

Listed below are the block switches Bnn on each control panel that are set for our current loop. All other block switches should be set to center/off position.

CP5 - Sunnyvale - Outbound to Fresno

B46 may now be hardwired. This is the track segment coming out of the helix into Sunnyvale.

B48 Station P1, R1 around military train, ends at first Santa Clara house.

CP6 - Santa Clara - Outbound

B58 Station P1, R1 around refinery tank farm, heading to San Jose P2, ends at last Santa Clara house.

B61 ends at start of San Jose P2

CP7 - Cahil Ave - Outbound

B65 ends at middle of P2 (passenger overhead walkway)

B68 ends just past P2

B70 ends just as it finishes curve around engineers chair, R1 around engineers chair

CP11 - Gilroy - Outbound

B71 Ends at crossover near Gilroy Yardmaster Tower

B130 Ends just past Gilroy station

B132 ends just inside tunnel

B133 ends just outside mountain tunnel exit, teh start of the last loop around the mountain out in the open.

B135 ends 2ft past Summit Yardmaster Tower

CP13 - Summit - Outbound

B138 ends in 2ft

B152 end in 4ft, rounding curve into main Summit yard

B155 ends ½ way along window behind Summit yard

CP17 - East Pacheco - Outbound

B176 ends near that upper level turnout where derailments occasionally occur

B186 ends by COOP grain tower

B195 ends at signal above CP18 Tres Pinos control panel

CP?? - Canyon - Outbound

Hardwired - blocks disabled

CP3 - Valley Junction - Outbound

None or the Valley Junction switches are operational. This is all hardwired.

B43

B44

CP3 - Fresno - Outbound

Xxxxx

CP1 - Bayshore - Outbound

The Bayshore panel has no direct throttle feed. Throttle is picked up from the track so corresponding switches have to be set at 1st Ave. One of the Bayshore switches is broken and has an alligator clip jumper. I'll clean this up next week.

B29

B19

B10 ends at end of curve heading into peninsula

CP1 - 1st Ave - Outbound

B6 ends a bit before tunnel entrance

B2 Loop under mountain / transition from Outbound to Inbound. Ends at 1st Ave control panel

B11 ends ½ way across window near engineers chair.

CP1 - Bayshore - Inbound to Sunnyvale

B11 needed to get power via track

B20

B30

CP3 - Fresno - Inbound

CP3 - Valley Junction - Inbound

B40, B44 -- this is all hardwired now