

COAST SUBDIVISION (0950)

Mile Post	Rule 6.3	CP #'s	Radio Display:		Sta. #'s	Siding Feet
			SOUTH STATIONS	NORTH STATIONS		
			North Elmhurst to North Salinas - 1414			
			North Salinas to North SLO -5151			
13.5	CTC	NI012	NORTH ELMHURST (2.2)		PX940	
15.7	TWC ABS		MULFORD (10.4)		CO010	
26.1			ALVARADO (4.5)		CO020	3248
30.6	CTC	CO030	CARTER (2.6)	T		
31.0		CO031	NEWARK (2.4)	! T	CO025	5440
32.2		CO032				
33.7		CO034	ALBRAE (9.9)	!	CO029	3980
34.6		CO035				
44.7	CTC 3MT		CP COAST (1.0)			
45.7			SAN JOSE (0.7)		CO040	
46.4			CP STOCKTON (0.7)			
47.1	CTC		CP JULIAN (0.6)	T		
47.7	CTC 2MT		CP CAHILL (0.8)			
48.5			CP DELMAS (0.5)			
49.0			CP MACK (0.5)			
49.5			CP MICHAEL (1.5)	(X)UP(M)		
51.0	CTC	CO051	PULLMAN (0.9)			
51.9		CO052	LICK (8.0)		CO047	
59.9		CO060	COYOTE (10.2)		CO055	
68.1		CO068	MORGAN HILL (8.3)	!	CO064	10529
70.1		CO070				
77.0		CO077	GILROY (1.3)		CO072	
78.4		CO078				
79.7	DT ABS		CARNADERO (3.3)		CO075	
83.0	CTC	CO083	CORPORAL (6.7)		CO078	
89.7		CO090	LOGAN (7.6)		CO085	
97.3	DT ABS	CO097	WATSONVILLE JCT. (9.5)	BT	CO092	
106.8	CTC	CO107	CASTROVILLE (6.3)		CO102	6300
108.1		CO108				
113.1		CO113	NORTH SALINAS (1.8)			
114.9	TWC ABS		SALINAS (16.3)	B	CO110	9895
131.2			GONZALES (9.0)		CO127	7475
140.2			SOLEDAD (20.1)		CO135	7450
160.3			KING CITY (19.2)		CO155	6300
179.5			SAN ARDO (13.0)		CO174	5780
192.5			BRADLEY (9.8)		CO187	5150
200.5			MCKAY (10.6)		CO195	W5000
202.3						E3770

212.9	TWC ABS		PASO ROBLES (5.5)		CO208	
218.4			TEMPLETON (11.2)		CO213	4700
229.6			SANTA MARGARITA (3.5)		CO225	19015
233.1	CTC	CO233	SOUTH SANTA MARGARITA (6.9)			
238.8		CO239	SERRANO (3.8)	!	CO233	5750
240.0		CO240				
242.7		CO243	CHORRO (4.7)	!	CO236	5100
243.8		CO244				
248.4		CO249	NORTH SAN LUIS OBISPO			
248.5						

(236.2)

SI-01 MAIN TRACK AUTHORITY

CTC between:

MP 13.5 and MP 13.6;
 MP 30.7 and MP 78.4;
 MP 83.0 and MP 89.7;
 MP 97.3 and MP 113.1;
 MP 233.1 and MP 248.5.

ABS Rule 9.14 / 9.15 between:

MP 78.4 and MP 83.0;
 MP 89.7 and MP 97.3.

ABS / TWC between:

MP 13.6 and MP 30.7;
 MP 113.1 and MP 233.1.

San Francisco and CP Coast:

Main track between San Francisco, CP Coast and CP Michael is under the control and supervision of the Peninsula Counties Joint Powers Board (PCJPB) and Caltrain. Trains and engines using main track between CP Coast and San Francisco will be governed by current Caltrain AmtrakTimetable/Special Instructions and the General Code of Operating Rules. In addition, trains and engines using trackage between CP Coast and CP Michael, the Redwood Harbor and Redwood Junction Industrial Leads, will also be governed by the current UPRR Timetable and UPRR Rulebook. The term Control Operator or Train Dispatcher will apply to Supervisors of Commuter Operations. Employees whose duties require must have copies of all current Caltrain General Orders available for reference while on duty.

SI-02 MAXIMUM SPEED TABLE

Maximum Speed	MPH	
Between Mileposts	PSGR	FRT
13.5 and 248.5		
(Except as Below)	79	60
13.5 and 13.7	15	15
13.7 and 17.1	50	40
17.1 and 26.1	70	60
26.1 and 26.4	60	60
26.4 and 29.2	70	60
29.2 and 31.0	35	35
31.0 and 35.2	70	60
35.2 and 35.8	65	55
35.8 and 38.2	70	60
38.2 and 38.7	50	40
38.7 and 39.4	70	60
39.4 and 40.0	45	40
40.0 and 43.0	60	50
43.0 and 43.8	50	50
43.8 and 44.7	30	25
44.7 and 46.7	40	40
46.7 and 47.8	15	15
47.8 and 49.4	35	35
44.6 and 46.3 Trks.2 & 3	60	40

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Between Mileposts		PSGR	FRT
13.5 and 248.5			
(Except as Below)		79	60
46.3 and 46.7	Trks.2 & 3.....	45	25
46.7 and 47.1	Trks.2 & 3.....	35	25
47.1 and 47.8	Trks.2 & 3.....	20	10
47.8 and 49.4	Trk.2.....	35	35
70.2 and 70.5	.....	55	50
76.2 and 78.6	.....	35	35
78.6 and 79.6	.....	60	40
78.6 and 79.6	N Trk.1 & S Trk.2...	59	40
79.6 and 80.1	.....	55	40
80.1 and 83.1	.....	60	40
80.1 and 83.1	N Trk.1 & S Trk.2...	59	40
83.0 and 84.5	.....	50	40
84.5 and 85.2	.....	35	35
85.2 and 88.6	.....	35	30
88.6 and 89.6	.....	30	25
89.6 and 91.2	.....	50	40
91.2 and 94.6	.....	60	40
91.2 and 94.6	N Trk.1 & S Trk.2...	59	40
94.6 and 96.6	.....	50	40
96.6 and 97.3	.....	25	25
97.3 and 98.1	.....	45	40
98.1 and 104.9	.....	50	40
104.9 and 114.6	.....	70	60
114.6 and 118.6	.....	60	40
118.6 and 144.3	.....	70	60
144.3 and 145.8	.....	45	40
145.8 and 146.0	.....	40	35
146.0 and 150.7	.....	45	40
150.7 and 152.1	.....	60	40
152.1 and 159.7	.....	70	60
159.7 and 160.6	.....	60	60
160.6 and 164.0	.....	70	60
164.0 and 165.4	.....	45	40
165.4 and 172.5	.....	70	60
172.5 and 186.5	.....	30	25
186.5 and 190.3	.....	55	40
190.3 and 191.0	.....	20	20
191.0 and 205.6	.....	55	40
205.6 and 208.5	.....	50	40
208.5 and 208.8	.....	45	40
208.8 and 213.7	.....	55	40
213.7 and 216.6	.....	40	35
216.6 and 223.8	.....	50	40
223.8 and 228.0	.....	40	35
228.0 and 231.7	.....	55	40
231.7 and 233.4	.....	35	35
233.4 and 236.6	.....	30	25
236.6 and 244.6	.....	25	20
244.6 and 246.0	.....	30	25
246.0 and 248.1	.....	40	40
248.1 and 248.5	.....	25	25

SI-03 OTHER SPEED RESTRICTIONS		MPH
Maximum Speed		
1. Thru Sidings & Turnouts		
All sidings.....		10
Exception: Siding Morgan Hill.....		35
2. Dual Control Switch Turnouts		
Crossovers between MP 44.6 and MP 49.4:		
Pass.....		15
Frt.....		10
Turnouts: MP 51.9, MP 59.9.....		35
CP Coast: turnout.....		15
3. Misc. Speed Restrictions		
San Jose Yard: Trks 013-024.....		5
San Jose AMT Trks 2-5: Passenger ONLY..		15
Tamian Stub Track: Passenger.....		15
	Freight.....	10
Spring Switches (trailing):		
MP 83.1, MP 89.6, MP 97.3.....		25
Hand-operated crossover MP 79.5.....		10
All yard and industry tracks between MP 83.1 and MP 214.0.....		5

SI-04 MAIN TRACK DESIGNATIONS	
Three main tracks between:	
MP 44.0 and MP 47.2.	
The easternmost track is Track 1.	
Two main tracks between:	
MP 47.2 and MP 48.7;	
MP 51.9 and MP 59.9.	
Double track between:	
MP 78.4 and MP 83.0;	
MP 89.7 and MP 97.3.	

SI-05 MILEPOST EQUATIONS - None.

SI-06 DTC BLOCK LIMITS - None.

SI-07 ITEM 13 TRAIN DEFECT DETECTORS		
(#) 12.4	(#) 123.7	% 233.3
% 23.6	(#) 136.3	% 241.5
(#) 28.9	(#) 155.5	(#) 244.8
% 33.2	% 166.7	
(#) 51.6	(#) 175.4	
(#) 66.2	% 187.9	
(#) 83.3	(#) 192.8	
% 86.5	(#) 210.7	
(#) 99.1	% 214.6	
(#) 111.9	% 221.7	
% 119.1	(#) 226.9	

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SI-08 RULES ITEMS

Rule 1.3.2: Employees whose duties require must have copies of the current Caltrain Timetable and Caltrain General Orders available for reference.

Rule 5.8.1. San Jose: Engine bell must be rung continuously when moving between CP Cahill and CP Julian.

Rule 5.8.2. Logan: Trains approaching Logan MP 89.7 between 0600 hrs. and 1500 hrs. must sound whistle and ring bell to warn people who may be working next to main track.

Rule 5.11; Rule 15.7.1: Caltrain commuter trains may be addressed by schedule number shown in Public Schedule/Timetable on track warrants and track bulletins.

Rule 6.26: Between MP 44.6 and MP 47.8, three main tracks are in service. Track numbers increase from east to west. The eastern most track is Track 1.

Rule 6.3: When track bulletin has been received listing current Caltrain General Order numbers in effect, and crew has in possession those general orders listed, train may enter Caltrain trackage by controlled signal indication or verbal authority from Supervisor of Commuter Operations without obtaining a Caltrain track warrant. Caltrain crews must have a track warrant before operating between CP Michael and Gilroy.

Rule 6.30: Caltrain College Park and Santa Clara stations: When passenger trains are stopped on Trk.2 or Trk.3, trains moving on Trk.1 must ring bell continuously and sound whistle signal 5.8.2(11) when approaching station until headend has cleared passenger train.

Rule 6.32.1 Mt. Eden: Before making movement over Eichler Rd. located on spur track serving Lincoln Properties warehouse, crew member must place two lighted fuses on each side of track on the crossing.

Rule 6.32.6 King City: Do not block public crossings between MP 163.5 and MP 164.5 between 0745 hrs and 0801 hrs.

Rule 8.20 Wunpost: Derail on south end of track 725 protecting main track may be left in the non-derailing position when train departs southward and NO cars are left in yard. When any car(s) remain in yard, derail MUST be left lined in derailing position.

Rule 9.12.1: When the following letter-type indicators are illuminated, after stopping, trains are authorized to pass signal displaying STOP indication and proceed as specified below.
Castroville: Letter "S" on southward Absolute signal at the north end Castroville requires trains via Ord to enter Seaside Industrial Lead and trains via Salinas to enter siding. Letter "S" on northward Absolute signal at the south end Castroville requires trains to enter siding.
North Salinas: Letter "S" on southward Absolute signal requires trains to enter siding.

Rule 10.3.: Between CP Coast and CP Michael, Track and Time must be granted by San Jose Control Operator. Telephone: 408-271-3590.

AB Rule 30.7.1: Passenger trains must make Running Air Brake test immediately before passing MP 239.5.

Rule 31.1.1(D): Do not tie up and leave a train unattended in heavy grade territory on any track unless that track has derail protection. This applies to the following limits: between San Luis Obispo MP 247.3 and Santa Margarita MP 232.2, and the Vasona Industrial Lead.

Rule 31.8.2.: South trains with tonnage exceeding Coupler Limits in SI-13 must add helper at location north of MP 232.2.

SI-08 RULES ITEMS Continued...

Rule 35.5.: Remote Control Area:
Watsonville Limits: MP 85.0 and MP 115.0 All Main Track, Industrial Leads and yard tracks.
San Jose Limits: MP 33.0 and MP 60.0
All Main Track, Industrial Leads and yard tracks.
Note: sign designating Remote Control Area will be placed at limits.

Rule 35.6.: Remote Control Zone:
San Jose South Zone limits: from south end Track 125 at clearance point (near CP Stockton) north through and including all south end lead switches to tracks 013-515 south clearance points. Positive Stop Protection (PSP) installed at south limit.
During the following periods contact San Jose Yardmaster before entering Zone: M-F 0630-2230 hrs. and S-S 0630-1430 hrs.
Signs identifying Remote Control Zone are placed at limits.
San Jose North Zone limits: Track 126 from MP 44.7 (CP Coast) north to clearance point at main track. Positive Stop Protection (PSP) installed south side Reed St. crossing.
During the following periods contact San Jose Yardmaster before entering Zone: M-F 0630-2230 hrs. and S-S 0630-1430 hrs.
Signs identifying Remote Control Zone are placed at limits.

SI-09 FRA EXCEPTED TRACKS

Watsonville Yard: Yard Trks 2-16 including all lead trks and other trks more than 30 feet from main track.

Salinas: trk 118 and all connecting tracks except trks 115 and 117 117; trks 733-734, 740 and all connecting tracks.
Spreckels Industrial Lead: trk 106 and all connecting tracks. Logan: trk 706. Mulford: trk 125 portion that is further than 30 feet from the main track; also trks 721, 746, 756, 770, 775, 777, 788, 793, 794 and 800; Robert: trk 810; Russell: trks 822, 824; Newark: trks 100, 112, 711-725; Newark Yard: yard trk 6; San Jose: yard trks 15, 16, 21, 4.

Luther: all lead and business trks; Gilroy: trks 745, 747, 749; Alvarado: trks 925-928.

SI-10 BUSINESS TRACKS

Track Name	MP	STA. #S
Mt. Eden	21.5	CO016
Baumberg	23.0	CO018
Alviso	38.5	CO034
Santa Clara	44.9	CO039
College Park	46.2	CO041
Perry	64.5	CO058
San Martin	71.2	CO066
Rucker	74.0	CO068
Moss Landing	104.0	CO099
Cooper	110.8	CO105
Firestone	116.8	CO112
Spence	122.1	CO117
Molus	135.5	CO130
Camphora	137.4	CO132
San Lucas	169.1	CO164
Wunpost	185.7	CO181
Atascadero	223.0	CO218
Cuesta	234.0	CO229

SI-11 INDUSTRIAL LEADS		
Newark Industrial Lead: (0923) 2.5 miles westward from Newark manual interlocking to Dumbarton (end of track).		
Vasona Industrial Lead: (0956) 15.7 miles westward between CP Cahill and Permanente. All track is FRA Excepted Track. Rule 6.5 Cars must not be shoved ahead of engine on descending grade Permanente to Monta Vista. Rule 31.7.1 applies on descending grade between Permanente and Monta Vista. Train exceeding 250 tons per axle of operative dynamic brake must have retaining valves set on all cars. At Permanente sufficient time must be allowed to charge air brake system on cars before making any switching movement or air brake test. Upon completion of proper air brake test, wait not less than five minutes to recharge air brake system before releasing hand brakes and commencing any movement.		
Hollister Industrial Lead: (0954) From Carnadero 12.5 miles south to Hollister; end of track MP 12.5. Maximum speed 10 MPH except 5 MPH on Fat City spur and track #3282 at Hollister. All track is FRA Excepted Track.		
Business Tracks	MP	Sta.#'s
Bolsa	9.1	CB002
Santa Cruz Industrial Lead: (0955) from Watsonville Jct. 31.9 miles west to Davenport; Maximum speed 10 MPH; all track is FRA Excepted Track except between MP 19.3 and MP 20.9. 6-axle locomotives are prohibited from operation on entire lead. Derail on both tracks MP 31.5. Remote Control Area Limits between: MP 0.0 and MP 15.0.		
Business Tracks	MP	Sta.#'s
Capitola	15.7	CB115
Seabright	19.2	CB118
Santa Cruz	20.4	CB120
Eblis	21.6	CB121
Davenport	31.9	CB131
Seaside Industrial Lead: (0951) 12.9 miles westward from Castroville MP 107.0.		
Business Tracks	MP	Sta.#'s
Seaside	9.7	CB212
Ord	5.6	CB208
Castroville	0.0	CO102
Spreckels Industrial Lead: (0952) 1.1 miles westward from Spreckels Jct. MP 116.9.		

SI-12 TONNAGE RESTRICTIONS/TPOB		
Maximum Gross Weight: 158 tons.		
On descending grade between: Santa Margarita MP 232.2 and North San Luis Obispo MP 247.3, the following table must be used to determine maximum speed:		
Tons Per Operative Brake:	Tons Per Dynamic Brake Axle:	Maximum Speed:
Below 80	300 or Less	35 MPH
	300+ to 400	30 MPH
	400+ to 450	25 MPH
80 thru 100	300 or Less	25 MPH
	300+ to 400	20 MPH
100+ thru 140	300 or Less	20 MPH
When computing maximum speed for descending grade restrictions, helper engine may be used in determining tons per dynamic brake axle. A train that exceeds the table, one that experiences dynamic brake failure, or if the use of full dynamic brakes and an 18-pound brake pipe reduction will not control the train at the allowable speed, the train must be STOPPED and sufficient hand brakes set to prevent movement. The train must not proceed until additional dynamic braking is obtained, tonnage reduced, or retainers on all cars are placed in operative position. The train must not proceed except as instructed by the district Manager of Operating Practices.		
SI-13 TRAIN MAKE-UP RESTRICTIONS		
The following applies when operating northward or southward on ascending grades between Santa Margarita and San Luis Obispo: Lead consist of a loaded bulk-commodity unit train must not exceed 38 EPA; lead consist of other than a loaded bulk-commodity unit train must not exceed 34 EPA. These restrictions include helper engines added to headend of train.		
The following applies when operating on descending grades between Santa Margarita and San Luis Obispo: *Lead consist of a loaded bulk-commodity unit train must not exceed 31 axles of Dynamic brake; *Lead consist of other than a loaded bulk-commodity unit train must not exceed 27 axles of Dynamic brake. These restrictions include helper engines added to headend of train.		

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SI-13 TRAIN MAKEUP RESTRICTIONS Continued...

Train Make-up Restrictions Applicable Between Santa Margarita and San Luis Obispo.
 Note: asterisk (*) character can be a letter or a number.

A. Use following instructions to determine coupler limits and helper placement:

On ascending grades between designated limits, the amount of trailing tonnage behind a RESTRICTED car must not exceed the tonnage listed in the 'Maximum Trailing Tonnage' table. When train includes any helper engine positioned within the trailing tonnage behind a restricted car, subtract the tonnage handled by the helper using the following calculation:

Northward between San Luis Obispo and Santa Margarita:

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

Southward between Santa Margarita and San Luis Obispo:

Multiply the EPA (Equivalent Powered Axles) of the helper by the factor '205'. Subtract this tonnage from the total trailing tonnage behind a restricted car. This final figure is the actual trailing tonnage which must comply with the 'Maximum Trailing Tonnage' table.

Maximum Trailing Tonnage				
Type of Car	1,000 Tons	2,500 Tons	3,000 Tons	4,100 Tons
Two-axle Front Runner Car (P12)	Weighs less than 25 tons	Weighs 25 tons or more		
Solid drawbar-connected two-axle car (P4)	Under all conditions			
Articulated doublestack car (P4*, P5*)			One or more empty platforms	
Multi-platform articulated Spine Car (P3*, P5*)			One or more empty platforms	
Car 73 feet in length or longer weighing less than 50 tons			Coupled to a car less than 73 feet in length.	Coupled to another car 73 feet in length or longer.

B. When train tonnage exceeds 3,600 tons, each of the first five cars behind the lead consist must weigh at least 50 tons. This restriction will not apply if train does not contain five cars that weigh 50 tons or more.

C. When train tonnage exceeds 4,100 tons, the first five cars behind the lead consist must each weigh at least 50 tons; AND

1. Be 73 feet in length or longer; OR
2. Be less than 73 feet in length.

SI-13 TRAIN MAKEUP RESTRICTIONS Continued...

In determining train make-up restrictions in A, B and C above, be governed by the following when dealing with the following non-conventional cars:

Articulated doublestack car or spine car (P3*, P4*, P5*) having all platform/wells loaded is to be considered the equivalent of 2 1/2 cars, each weighing 50 tons and each less than 73 feet in length.

Two-unit solid drawbar-connected long car (P2):

1. If the total weight of the car is 120 tons or more, it is to be considered the equivalent of two cars, each weighing 50 tons and each over 73 feet in length.
2. If the total weight of the car is less than 120 tons, it is to be considered the equivalent of two cars, each weighing less than 50 tons and each over 73 feet in length.

Three-unit solid drawbar-connected doublestack car (P3*):

1. If the total weight of the car is 150 tons or more and all platform/wells are loaded, it is to be considered the equivalent of three cars, each weighing 50 tons and each less than 73 feet in length.
2. If the total weight of the car is less than 150 tons, it is to be considered the equivalent of three cars, each weighing less than 50 tons and each less than 73 feet in length.

Coupler Limits:

On ascending grades between designated limits, the amount of trailing tonnage behind a car must not exceed the tonnage listed in the 'Coupler Limits' table. When train includes any helper engine positioned within the trailing tonnage behind a car, subtract the tonnage handled by the helper using the following calculation:

Northward between
 San Luis Obispo and Santa Margarita:

Multiply the EPA (Equivalent Powered Axles) of the helper by the factor '164'. Subtract this tonnage from the total trailing tonnage behind a car. This final figure is the actual trailing tonnage which must comply with the 'Coupler Limits' table.

Southward between
 Santa Margarita and San Luis Obispo:

Multiply the EPA (Equivalent Powered Axles) of the helper by the factor '205'. Subtract this tonnage from the total trailing tonnage behind a car. This final figure is the actual trailing tonnage which must comply with the 'Coupler Limits' Table.

Coupler Limits		
Territory	Standard Coupler	High Strength Coupler
San Luis Obispo to Santa Margarita	4,700	7,300
Santa Margarita to San Luis Obispo	5,300	8,300

SI-13 TRAIN MAKEUP RESTRICTIONS Continued...

Each car is to be considered equipped with a standard type coupler unless it is known the car is equipped with high strength couplers. If it is not known that a car is equipped with high strength couplers, it can be determined by looking at the coupler casting identification located on top of the coupler. A high strength coupler will have the letter "E" as the LAST character of identification. Examples of high strength coupler identifications are E60HTE, SBE60CE, E60DE.

When helper exceeds 7 EPA, the cars that make up the tonnage ahead of the helper as indicated in the following table must comply with the train make-up restrictions in Rule 31.8.2 Helper Placement.

RESTRICTED TONNAGE TABLE

SLO-Santa Margarita | Santa Margarita-SLO				
Helper EPA	Rear Helper	Cut-in Helper	Rear Helper	Cut-in Helper
8 to 16	500	250	500	250
17	800	400	500	250
18	1000	500	500	250
19	1250	625	500	250
20	1450	725	500	250
21	1700	850	500	250
22	1950	975	650	325
23	2150	1075	900	450
24	----	1000	----	250
25	----	1100	----	250
26	----	1200	----	350
27	----	1350	----	450
28	----	1450	----	600
29	----	1570	----	700
30	----	1700	----	800
31	----	1800	----	900
32	----	1900	----	1050
33	----	2050	----	1150
34	----	2200	----	1300
35	----	2300	----	1400
36	----	2400	----	1500

SI-13 TRAIN MAKEUP RESTRICTIONS Continued...

Rule 31.8.2. REVISE following portion of Rule 31.8.2 System Helper Placement Table to read:
A. Rear or Cut-in Requirement for Helper:
 Use the following applicable table to determine whether a helper is placed on rear of train or at cut-in position on train.
 If rear helper or cut-in helper exceeds EPA requirements in below tables, sufficient locomotives must be isolated or, on AC locomotives only, traction motors or trucks may be cut out to meet requirements to prevent exceeding EPA limits in tables.

LOADED BULK-COMMODITY UNIT TRAIN	
Helper EPA	Placement Requirement
32 or less:	May be placed on rear or cut in as outlined in Part B. When placed on rear, it must be placed ahead of any caboose.
33 to 55:	May be placed on rear or cut in as outlined in Part B.

EMPTY BULK-COMMODITY UNIT TRAIN	
Helper EPA	Placement Requirement
16 or less:	May be placed on rear or cut in as outlined in Part B. When placed on rear, it must be placed ahead of any caboose.
17 to 32:	Must be cut in as outlined in Part B.

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SI-13 TRAIN MAKEUP RESTRICTIONS Continued...	
OTHER THAN A LOADED BULK-COMMODITY UNIT TRAIN	
Helper EPA	Placement Requirement
Any helper:	Must be placed ahead of: * Rail pick-up cars RGAX 4694-4696; * Two-axle scale test cars; * Cars designated 'Rear End Only' or 'Rear Rider'; * Occupied caboose; * Single platform two-axle car in series TTOX; * Solid drawbar-connected four platform car in series TTFX.
7 or less:	Placed on rear.
8 to 16:	Placed on rear. The following makeup restrictions apply to cars and/or the platform/wells of multi-platform cars entrained within the restricted tonnage limit immediately ahead of the helper. The conventional cars and/or platform/wells must not be: 1. Multi-platform car having either an empty end platform/well or two consecutive empty platform/wells; 2. Car less than 73 feet in length coupled to a car 73 feet in length or longer weighing less than 60 tons. When train makeup within the restricted tonnage limit immediately ahead of the helper does not meet the above requirements, helper may be cut into train at a location that does permit complying with makeup restrictions. When cut into train under this condition Part B will not apply.
17 to 23:	Placed on rear. The following makeup restrictions apply to cars and/or the platform/wells of multi-platform cars entrained within the restricted tonnage limit immediately ahead of the helper. The conventional cars and/or platform/wells must not be: 1. Multi-platform car having either an empty end platform/well or two consecutive empty platform/wells; 2. Car less than 73 feet in length coupled to a car 73 feet in length or longer, unless the car is less than 82 feet in length and weighs 60 tons or more; 3. Car weighing less than 45 tons. When train makeup within the restricted tonnage limit immediately ahead of the helper does not meet the above requirements, helper may be cut into train at a location that does permit complying with makeup restrictions. When cut into train under this condition Part B will not apply.
24 to 36:	Must be cut in as outlined in Part B. The following makeup restrictions apply to cars and/or the platform/wells of multi-platform cars entrained within the restricted tonnage limit immediately ahead of the helper. The conventional cars and/or platform/wells must not be: 1. Multi-platform car having either an empty end platform/well or two consecutive empty platform/wells; 2. Car less than 73 feet in length coupled to a car 73 feet in length or longer; 3. Car weighing less than 45 tons.

SI-14 MISC. INSTRUCTIONS																						
<p>Restricted tracks: 1. Only 4-axle units may operate on all work leads or industry tracks unless authorized by MofW manager.</p> <p>2. All engines are prohibited from operating on following tracks at Granite Rock Co., Logan: bunker loading tracks, scale track, stockpile tracks and beyond engine restriction sign at west end of setout tracks 1, 2 and 3.</p> <p>Templeton: When meeting trains, stay clear of 2nd Avenue MP 217.9 until movement may proceed and not block crossing. This is only access to residential area.</p> <p>Santa Margarita: Whenever practicable, southward trains and engines stopped at Santa Margarita must remain north of MP 231.5 unless otherwise instructed. Purpose is to mitigate locomotive noise at this location.</p> <p>Train Make-up Restriction Qualification: Following applies if operating between MP 235.0 and MP 248.5: Prior to marking up on a board that protects service on the Coast Subdivision, any employee who has not taken the five question train make-up restriction quiz must contact a local manager and arrange to take the quiz. Quizzes are available in crew room at SL0. Any employee who has taken the Coast Subdivision quiz, but has not operated over the subdivision within the last six months, must not operate over the subdivision until they have retaken the quiz. If an employee called by CMS to operate over the Coast Subdivision has not taken the quiz or has not operated over the subdivision within the last six months, they must notify CMS of this fact when called and do not accept the call unless arrangements can be made to take the quiz upon assuming duty. Failure to comply with the above requirements may subject an employee to discipline under Rule 1.33. In addition, the California PUC may impose individual civil penalties.</p> <p>Additional Caltrain Stations MP</p> <table style="width: 100%; border-collapse: collapse;"> <tr><td style="padding: 2px;">Santa Clara.....</td><td style="text-align: right; padding: 2px;">44.7</td></tr> <tr><td style="padding: 2px;">College Park.....</td><td style="text-align: right; padding: 2px;">46.3</td></tr> <tr><td style="padding: 2px;">San Jose.....</td><td style="text-align: right; padding: 2px;">47.5</td></tr> <tr><td style="padding: 2px;">Tamien.....</td><td style="text-align: right; padding: 2px;">49.4</td></tr> <tr><td style="padding: 2px;">Capitol.....</td><td style="text-align: right; padding: 2px;">52.4</td></tr> <tr><td style="padding: 2px;">Blossom Hill.....</td><td style="text-align: right; padding: 2px;">55.7</td></tr> <tr><td style="padding: 2px;">Morgan Hill.....</td><td style="text-align: right; padding: 2px;">67.5</td></tr> <tr><td style="padding: 2px;">San Martin.....</td><td style="text-align: right; padding: 2px;">71.2</td></tr> <tr><td style="padding: 2px;">Gilroy.....</td><td style="text-align: right; padding: 2px;">77.3</td></tr> </table> <p>Additional AMTRAK Stations MP</p> <table style="width: 100%; border-collapse: collapse;"> <tr><td style="padding: 2px;">Great America.....</td><td style="text-align: right; padding: 2px;">40.7</td></tr> <tr><td style="padding: 2px;">San Jose.....</td><td style="text-align: right; padding: 2px;">47.5</td></tr> </table>	Santa Clara.....	44.7	College Park.....	46.3	San Jose.....	47.5	Tamien.....	49.4	Capitol.....	52.4	Blossom Hill.....	55.7	Morgan Hill.....	67.5	San Martin.....	71.2	Gilroy.....	77.3	Great America.....	40.7	San Jose.....	47.5
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