

UNION PACIFIC RAILROAD COMPANY

SOUTH-CENTRAL DISTRICT

California Division

**Special Rules
No. 14**

**Effective Monday,
October 1, 1956**

Superseding Special Rules No. 13

Employees whose duties are in any way affected
thereby, must have a copy of these rules with
them while on duty.

A. D. HANSON,
General Manager

V. W. SMITH,
Superintendent

*NOTE:—Changes in this issue are printed in type
same as this.*

NOTE:—Referring to note on Page 17 of Operating Rules:
The term "conductor" as used in Operating Rules, special rules, or in superintendent's bulletins or notices, also applies to engine herders.

Signals

8 (R). Electric lanterns may be used by switchtenders and interlocking signalmen for displaying yellow lights.

Engine Whistle Signals

14 (R). Where two main track operation is in effect between Riverside Jct. and Riverside and between M.P. 7.7 and Pasadena Jct. whistle signals 14(r) or 14(s) will be used by a westward train on No. 2 track and by an eastward train on No. 1 track to recall flagman. No. 1 track is right hand track moving westward.

Markers and Rear End Lights

19 (R). Referring to Operating Rule 19 (F):

When rear car of a passenger train is equipped with an oscillating red rear end light on which an auxiliary marker is mounted, markers need not be displayed as required by Operating Rules 19, 19 (A) and 19 (E).

When such train is clear of main track at night and rear end protection is not required, red rear end light must be extinguished and auxiliary marker must display green light to rear.

Rear trainman is responsible for proper display of auxiliary marker as well as rear end light.

19 (S). Referring to Operating Rule 19 (D):

Markers displaying yellow instead of green lights may be used on California Division.

19 (T). Referring to Operating Rule 19 (F):

Oscillating rear end light on passenger trains will not be used within switching limits of LAUPT between Pasadena Junction and Union Depot.

Switch Lights

27 (R). Switch lights will not be used on any branch line except on San Pedro Branch. Where switch lights are not used trains and engines must approach facing point switches prepared to stop if switch is not in normal position.

Use of Engine Bell

30 (R). Within corporate limits of cities named below, engine bell must be rung continuously when engine is moving:

Riverside Pomona Ontario Los Angeles

Train Registering Exceptions

83 (R). Trains registering at Los Angeles are not required to register at East Yard.

At Yermo, first-class trains will register by registering ticket.

Starting Trains

84 (R). At East Los Angeles, eastward passenger trains stopped at passenger station must not depart until green light is displayed on semaphore signal located on mast above ticket office.

Yard Limits

93 (R). Yard limits include:

Crestmore —Tracks to Ormand and Bly quarries and to Bly;
Whittier Jct. —Whittier;
Paramount —Lakewood;
Los Angeles —Glendale and Pasadena Branches and to M.P. 8.3 on San Pedro Branch.

93 (S). Westward passenger trains headed into freight lead east end Las Vegas yard must stop to clear cross-over at east end of freight depot, unless switches are properly lined and proceed signal is received from yardman. When a yardman is not in charge of switch, train dispatcher must be contacted by CTC telephone located at west switch of cross-over.

Westward freight trains moving into Las Vegas on freight lead must stop to clear east lead at yard office, unless proper proceed signal is received.

Railroad Crossings and Junctions

98 (R). Trains and engines must be governed by the following at the railroad crossings and junctions indicated:

Location	Railroad Crossed or Junction With	Trains Which Have Precedence	How Governed
Magnolia Ave. (M.P. 55.2)	P.E.		Automatic Interlocking. Rule 612.
Ontario (M.P. 38.1)	S.P.		Automatic Interlocking and C.T.C. Special Rule 98(U).
M.P. 33.0	S.P.		C.T.C. Signals.
Puente Jct. (M.P. 11.2)	S.P.		C.T.C. Signals.
Bartolo (M.P. 17.8)	S.P.		C.T.C. Signals.
Mission Tower	A.T.&S.F.		Interlocking. Rule 609.
Redondo Jct.	A.T.&S.F.		Interlocking. Rule 609.
Violet Alley, Los Angeles (100 ft. east of Santa Fe Ave.)	A.T.&S.F.	U.P.	Flagman must protect crossing U.P. old main track.
Violet Alley, Los Angeles (North leg of wya)	A.T.&S.F.	A.T.&S.F.	Flagman must protect crossing Santa Fe lead track.
Santa Fe Ave., Los Angeles	L.A. Ry.	U.P.	L.A. Ry. cars stop and flagman protect crossing.
Santa Fe Ave., Los Angeles	A.T.&S.F.	A.T.&S.F.	U.P. trains and engines stop. Flagman protect two crossings unless proceed signal received from switchtender.
15th St., Los Angeles	A.T.&S.F.		Stop signs.
SAN PEDRO BRANCH			
Hobart (M.P. 3.1)	A.T.&S.F.	A.T.&S.F.	Interlocking. Rule 609.
M.P. 3.6 M.P. 4.6-C M.P. 4.8-C	L.A. Jct. Ry.	U.P.	Semi-automatic Interlocking L.A. Jct. Ry. engines stop and flagman protect crossings.
South Industry Joint U.P.-P.E. Lead	Bethlehem Steel	U.P.-P.E.	Stop sign. U.P.-P.E. engines stop and if crossing is clear and derails on Bethlehem track are in place, movement may be made over crossing. Bethlehem engines stop and flagman protect crossing.
M.P. 5.1	P.E.		Automatic Interlocking. Rule 612.
M.P. 7.4	S.P.		Automatic Interlocking. Rule 612.
M.P. 11.2	P.E.		Automatic Interlocking Rule 612.
Douglas Jct. (M.P. 14.6)	U.P.		Stop sign.
M.P. 17.4	P.E.		Interlocking. Special Rule 609(R).
M.P. 21.7	S.P.		Interlocking. Special Rule 609(R).
M.P. 21.9	P.E.		Interlocking. Special Rule 609(R).
Anahelm Team Tracks 85 and 87 (M.P. 22.66-C)	A.T.&S.F.	A.T.&S.F.	U.P. engines stop at stop sign. Flagman protect crossing.
Henry Ford Boulevard (M.P. 23.2)	Drawbridge		Interlocking.

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Location	Railroad Crossed or Junction With	Trains Which Have Precedence	How Governed
Permanente Co. Spur (M.P. 23.52)	U.P.		Stop sign. Flagman protect crossing.
PASADENA BRANCH			
Ave. 20 (M.P. 2.1)	L.A. Ry.	U.P.	L.A. Ry. cars stop and flagman protect crossing.
Ave. 33 (M.P. 2.7) Highland Park (M.P. 5.4)	A.T.&S.F.	A.T.&S.F.	U.P. trains and engines stop, throw target and wait three minutes before moving over crossing.
ANAHEIM BRANCH			
M.P. 0.1	S.P.		C.T.C. Signals.
M.P. 6.9	P.E.	U.P.	P.E. trains stop and flagman protect crossing. U.P. trains and engines approach prepared to stop unless crossing is clear.
M.P. 10.5	P.E.	P.E.	U.P. trains and engines stop and flagman protect crossing.
M.P. 15.5	A.T.&S.F.	A.T.&S.F.	Interlocking. See instructions in phone box near derrails.
Anaheim Sugar Spur (M.P. 19.0)	A.T.&S.F.	U.P.	A.T.&S.F. trains and engines stop and flagman protect crossing. U.P. trains and engines approach prepared to stop unless crossing is clear.

98 (S). At Glendale Jct., trainmen of trains moving from Pasadena Branch must communicate with signalman at Mission Tower, who will release electric lock on switch.

Trainmen of engines entering or leaving spur track at North Main Street, Los Angeles, must communicate with signalman at Mission Tower, who will release electric lock on derail.

98 (T). For movement of U.P. trains and engines to and from Glendale Branch at Arroyo Jct., S. P. switchtender must be notified to handle switch.

98 (U). For movement over S.P. Crossing, M.P. 38.1, the following will govern:

When an eastward train or engine is stopped by semi-automatic interlocking signal, Operating Rule 613 will govern

When a westward train or engine is stopped at CTC signal located 1550 feet east of crossing, in addition to receiving clearance Form C, Operating Rule 613 will govern.

Flag Protection

99 (R). On Boulder City and Anaheim Branches, between 7 A.M. and 5 P.M. daily except Sunday, a speed of 10 MPH must not be exceeded by all trains approaching and moving on curves and where view is obscured, looking out carefully at all points for track cars and men working on track without flag protection. Speed on curves must be such as to be able to stop within one-half the distance track is seen to be clear, and whistle signal 14 (I) must be sounded frequently.

99 (S). Between Ninth Street Jct. and Pasadena Jct., when stop is made on main track 1 or 2, flagman must take position on ground at rear of train or engine, prepared to provide protection if protection becomes necessary.

99 (T). In CTC territory, when a work train has been authorized in accordance with Rule 266, work train may occupy main track and move in either direction within designated limits without protection by flagman. This does not, however, modify requirements for proper observance of signal indications or for protection of adjacent tracks not included in working authority.

Public Crossings

103 (R). All trains and engines must stop and be preceded by a flagman over the following public crossings:

Blue Diamond Spur —Main highway, when shoving cars over highway;

Manuel Lead —Sepulveda Boulevard;

Pasadena —Lincoln Avenue;
Colorado Boulevard;
All crossings north of Colorado Blvd.

103 (S). At Ontario, when an eastward train stops west of Euclid Avenue, it must be preceded by a flagman over crossing.

At Los Angeles, all trains and engines must approach and pass over Santa Fe Avenue very carefully, keeping a sharp lookout for street traffic.

On Anaheim Branch, all trains and engines must be prepared to stop at South Spadra Road near Fullerton, M.P. 17.3.

On Glendale Branch, when movements are to be made over Fletcher Drive or San Fernando Road, a trainman must ride on leading end of locomotive. When shoving cars, movement must be preceded by member of crew.

On Pasadena Branch, all trains and engines approaching Avenue 64 must be governed by highway traffic signal indications. Enginemen must exercise judgment approaching signals and enter intersection when signal changes to green and avoid entering as signal is about to turn red, as these signals are actuated by timing device and not connected to track circuits.

No. 14 Turnouts

104 (R). No. 14 turnouts are installed at all dual control switches in CTC territory.

Derrails

104 (S). On Boulder City Branch, eastward trains must stop at Stop sign, M.P. 21.76, and line spring point derail before proceeding. After being used derail must be restored to derailing position.

Normal Position of Switches

104 (T). At Yermo, switch at west end No. 1 extension track must be left lined and locked for the lead.

At Kelso, switches at east and west end of track 5 must be left lined and locked for track 4 when not in use.

At Los Angeles coach yard, all switches at east end, including roundhouse switch and Washington Blvd. lead switch, must be left lined for tail track when not in use.

At Blue Diamond, switch to runaway track must be kept lined and locked for runaway track and all switching movements made toward this track.

Centralized Traffic Control

266 (R). Clearance Form B received at initial station by trains that leave CTC territory will be authority to re-enter CTC territory on that sub-division. This will include through trains, trains in branch line and turn-around service.

Westward trains originating at San Bernardino after tying up at San Bernardino must receive Clearance Form B at Riverside.

Exception: When crew of a train in turn-around service leaves CTC territory and ties up, they must receive CTC Clearance Form B before re-entering CTC territory.

266 (S). Anaheim Branch and Boulder City Branch trains need not receive Clearance Form B at East Yard or Las Vegas as required by Operating Rule 266.

Clearance Form 2643 received by Anaheim Branch trains at East Yard and by Boulder City Branch trains at Las Vegas confers authority to enter CTC territory at East Yard and at Las Vegas, and confers the same authority on Anaheim Branch or Boulder City Branch as when received at Whittier Junction or Boulder Junction.

267 (R). In CTC territory between Riverside Junction and Pasadena Junction, push-buttons have been installed in telephone booths of relay houses at dual control switch locations for emergency use when dispatcher cannot clear signals or when a Stop indication is displayed and communication has failed.

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Two push-buttons are installed at each location, one marked "East" and the other marked "West" and operation of button for proper direction will, when conditions permit, cause signals to clear for movement. The following will govern:

Emergency push-buttons installed in telephone booths of relay houses at dual control switch locations may be used in an attempt to obtain proceed signal indication only when so instructed by dispatcher, or when communication fails.

When instructed by dispatcher to use emergency button and a Clear indication is received, train or engine may proceed in accordance with signal indications.

When stopped by a Stop indication and communication has failed, proper push-button may be used, and if a Clear indication is then displayed, train or engine may proceed, but must move at restricted speed to next Stop signal (A signal) in advance, keeping close lookout for track car or obstruction. A report must be made by wire to superintendent and chief dispatcher at first stop or first open telegraph office.

267 (S). CTC Stop signals, located as follows, are designated as "starting signals":

Las Vegas—Eastward dwarf signal at east end of passenger station platform and high signals on main track and drill track just west of Bonanza underpass; Westward dwarf signal at west end of passenger station platform and high signal just west of west passing track switch;
Eastward signal located 400 feet west of Charleston Boulevard:

Kelso —Signal located on cantilever bridge east and west of passenger station.

When stopped by a "starting signal", member of crew must communicate with dispatcher or operator and be governed by his instructions. Flagman need not be sent ahead unless instructed to do so by dispatcher or operator but movement must be made at restricted speed and Operating Rule 267 must be complied with.

At Yermo, when dwarf signal at east or west end of passenger siding displays Stop indication, stop must be made, and after stopping, flagman must be sent ahead to next signal and movement made at restricted speed without receipt of Clearance Form C.

267 (T). Eastward freight trains leaving Las Vegas will, unless otherwise directed, use drill track and leave yard at extreme east switch, being governed by signal indication at that point.

267 (U). At Kelso, trains and engines moving from siding to main track through east or west cross-overs must receive permission from train dispatcher before occupying main track.

Exception: When a train which is to pick up a helper engine has come to a stop, helper engine may move from siding to main track without permission from train dispatcher and without waiting three minutes after switch has been opened.

Block Signals

509 (R). Approach signal located at M.P. 20.7 governs westward trains on San Pedro Branch to interlocking signal at Thenard crossing. Member of crew of train stopped by this signal must communicate with operator at Thenard by telephone located at signal. If signal indication is not then changed to permit train to proceed, Rule 509 will govern.

Power Operated Derrails

526 (R). At east end of Las Vegas yard, power operated derail on drill track operates in conjunction with main track switch. When necessary to hand operate main track switch or place selector lever in hand position, as provided in Operating Rule 527 or 528, derail switch and selector lever on derail switch must also be hand operated.

Interlocking

605 (R). The following whistle signals will be used to indicate route:

Riverside Jct.:

From A. T. & S. F. westward main track to U. P. No. 2 main track	0
From U. P. No. 1 main track to A. T. & S. F. eastward main track	0
From U. P. No. 1 main track to A. T. & S. F. westward main track	0 0 0 0
To transfer track	0 0 0

Hobart:

For siding	0
For east wye	0
From San Pedro main track to A. T. & S. F. siding	0
From A. T. & S. F. siding to San Pedro main track	0
From U. P. transfer to A. T. & S. F. siding	0 0 0
From A. T. & S. F. siding to U. P. transfer	0 0 0

At Los Angeles, microphone is installed on signal bridge at Fourth Street for westward movements on both main tracks and on Stop signal on yard lead at First Street for movements leaving Seventh Street yard.

Following whistle signals will be used to indicate route:

For Union Station	0
To and from Glendale Jct.	
For Alhambra S. P. coach yard or to turu equipment or engine	0 0
For S. P. coach yard	0 0 0 0

At Mission Tower, one long sound of towerman's emergency whistle is a signal for all movements within interlocking limits to stop at once and not move until proper signal or definite information is received from signalman.

609 (R). At crossings M.P. 17.4, M.P. 21.7 and M.P. 21.9, San Pedro Branch, when a train or engine is stopped by an interlocking signal displaying Stop indication, a member of crew must communicate with signalman and be governed by instructions posted in box.

609 (S). When a train or engine is stopped by a Stop indication of an interlocking signal at Signal Bridges 3, 4, or 6, between Dayton Avenue and Mission Tower and signal does not change to Proceed indication, a member of crew must communicate with signalman at Dayton Avenue or Mission Tower.

609 (T). At Bell, in performing switching between home and approach signals, cars must not be left standing on clearance section of track located between 350 feet west of eastward home signal and 330 feet east of westward home signal. Switching movements may be made between these points and approach signals without interfering with operation of P. E. Ry.

At Bell, when making movements from siding or Bethlehem Steel Corporation spur to main track, trainmen must be governed by track occupancy indicator. If track occupancy indicator displays Unoccupied indication, switch may be thrown and when dwarf signal displays Proceed indication, movement will be made at restricted speed. When performing switching at those points, flag protection must be provided for cars left on main track between home signals.

When making movements to and from Bethlehem Steel Corporation spur to siding, switch nearest train must be lined first to make contact for governing signal.

609 (U). Home signal at east end Los Angeles River bridge at Redondo Tower governs westward movements over A. T. & S. F. spur track crossing at west end of bridge.

Color light dwarf signal at west end of Los Angeles River bridge governs westward movements over A. T. & S. F. main track crossing at Redondo Tower.

Station Service

910 (R). Last sentence of Operating Rule 910 is changed to read as follows:

"They must see that train bulletin boards are kept in a neat condition and bear such information regarding trains as required by instructions or by law."

Air Brake Rules

1001 (R). Hostlers handling diesel units and locomotives must know air brake equipment is functioning and adequate air pressure is maintained on units before any movement is made. A setup and release of independent brakes and brake cylinder pressure must be noted on gauge.

In moving units at terminals for servicing, stop must be made before going onto turntable on both incoming and outgoing movement, also before entering enginehouse or diesel servicing buildings and facilities where elevated tracks or pits are used.

At terminals where units are cut in and out of locomotive sets, hostlers will check to know air brake hoses are coupled and air cut in with brakes functioning on all units before any movement is made.

At terminals where hostlers handle units to and from stations, relieving inbound engine crews, brakes must be tested with independent brake valve immediately after units detached from train to insure that brakes are operating properly and provide proper retardation of units.

In handling units around enginehouses and diesel servicing and maintenance facilities, movements must be made not to exceed 5 MPH under any circumstances.

1035 (R). Running air tests as required by Air Brake Rule 1035 must be made by passenger trains at:

- Cima—Eastward and westward;
- Kelso—Westward, when stop is made at Kelso.

1044 (R). Unless otherwise provided, air brake test as required by Air Brake Rule 1044 must be made by all freight trains at following points:

- Cima—Westward.
- Cima—Eastward when angle cock has been turned or air hose separated.

1045 (R). Retaining valves must be used on all trains as follows:

- 1—All loaded cars Blue Diamond to Arden.
- 2—All passenger trains Cima to Kelso.
- 3—All freight trains Cima to Kelso handled by diesel or turbine locomotives with dynamic brake or pressure maintaining feature not in operation must use retaining valves on all cars.

On passenger trains, retaining valves must not be turned down until train passes mile board east of Kelso.

Maximum tonnage per operative brake in freight service, Cima to Kelso, is 70 tons.

Between Kelso and Sands when train is being handled by diesel or turbine locomotive with dynamic brake not in operation, westward freight trains averaging 55 tons or more per operative brake must not exceed 30 MPH from Kelso to Sands, and where tonnage of westward freight trains exceeds 65 tons per operative brake, retaining valves must be used on every other load throughout train and speed must not exceed 20 MPH and stop of 10 minutes must be made at Kerens for inspection of train.

On other grades, conductor and engineer must have understanding as to number of retaining valves to be used to properly handle train.

1045 (S). The following will govern use of retaining valves on freight trains when handled by diesel or turbine locomotives with dynamic brake and pressure maintaining feature in operation on descending grade, Cima to Kelso:

(a)

1500-1750 HP	3000-3500 HP	4500-5250 HP	6000-7000 HP or more
900 tons or less averaging not more than 50 tons per operative brake: None.	1800 tons or less averaging not more than 50 tons per operative brake: None.	2700 tons or less averaging not more than 50 tons per operative brake: None.	3600 tons or less averaging not more than 50 tons per operative brake: None.
Over 900 tons or averaging more than 50 tons but not to exceed 60 tons per operative brake:	Over 1800 tons or averaging more than 50 tons but not to exceed 60 tons per operative brake:	Over 2700 tons or averaging more than 50 tons but not to exceed 60 tons per operative brake:	Over 3600 tons or averaging more than 50 tons but not to exceed 60 tons per operative brake:
One retaining valve must be used for each 50 tons in excess of 900 tons but not less than 25 retaining valves must be used.	One retaining valve must be used for each 50 tons in excess of 1800 tons but not less than 25 retaining valves must be used.	One retaining valve must be used for each 50 tons in excess of 2700 tons but not less than 25 retaining valves must be used.	One retaining valve must be used for each 50 tons in excess of 3600 tons but not less than 25 retaining valves must be used.
Over 900 tons or averaging more than 60 tons per operative brake:	Over 1800 tons or averaging more than 60 tons per operative brake:	Over 2700 tons or averaging more than 60 tons per operative brake:	Over 3600 tons or averaging more than 60 tons per operative brake:
Retaining valves must be used on all cars in train.	Retaining valves must be used on all cars in train.	Retaining valves must be used on all cars in train.	Retaining valves must be used on all cars in train.

(b) Dynamic brake must be placed in service and tested for proper operation between M.P. 309 and M.P. 292.

(c) During dynamic brake operation, firemen must make frequent inspections to determine if dynamic brake is properly operating on each power unit and report results of each inspection to engineer EXCEPTION: On diesel road switchers, inspections will not be made while unit is in motion.

(d) If dynamic brake is inoperative on any one power unit of locomotive, dynamic brake must not be used and retaining valves must be used as prescribed by Special Rule 1045 (R).

(e) If while using dynamic brake it becomes inoperative on one or more power units of locomotive, train must be immediately stopped and retaining valves placed in use as prescribed by Special Rule 1045 (R), before proceeding.

(f) When use of retaining valves is required, these valves must be used consecutively from head end of train.

(g) Additional retaining valves must be used in accordance with provisions of Air Brake Rule 1045 (A), when in the judgment of the engineer or conductor, use thereof is necessary.

(h) Conductor must advise engineer number of cars, total tonnage, average tons per operative brake and location of loads and empties in train.

RATING OF DIESEL LOCOMOTIVES IN FREIGHT SERVICE IN TONS OF 2,000 POUNDS

Total weight of trains, exclusive of locomotives, which the different classes of locomotives will haul in each direction between stations named under favorable weather conditions.

Type	Numbers (Inclusive)	H.P.	No. Units	Las Vegas to Yermo	Yermo to Victorville	Victorville to Summit	San Bernardino to Los Angeles	Los Angeles to San Bernardino	San Bernardino to Summit	Summit to Kelso	Kelso to Cima	Cima to Las Vegas
EMD	1000-1095	YdSw 1000	1	890	1050	700	1000	890	500	890	500	890
ALCO	1180-1190	RdSw 1500	1	1475	1500	1000	1625	1475	675	1475	675	1475
EMD GP-7	100-129	RdSw 1500	1	1675	2200	1100	1800	1675	725	1675	725	1675
EMD GP-9	130-209	RdSw 1750	1	1875	2785	1250	2125	1875	850	1875	850	1875
EMD SD-7	775-784	RdSw 1500 (6 motors)	1	2560	3300	1850	2750	2560	1250	2560	1250	2560
EMD F-7	1400-1497	Fr 1500	1	1675	2200	1050	1800	1675	725	1675	725	1675
EMD	1870-1877	RdSw 2400	2	2810	3800	2000	3000	2810	1300	2810	1300	2810

Note: Rating shown is for single unit. If more than one unit, rating of combined units will govern.

Diesel-electric switch locomotives and single unit Diesel-electric locomotives with one air compressor are restricted in road service to a maximum of 45 cars on descending grades of one percent and over.