

SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

RULES AND REGULATIONS

OF THE

TRANSPORTATION DEPARTMENT

Effective July 1, 1960

The rules herein set forth govern the railroads operated by the Southern Pacific Company (Pacific Lines). They supersede all previous rules and instructions inconsistent therewith.

Special instructions may be issued by proper authority.

W. M. JAEKLE
General Manager

Approved:
W. D. LAMPRECHT
Vice President
System Operations

210-B. Train orders, clearances, and check of train register must be shown by conductor to at least one brakeman, and to others when practicable. They must be shown by engineer to fireman, and when practicable, to forward brakeman. Brakemen and firemen must read and return them, comparing their understanding of the orders with conductor or engineer, call their attention to errors or omissions, and should there be occasion to do so, remind conductor or engineer of their contents.

211. To enable train dispatcher to advance a train beyond a station where it is restricted for an opposing or a following train, the necessary train order must first be issued, and then an order, Form N, may be issued to the operator, which will authorize operator to illuminate letter "M" in letter type indicator, if one is located at or near the siding switch, as a calling-on signal, which engineer must acknowledge by sounding signal 14(b). Train may then proceed on main track to receive orders.

Form N train order may be issued to authorize lowering of train-order signal arm several times 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.

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.

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.

212. When directed by the train dispatcher, a train order, having been transmitted, may be acknowledged by operator as a holding order until repeated, by responding, : "_____(Order number)_____to _____(Train number)_____X", with the operator's initials and office name. The operator must then write or type on the order his initials and the time.

M

Annulling Part of an Order

- (1) THAT PART OF ORDER NO 10
READING NO 1 MEET NO 2
AT HALSEY IS ANNULLED
- (2) THAT PART OF ORDER NO 12
READING NO 13 WAIT AT
MARTINEZ UNTIL 1050 AM
IS ANNULLED

Form M must be used when a particular movement or portion of movement in an order is to be annulled, and does not affect other movements in the order.

N

Calling-On Order

- (1) ADVANCE EXTRA 6153 EAST ON
MAIN TRACK UNTIL 1101 AM

This form, addressed to the operator may be used only after orders have been issued to an approaching train which provide authority and time necessary for the train to hold main track and advance at least to the next station, ahead of, and against, all superior trains, provided calling-on signal is acknowledged before the time limit shown. The train dispatcher must specify a time limit in this form which will safely allow the approaching train to move on main track to the next station at normal speed.

Operator receiving this form will then illuminate the letter "M" in letter type indicator if one is located at or near the siding switch; or will lower the train-order signal arm several times and return it to stop position where no letter type indicator is installed; as a calling-on signal provided time limit has not expired. Engineer must acknowledge by sounding signal 14(b) as prescribed by Rule 211, as indication to his conductor that authority has been received to hold main track.

At points where letter type indicators are provided which may display either letter "M" or "S", special instructions in timetable may authorize and require movement otherwise, and must be respected.

Z

Signals Taken Out of Service or Restored

- (1) AUTOMATIC BLOCK SIGNALS TEMPORARILY OUT OF SERVICE BETWEEN SIGNAL ____ AND SIGNAL ____ EXCEPT ____ AND ARMS HAVE BEEN REMOVED AND LIGHTS EXTINGUISHED IN SEMAPHORE SIGNALS OR LIGHTS COVERED IN LIGHT SIGNALS SPEED OF PASSENGER TRAINS MUST NOT EXCEED 59 MPH AND OTHER TRAINS 49 MPH AND RULES 11 87 91 93 304 AND OTHER RULES GOVERNING MOVEMENT OUTSIDE OF BLOCK SYSTEM LIMITS WILL APPLY WHEN ARMS ARE REPLACED ON SEMAPHORE SIGNALS OR COVERING REMOVED FROM LIGHT SIGNALS THEY MUST BE REGARDED AS AGAIN IN SERVICE
- (2) AUTOMATIC BLOCK SIGNALS AGAIN IN SERVICE BETWEEN SIGNAL ____ AND SIGNAL ____

Example (1) may be issued on receipt of advice from signal supervisor that signals are to be taken out of service, and may be prefaced by the words "EFFECTIVE _____ M _____ 196 _____" when necessary.

These examples must not be used when number plates are reversed, showing yellow.

BLOCK SIGNAL AND INTERLOCKING RULES

RULES GOVERNING THE MOVEMENT OF TRAINS AND ENGINES IN THE SAME DIRECTION BY BLOCK SIGNALS

D-251. On portions of the railroad on designated tracks as specified in the timetable, trains will run with reference to other trains in the same direction by block signals whose indications will supersede the superiority of trains.

D-253. The train dispatcher must be informed in advance of any known condition that will delay the train or prevent it from making usual speed.

D-254. Except as affected by Rule D-251 all block signal rules and other rules remain in force.

FIXED SIGNALS

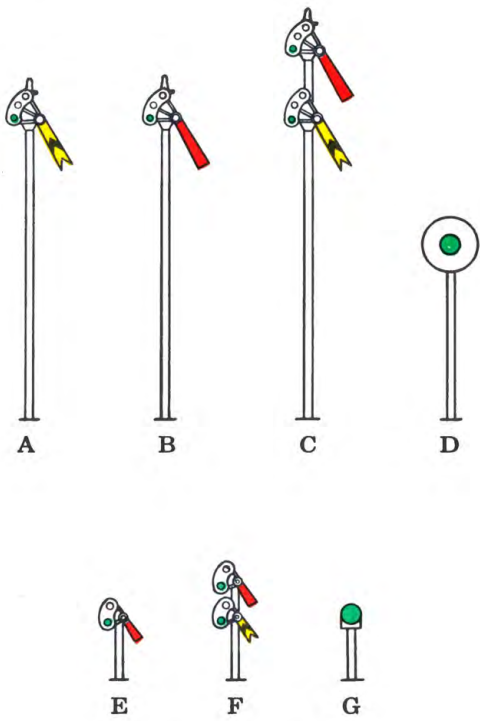
Automatic block signals will bear number plates attached to signal masts. The number plate on a distant light signal will bear the prefix "D".

Interlocking signals will not bear number plates, but may have plates bearing the letters "SA".

Absolute signals will not bear number plates, but will have plates bearing the letters "A" or "SA".

Aspects as illustrated or referred to in these rules are shown by the position of semaphore arms or color of lights, or both, as seen from an approaching train. Other combinations may be used.

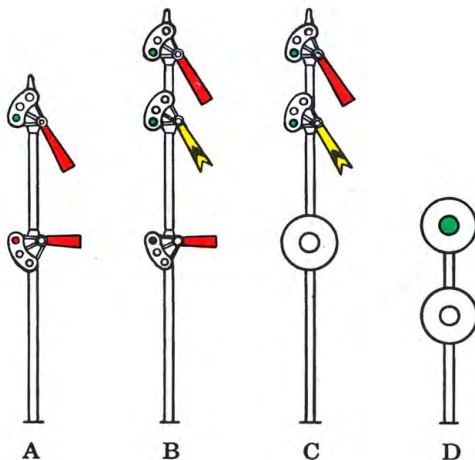
RULE 281.



Indication: PROCEED

Name and Aspect: BLOCK SIGNAL GREEN

RULE 282.

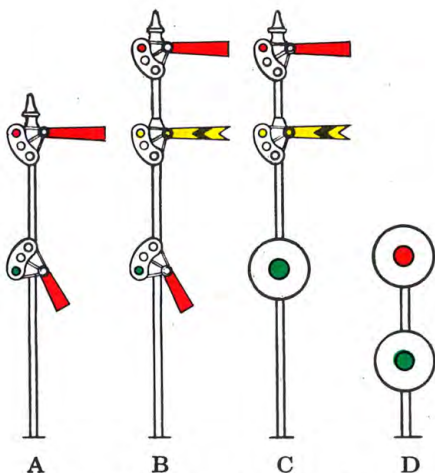


Indication: PROCEED EXCEPT ON DIVERG-
ING ROUTE

Name and

Aspect: BLOCK SIGNAL GREEN

RULE 283.



Indication: PROCEED ON DIVERGING ROUTE

Name and Aspect: BLOCK SIGNAL GREEN FOR DIVERGING ROUTE

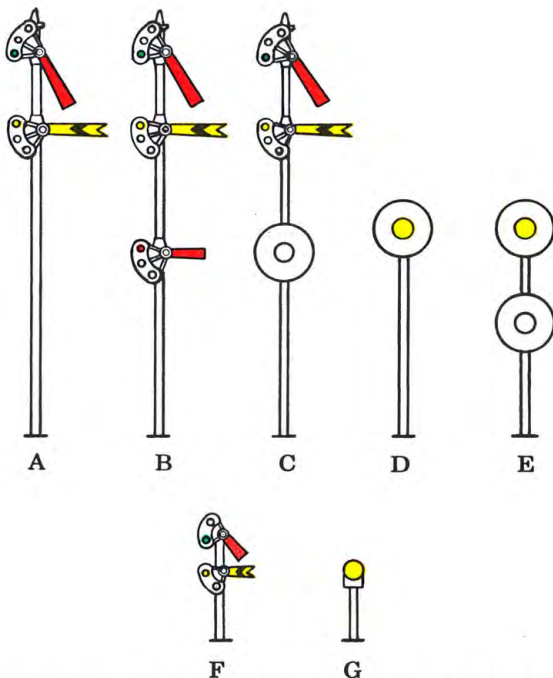
RULE 284.



Indication: REDUCE TO MEDIUM SPEED
AND PROCEED. NEXT SIGNAL
INDICATES "PROCEED ON DI-
VERGING ROUTE"

Name and Aspect: BLOCK SIGNAL YELLOW OVER
GREEN

RULE 285.



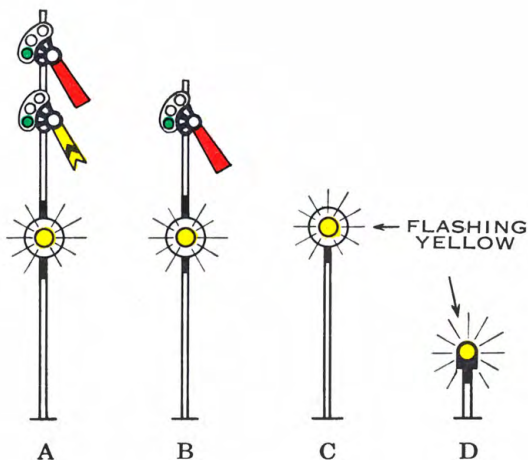
Indication: PROCEED NOT EXCEEDING
MEDIUM SPEED, PREPARED TO
STOP SHORT OF NEXT HOME
SIGNAL

Name and

Aspect: APPROACH SIGNAL YELLOW

Trains exceeding medium speed must reduce to medium speed before engine reaches the signal if advance view of the signal permits. After entering the block speed may be resumed provided next signal can be seen displaying proceed indication (green aspect).

RULE 285-A.

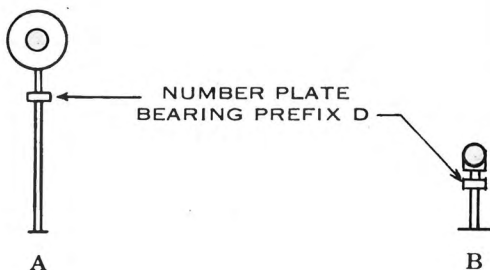


Indication: PROCEED PREPARED TO PASS
NEXT SIGNAL AT NOT EXCEED-
ING MEDIUM SPEED.

**Name and
Aspect:** APPROACH MEDIUM—FLASHING
YELLOW

After passing signal displaying flashing yellow
and next signal displays green aspect, trains may
proceed at maximum speed.

RULE 286.



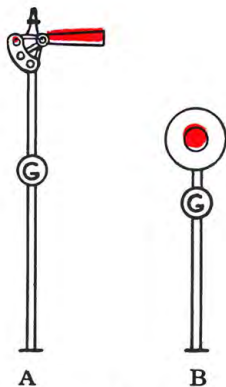
Indication: PROCEED NOT EXCEEDING
MEDIUM SPEED, PREPARED TO
STOP SHORT OF NEXT HOME
SIGNAL

**Name and
Aspect:**

DISTANT SIGNAL YELLOW

Trains exceeding medium speed must reduce to medium speed before engine reaches the signal if advance view of the signal permits. After passing the signal speed may be resumed provided next signal can be seen displaying proceed indication (green aspect).

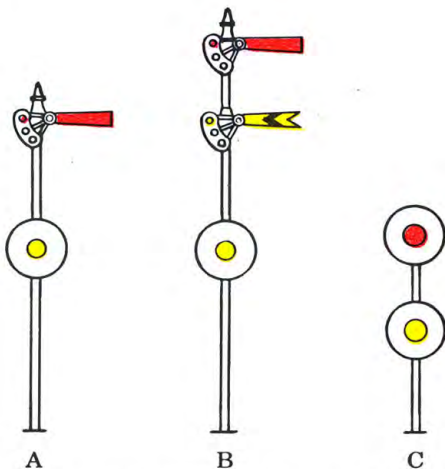
RULE 287.



Indication: REDUCE TO RESTRICTED SPEED
AND PROCEED

**Name and
Aspect:** GRADE SIGNAL RED

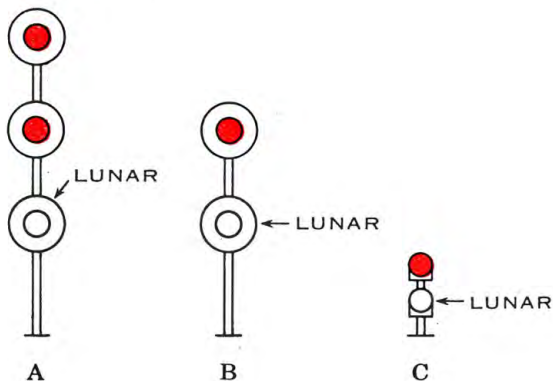
RULE 288.



Indication: PROCEED ON DIVERGING ROUTE
AT RESTRICTED SPEED

Name and Aspect: HOME SIGNAL YELLOW FOR
DIVERGING ROUTE

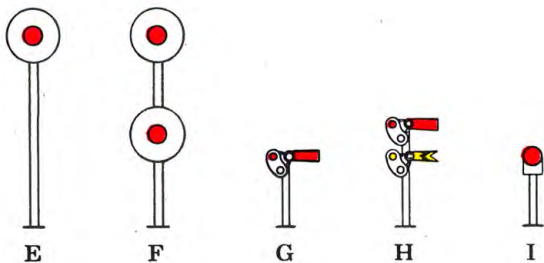
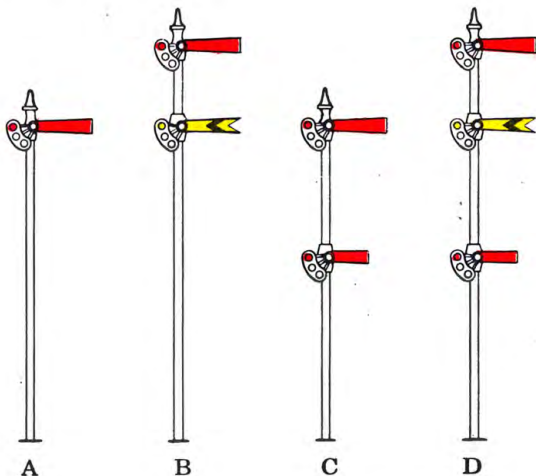
RULE 289.



Indication: PROCEED WITHOUT STOPPING
AT RESTRICTED SPEED ON
OTHER THAN MAIN TRACK.

Name and Aspect: HOME SIGNAL RED OVER LUNAR.

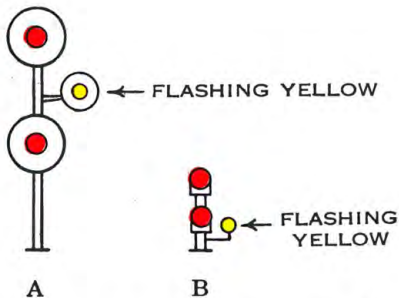
RULE 290.



Indication: STOP

Name and Aspect: HOME SIGNAL RED

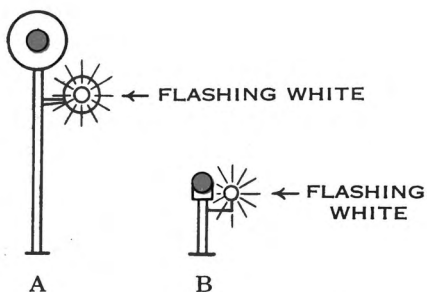
RULE 291.



Indication: STOP. THEN PROCEED AT RESTRICTED SPEED WITHOUT CALLING TRAIN DISPATCHER OR SIGNAL OPERATOR

Name and Aspect: FLASHING YELLOW

RULE 292.

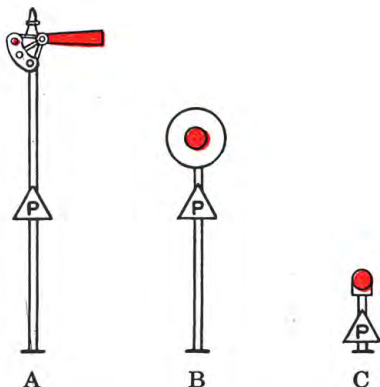


Indication: STOP. WHEN FLASHING WHITE
DISPLAYED BE GOVERNED BY
SPECIAL INSTRUCTIONS

Name and

Aspect: FLASHING WHITE

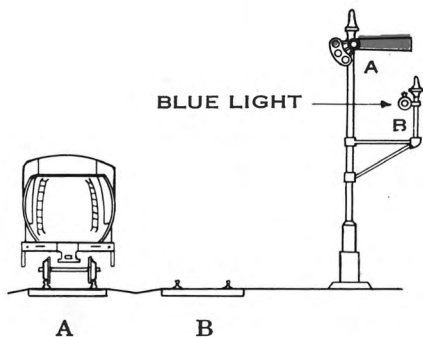
RULE 293.



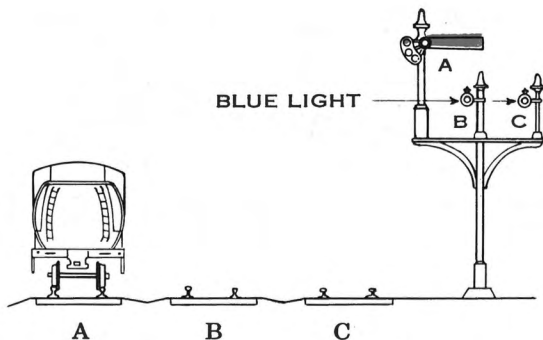
Indication: STOP. INSPECT TRAIN, TRACK OR STRUCTURE AS PROVIDED IN SPECIAL INSTRUCTIONS, AND PROCEED THROUGH REMAINDER OF THE BLOCK IN ACCORDANCE WITH PROVISIONS OF RULE 507, 509, 510, 663, 744, OR 776, AS THE CASE MAY BE.

Name and Aspect: HOME SIGNAL RED, WITH TRIANGULAR PLATE

RULE 297. DUMMY MASTS



**SIGNAL A GOVERNS TRAIN ON TRACK A
DUMMY MAST B REFERS TO TRACK B**



**SIGNAL A GOVERNS TRAIN A
DUMMY MAST B REFERS TO TRACK B
DUMMY MAST C REFERS TO TRACK C**

RULE 298. BLOCK INDICATORS



FIG. 1
BLOCK OCCUPIED



FIG. 2
BLOCK OCCUPIED IN
BOTH DIRECTIONS



FIG. 3
BLOCK CLEAR

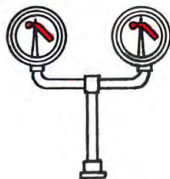


FIG. 4
BLOCK CLEAR IN
BOTH DIRECTIONS



FIG. 5
BLOCK OCCUPIED
TO THE RIGHT
CLEAR TO THE LEFT



FIG. 6
BLOCK OCCUPIED
TO THE LEFT
CLEAR TO THE RIGHT

Flagman must watch for broken rails or other defects in track while preceding his train; and when not required to send a flagman in advance under these conditions, enginemen must watch for such defects.

669. Trains stopped by the signal operator in making a movement through an interlocking, must not move in either direction until they have received the proper signal from him.

670. A reverse movement within interlocking limits, or a forward movement after making a reverse movement, must not be made without the proper interlocking signal indication or permission from the signal operator.

AUTOMATIC INTERLOCKING

680. Signals will normally display stop indication, and on approach of a train or engine will display proceed indication if no movement approaching on the intersecting track.

681. If home signal does not display proceed indication, and no movement approaching on intersecting track, member of crew must be sent to the crossing to operate time-release.

After time-release has functioned, if home signal then does not display proceed indication, train may proceed through interlocking limits as prescribed by Rule 663(c).

682. Instructions for operating time-release, and length of time that must be allowed for the release to function, will be posted inside the time-release box.

LETTER TYPE INDICATORS

705. Letter type indicators may display indications by illuminated letters, and when so displayed require movement as shown in special instructions in timetable, and supersede the superiority of trains to the extent shown in such special instructions. Restrictions that may be imposed by automatic block signals or other signals must be complied with.

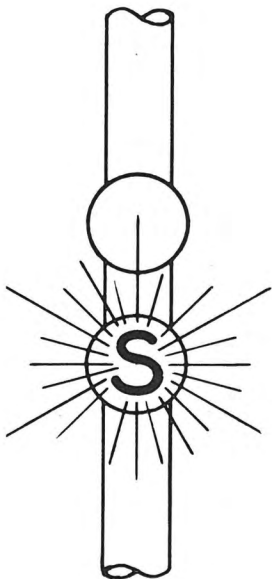


Fig. 1

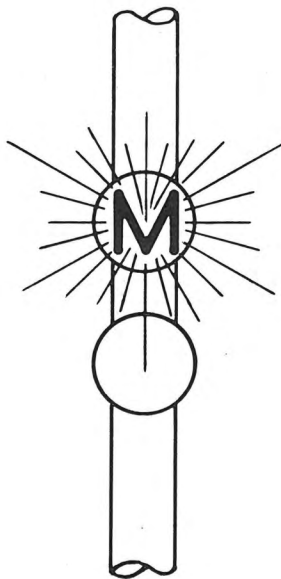


Fig. 2

The following letters may be used in these indicators;

M
S
SS
NS
W
T

Other letters or combination of letters, or words may be used.

706. At point where the authority, granted by letter type indicator terminates, or when no letter is illuminated in an indicator, timetable and train-order requirements will govern.

707. At stations where the indicator is operated by a train-order operator, the operator must not illuminate the indicator without authority from train dispatcher, except those governing movements for which yardmaster's authority must be obtained.