed on page 5 under "Maximum Speed Permitted with Certain Equipment", and trains handling must not exceed maximum speed of 40 MPH.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts, except:	
Through slip switches	15
Through turnouts on other than sidings	10
On branches	10
Through all sidings, yard tracks and other tracks with engine running backward	10
San Luis Obispo wye	5

THIS INFORMATION IS UNCLASSIFIED EXCEPT WHERE SHOWN OTHERWISE IN THE ORIGINAL DOCUMENT

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 304.3	MP 304.3 and Lompoc	Lompoc and White Hills
DP-3	6017.....	2375	.....	.....	.....
DP-4, 7	6000 to 6004, 6018.....	2375	.....	.....	.....
DP-5, 6	6005 to 6016.....	.....	.....	.....	.....
DP-8, 9	6019 to 6027.....	.....	.....	.....	.....
DF-1	6122 to 6137.....	5475	.....	.....	.....
DF-1, 2	6138 to 6179.....	①6250	.....	.....	.....
DF-3 to 7	6180 to 6377.....	7900	.....	.....	.....
DF-100	5200 to 5202.....	.....	.....	.....	.....
DF-101 to 108, 112	5203 to 5249, 5253 to 5278.....	2200	.....	.....	.....
DF-109	5250 to 5252.....	.....	.....	.....	.....
DF-200 to 204	5100 to 5118.....	.....	.....	.....	.....
DF-300	4600 to 4603.....	.....	.....	.....	.....
DS-1 to 8	1000 to 1032.....	660	660	.....	.....
DS-100 to 109, 111	1300 to 1441, 1464 to 1485.....	1025	1025	.....	.....
DS-110	1442 to 1463.....	1325	1325	.....	.....
DS-200, 201	1900 to 1903.....	.....	.....	.....	.....
M-4	1617 to 1713.....	875	875	1000	245
M-6, 8	1721 to 1803, 1824, 1825.....	1075	1075	1175	300
M-9	1804 to 1822, 1826 to 1830, 1836.....	1125	1125	1250	325
M-11	1832 to 1835.....	1150	1150	1300	340
T-1	2248, 2252.....	750	750	850	210
T-23	2301 to 2310.....	1100	1100	1225	310
T-26	2296.....	950	950	1075	260
T-28, 31	2312 to 2362.....	1250	1250	1375	350
T-32	2363 to 2370, 2372 to 2384.....	1275	1275	1400	360
T-40	2371.....	1275	1275	.....	.....
T-37	2105.....	1100	1100	1225	315
P-1, 3, 5	2404, 2408, 2411, 2428 to 2433, 2439 to 2452, 2459.....	1000	1000	.....	.....
P-1	2407.....	1025	1025	.....	.....
P-4	2402, 2409, 2410, 2414, 2419, 2436.....	1200	1200	.....	.....
P-6	2453, 2454, 2458.....	1250	1250	.....	.....
P-7	2476, 2477.....	1275	1275	.....	.....
P-8, 10	2461 to 2474, 2478 to 2483.....	1325	1325	.....	.....
P-8, 10	2475, 2484 to 2491.....	1450	1450	.....	.....
P-12	3122 to 3127.....	1450	1450	.....	.....
C-5, 8, 9, 10, 26 to 29	2513 to 2599, 2625 to 2860, 3440 to 3469.....	1350	1350	1500	390
C-18	3400 to 3409.....	1250	1250	1400	375
C-19	3410 to 3426.....	1300	1300	1450	385
TW-2, 3	2937 to 2952.....	825	825	925	230
TW-8	2914 to 2923.....	1125	1125	1275	330
A-3	3025.....	850	850	.....	.....
A-6	3002.....	925	925	.....	.....
Mk-2, 4	3201 to 3240.....	1600	1600	.....	.....
Mk-5, 6	3241 to 3277.....	1750	1750	.....	.....
Mk-7, 8, 9	3300 to 3324.....	1875	1875	.....	.....
Mk-10	3295.....	1450	1450	.....	.....
Mk-11	3297, 3298.....	1400	1400	.....	.....
F-1	3611 to 3652.....	1950	1950	.....	.....
F 3, 4, 5	3653 to 3769.....	2375	2375	.....	.....
MM-3	3930.....	2600	2600	.....	.....
AC-4, 5	4100 to 4125.....	3450	3450	.....	.....
AC-6 to 12	3800 to 3811, 4126 to 4294.....	②3650	②3650	.....	.....
Mt-1, 3, 4, 5	4300 to 4376.....	2000	2000	.....	.....
Mt-2	4385 to 4389.....	.....	.....	.....	.....
GS-1, 2	4401 to 4415.....	2100	2100	.....	.....
GS-3, 4, 5, 6	4416 to 4469.....	2175	2175	.....	.....
SP-1, 2, 3	5000 to 5048.....	2950	2950	.....	.....

①Rating San Luis Obispo to Santa Barbara 6475.

②Applies to engs. 4126 to 4294 only.

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