UNION PACIFIC RAILROAD COMPANY

SOUTH-CENTRAL DISTRICT

California Division

Special Rules No. 13

Effective Thursday, July 1, 1954

Superseding Special Rules No. *12*

Employes 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

C. C. LARKIN,
General Superintendent

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

19 (R). Referring to Operating Rule 19 (D):
Markers displaying yellow instead of green lights may be used on California Division.

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

Use of Engine Whistle

32 (R). At Colton, city ordinance prohibits use of engine whistle within city limits unless absolutely necessary at the time as a danger signal to avoid an impending accident or other imminent danger.

Train Registering Exceptions

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

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.

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 wye)	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 switch tender.
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.
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).
Anaheim 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. Westward home signal located on south side of track.
Permanente Co. Spur (M.P. 23.52)	U.P.		Stop sign. Flagman protect crossing.
PASADENA BRANCH			
Main St. (M.P. 1.4) 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.

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98 (R). Continued.

Location	Railroad Crossed or Junction With	Trains Which Have Precedence	How Governed
M.P. 10.5	P.E.	P.E.	U.P. trains and engines stop and flagman protect crossing.
Sunny Hills Spur. (M.P. 13.8)	A.T.&S.F. P.E.	A.T.&S.F. 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 de-rails.
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 (l) 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.

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 Hold Yard —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.

Derails

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.

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

When a train or engine is stopped by one of these signals, if movement is verbally authorized by train dispatcher, flagman must be sent ahead to next signal and movement made at restricted speed. Clearance Form C will not be required.

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 (S). 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 (T). 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 govern 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 Derails

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 turn 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 Cota and Thenard, 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 the crew must communicate with the signalman at Dayton Avenue or Mission Tower.

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

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

Radio

651 (R). Following governs use of radio on engines and cabooses:

On yard engines, at start of shift, engine foreman must make test of the radio equipment from engine to tower to determine if it is functioning properly. Yardmaster at tower must keep a record of such tests and must make prompt report to the terminal superintendent of any instances where radios fail during yard shifts.

On road engines equipped with radio, equipment must be tested by engine crew before leaving Los Angeles Terminal. Chief dispatcher must keep record of such tests and must report instances where radio fails to the wire chief.

Engineers must show on work report at completion of trip if radio equipment is inoperative.

Exchanging Signals and Inspection of Trains

713 (R). Where Operating Rule 713 (A) or Special Rule requires a trainman to be stationed on rear of train in position to give or receive signals, on freight trains he must be on rear platform of caboose; on passenger trains, including streamline trains, he must be on rear platform or in rear door, or if rear car is a business, dining or observation car, he must be on front platform of rear car or rear platform of car next ahead, and vestibule door must be open.

713 (S). A trainman must be stationed on rear of train in position to give or receive signals, when passing depot at the following stations:

Arden	Kelso	Pomona
Sloan	Riverside	Hillgrove
Nipton	Mira Loma	Pico
	Ontario	Montebello

Handling of Explosives or Other Dangerous Articles

802 (R). Trainmen, enginemen, yardmen, agents and other employes who in any way handle or care for explosives and other dangerous articles must familiarize themselves with the regulations and instructions governing the handling of them.

Placards on Cars

BE 589 (b). A car requiring car certificates and "Explosives," "Dangerous," "Dangerous—Class D Poison," "Poison Gas," or "Caution—Residual Phosphorus" placards under the provisions of this part shall not be transported unless such freight car is at all times placarded and certificated as required by this part. Placards and car certificates lost in transit shall be replaced at next inspection point and those not required shall be removed.

BE 589 (b). (1) At points where trains are inspected, cars placarded "Explosives" and adjacent cars shall be inspected; such cars shall continue in movement only when inspection shows them to be in condition for safe transportation.

Switching Cars Containing Explosives or Poison Gas

BE 589 (c). A car placarded "Explosives" or placarded "Poison Gas" shall not be cut off while in motion. No car moving under its own momentum shall be allowed to strike any car placarded "Explosives," or placarded "Poison Gas." No freight car placarded "Explosives" or placarded "Poison Gas" shall be coupled into with more force than is necessary to complete the coupling.

BE 589 (c). (1) When transporting a car placarded "Explosives" in terminals, yards, side tracks, or sidings, such cars shall be separated from the engine by at least one non-placarded car.

Switching of Cars Containing Dangerous Articles

BE 589 (d). In switching operations where use of hand brakes is necessary, a placarded loaded tank car, or a draft which includes a placarded loaded tank car shall not be cut off until the preceding car or cars clear the ladder track and the draft containing the placarded loaded tank car, or a placarded loaded tank car shall in turn clear the ladder before another car is allowed to follow.

BE 589 (d). (1) In switching operations where hand brakes are used, it shall be determined by trial that a car placarded "Dangerous" or that a car occupied by a rider in a draft containing a car placarded "Dangerous" has its hand brakes in proper working condition before it is cut off.

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802 (R). Continued.

Placement of Freight Cars Containing Explosives in Yards, on Sidings, or Sidetracks

BE 589 (e). Cars placarded "Explosives" shall be so placed that they will be safe from all probable danger of fire. Freight cars placarded "Explosives" shall not be placed under bridges or overhead highway crossings, nor in or alongside of passenger sheds or stations except for loading or unloading purposes.

Notice to Crews of Cars Containing Explosives in Freight Trains or Mixed Trains

BE 589 (f). At all terminals or other places where trains are made up by crews other than road crews accompanying the outbound movement of cars, the railroad shall execute a consecutively numbered notice showing the location in the freight train or mixed train of every car placarded "Explosives." A copy of such notice shall be delivered to the train and engine crew and a copy thereof showing delivery to the train and engine crew shall be kept on file by the railroad at each point where such notice is given. At points other than terminals where train or engine crews are changed, the notice shall be transferred from crew to crew.

Position in Freight Train or Mixed Train of Cars Containing Explosives

BE 589 (g). In a freight train or a mixed train either standing or during transportation thereof, a car placarded "Explosives" shall, when length of train permits, be placed not nearer than the sixteenth car from both the engine or occupied caboose, except:

(1) When the length of freight train or mixed train will not permit it to be so placed, it shall be placed near the middle of the train.

(2) When transported in a freight train made up in "blocks" or classifications, a car placarded "Explosives" shall be placed near the middle of the "block" or classification in which moving, but not nearer than the sixth car from both the engine or occupied caboose.

(3) When transported in a freight train or a mixed train performing pickup and/or setoff service, it shall be placed not nearer than the second car from both the engine or occupied caboose, except as provided in paragraph (l) of this section.

Separating Cars Placarded "Explosives" from Other Cars in Train

BE 589 (h). In a freight train or a mixed train either standing or during transportation thereof, a car placarded "Explosives" must not be handled next to:

1. Occupied passenger car, other than car occupied by gas handlers or military personnel accompanying shipments.
2. Occupied combination car, other than car occupied by gas handlers or military personnel accompanying shipments.
3. Any car placarded "Dangerous" or "Dangerous—Class D Poison."
4. Engine.
5. Any car placarded "Poison Gas."
6. Wooden underframe car (except on narrow gauge railroads).
7. Loaded flat cars. (Note: Flat cars equipped with permanently attached ends of rigid construction shall be considered as open-top cars. See subparagraph (8) of this paragraph.)
8. Open-top car when any of the lading extends or protrudes above or beyond the ends or sides thereof.
9. Car equipped with automatic refrigeration or any other apparatus utilizing an open-flame light or an internal combustion engine in its operation.
10. Car containing lighted heaters, stoves or lanterns.
11. Car loaded with live animals or fowl, occupied by an attendant.
12. Occupied caboose except as provided in paragraph (l) of this section.

Position in Train of Loaded Placarded Tank Car

BE 589 (i). In a freight train or a mixed train, except a train consisting entirely of placarded loaded tank cars and as provided in paragraph (j) of this section, a placarded loaded tank car shall when the length of the train permits, be not nearer than the sixth car from the engine, occupied caboose or passenger car.

BE 589 (i). (1) When the length of the freight train or mixed train will not permit it to be so placed, it shall be not nearer than the second car from the engine, occupied caboose or passenger car.

BE 589 (i). (2) When transported in a freight train engaged in "pickup" or "setoff" service, a placarded loaded tank car shall be not nearer than the second car from both engine or occupied caboose.

Separating Loaded Tank Cars Placarded "Dangerous" From Other Cars in Train

BE 589 (j). In a freight train or mixed train either standing or during transportation thereof, a placarded loaded tank car must not be handled next to:

1. Occupied passenger car, other than gas handlers accompanying shipment.
2. Occupied combination car, other than gas handlers accompanying shipment.
3. Any car placarded "Explosives."
4. Engine (except when train consists only of placarded loaded tank cars).
5. Any car placarded "Poison Gas."
6. Wooden underframe car (except on narrow gauge railroads).
7. Loaded flat cars. (Note: Flat cars equipped with permanently attached ends of rigid construction shall be considered as open-top cars. See subparagraph (8) of this paragraph.)
8. Open-top car when any of the lading extends or protrudes above or beyond the ends or sides thereof.
9. Car equipped with automatic refrigeration or any other apparatus utilizing an open-flame light or an internal combustion engine in its operation.
10. Car containing lighted heaters, stoves or lanterns.
11. Car loaded with live animals or fowl, occupied by an attendant.
12. Occupied caboose (except when train consists only of placarded loaded cars).

Position in Freight Train or Mixed Train of Cars Placarded "Poison Gas" or Containing Poison Liquids Class A

BE 589 (k). In a freight train or mixed train either standing or during transportation thereof, a car placarded "Poison Gas" or containing poison liquids, Class A, shall not be next to other freight cars placarded "Explosives" or cars placarded "Dangerous."

Position in Freight Train or Mixed Train of Cars Placarded "Explosives" and "Poison Gas" or Containing Poison Liquids when Accompanied by Cars Carrying Gas Handling Crews

BE 589 (l). A car placarded "Poison Gas" or containing poison liquids Class A in drums, tanks or bombs, or a car placarded both "Explosives" and "Poison Gas" shall at all times be next to and ahead of the car occupied by gas handling crews, when accompanying such car.

BE 589 (l). (1) A car or cars placarded "Explosives" shall be next to and ahead of a car occupied by guards accompanying such car, except that when the car occupied by guards is equipped with a heater it shall be the fourth car behind the car or cars placarded "Explosives."

Cars Containing Explosives or Poison Gas and Tank Cars Placarded "Dangerous" in Passenger or Mixed Trains

BE 589 (m). Cars containing explosives, Class A, poison gases or liquids, Class A, and tank cars requiring "Dangerous" placards shall not be transported in a passenger train. Such cars may be transported in mixed trains but only at such times and between such points that freight train service is not in operation.

BE 589 (m). (1) Cars containing explosives, Class A, poison gases or liquids, Class A, and tank cars placarded "Dangerous" shall not be transported next to occupied cabooses or cars carrying passengers in mixed trains except as provided in paragraph (l) of this section.

BE 589 (m). (2) When a car containing explosives, Class B, or dangerous articles other than explosives requiring labels (not including Class A poison gases or liquids) is moved in a mixed train and such car is not occupied by an employe of the carrier, placards must be applied to the car as required by this part.

Position in Train of Cars Containing Class D Poison

BE 589 (n). In a freight train or mixed train either standing or during transportation thereof, a car placarded "Dangerous-Class-D Poison" must not be handled next to cars placarded "Explosives" or next to carload shipments of undeveloped film.

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802 (R). Continued.

Empty Tank Cars

Empty tank cars must not be moved from stations unless dome cover and all outlet caps have been replaced and wrenched tight, shipping tags and cards removed from car and "Dangerous" placards removed or replaced by "Dangerous-Empty" placards.

Riding Ends of Engines and Cars

802 (S). A yardman or trainman need not ride on leading footboard of engine, as follows:

At Los Angeles, on main tracks between Downey Road and Glendale Jct.;
On main track, San Pedro Branch, between Hobart Tower and Firestone Blvd.;
At Mead Transfer, from east yard limit sign to west leg of wye at Terminal Island;
Over Anaheim team tracks and running lead to Pier A, Wilmington.

Yardmen are prohibited from riding in cabs of engines except between above mentioned locations.

802 (T). A yardman must take a conspicuous position on rear car of movements between locations named and by night a red light must be displayed on rear car:

East Yard and Dayton Tower; East Yard and East Los Angeles;
East Yard and Alameda Freight Terminal; San Pedro Branch between East Yard and Southgate.

Switching Cars with Air Brakes Cut In

804 (R). At Las Vegas, when switching on east lead, not over 15 cars consisting of ore, coal, sand, fuel oil or other heavy commodities may be pulled out of yard tracks to be switched.

When handling over 15 cars containing commodities mentioned above, air brakes must be cut in and operative on the 10 cars next to the engine.

Hand Brakes

804 (S). At Kelso, if a train is left unattended on any track, it must be secured with at least 10 hand brakes, regardless of whether engine is attached to train.

804 (T). Sufficient hand brakes, but not less than six, must be set on east end of all freight trains arriving Yermo and East Yard. Engine foreman working on east lead Yermo and in east end of "A" and "C" yards, East Yard, will be responsible for knowing that sufficient hand brakes are set on east end of cars on all tracks in these yards.

When outgoing crew is on duty and takes charge of train on arrival, it will not be necessary to set hand brakes on the east end of trains arriving Yermo, providing there is an understanding between the two crews. The outgoing crew will be held responsible to set brakes in case the engine is later detached.

804 (U). At East Yard coach yard, one hand brake must be set on east end of cut of cars left standing on any track. Engine foremen placing cars in coach yard will be held responsible for seeing that cut is properly secured with hand brake, and wheels blocked in addition.

Position of Cars in Trains

807 (R). All empty flat cars moving between Cima and Kelso and between Summit and San Bernardino must be entrained near rear of train.

Helper Engines

808 (R). In helping freight train from Kelso, helper engine may be placed behind caboose or last car except when train is handling cars listed in Operating Rule 807, in which case helper engine must be placed ahead of train engine. Not more than one helper may be used behind caboose, except not more than two helpers may be used when caboose or cabooses involved are 3900 class.

At Kelso, on all eastward freight trains a member of train crew must remain at rear of train until helper is coupled onto train.

There must be a trainman at rear of train while standing at Cima.

808 (S). Not more than two diesel units may be coupled together in helper service at rear of train behind caboose.

Inspection of Trains

811 (R). Unless otherwise instructed by conductor, swing brakeman must ride head end of train and when stop is made will commence walking inspection, continuing until meeting member of crew making inspection from rear of train, and if movement starts in meantime will make roll-by inspection. Swing brakeman will thereafter return to head end at first opportunity.

811 (S). In addition to making inspection of trains as often as practicable, per Operating Rule 811, freight trains being handled with dynamic brake in operation and required to use retaining valves per Special Rule 1042 (S) must stop and be inspected at Cima, Elora and Kelso, except that trains of 3500 tons or less handled by four-unit diesel locomotive with dynamic brake in operation need not stop at Elora for inspection.

Westward freight trains averaging 65 tons or more per operative brake must also stop at Desert for inspection unless stop has been made between Erie and Desert and complete inspection made at that stop.

Eastward freight trains must be inspected at Kelso or Cima.

Between Cima and Kelso, all freight trains being handled with dynamic brakes not in operation will stop 10 minutes at Chase and 10 minutes at Dawes for inspection and cooling of wheels.

When visibility is restricted so that such trains cannot be inspected while running, military trains consisting entirely of passenger equipment must stop and be inspected at Kelso and San Bernardino.

Walking inspection to be made on one side and roll-by on the opposite side.

Water Supply

849 (R). Water from water columns at Las Vegas, San Bernardino and East Yard, must not be used to fill water cars nor outfit tenders nor for drinking or culinary purposes.

Movement of Diesel Locomotive

872 (R). Referring to Operating Rule 872:

When a diesel locomotive consisting of two "A" units operated rear end to rear end, with or without "B" unit or units, is to be moved by hostlers in yards or around enginehouses, locomotive must be operated from lead "A" unit according to direction in which movement is to be made, without exception and regardless of fact movement is accompanied by trainman or herder.

Leaving Locomotives Unattended

875 (R). At Kelso, on westward trains, an engineman must be in charge of locomotive at all times.

Track Restrictions

896 (R). Engines heavier than indicated below must not go on the tracks named:

Engines included in the various classifications are as follows: diesel road switch include all G.P.-7 G.P.-9 S.D.-7. Diesel yard switch include

1000 to 1095
1100 to 1153
1180 to 1195
1200 to 1210
1300 to 1304
1800 to 1824

(Note—Tracks which may be used by diesel switch locomotives may be used by 0-6-0 type steam locomotives.

Consolidation type steam locomotives may be operated on all branch main tracks and may be operated on any track not restricted for diesel road switch locomotive with 6-wheel trucks.

Heavy MacArthur type steam locomotives may be operated on any track not restricted for diesel road locomotives.

Tracks where heaviest locomotive permitted is diesel road switch locomotives must not be used by heavy Pacific type steam locomotives.)

G.P.-9 Diesel road locomotives equipped with type F interlocking couplers must not push or back up with train on curves in excess of 13 degrees.

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896 (R). Continued.

Location	Track	Heaviest Engine Permitted
Boulder City	Machine Shop Track 7	None permitted
Henderson	Basic yard, industrial trackage beyond former interchange track	DE-Rd switch
Arden	Blue Diamond spur	DE-Rd switch
Basin	Trestle on lime quarry spur	None permitted
Riverside	Mission spur track serving A. F. G. Co. yard	None permitted DE-Rd switch engines may use to east end of packing house
	Old Crestmore Branch, M.T. spur	DE-Rd switch
Crestmore Spur	Between Bly and Ormand Quarry	DE-Rd switch
	All other tracks	
Crestmore	Over trestle in plant yard of R.P.C. Co.	None permitted
Mira Loma	Tracks within government enclosure	None permitted
Pomona	250 feet easterly of Pomona Fruit Growers Exchange track on east side of Exchange Growers building	DE-Rd switch
Whittier	Whittier Citrus Association Spur	DE-Rd switch
	Murphy Packing House spur beyond point 220 ft. from switch	DE-Rd switch
Anaheim Branch	All tracks	DE-Rd switch
Glendale Branch	All tracks	DE-Rd switch
South Gate	Three spurs Fibreboard Products Co.	DE-Yd switch
Fallon	Spur track	DE-Rd switch
Bell	Storage track	DE-Rd switch
Clearwater	Macco Lumber Co. spur	DE-Rd switch
Paramount	Southern California Edison Co. spur	DE-Rd switch
Rioco	Two spurs Richfield Oil Co.	DE-Rd switch

At Kelso, pit tracks are for use of locomotives only and must not be used while making switching movements of cars.

At Rioco, spur tracks serving A. Schulman, Inc. must not be used beyond sign opposite derail, account insufficient overhead clearance.

Snow plows, Jordan spreaders and other roadway machines must not be moved on any track unless it is known there is proper clearance.

In operating snow-clearing equipment it must be known there is proper guard rail clearance.

Diesel road locomotives or heavier locomotives must not go on any beet trestle or industrial trestle.

Close Clearance

900 (R). There are close clearances above and at the side of main tracks as shown below and in addition thereto at platforms and other structures above and at the side of industry, stock and other tracks:

Location	Structure or Obstruction	Clearance of engine or car is close at
FIRST SUBDIVISION		
M.P. 267.25	Bridge	Side.
M.P. 250.69	Bridge	Side.
M.P. 243.96	Bridge	Side.
M.P. 192.3	Tunnel No. 1	Top.
SECOND SUBDIVISION		
M.P. 55.9	Highway bridge	Side.
M.P. 55.7	Canal syphon wall	Side.
M.P. 52.4	Bridge	Side.
M.P. 31.9 (Thomas Street)	Iron post barricade	Side.
M.P. 15.72	Bridge	Side and top.
M.P. 15.39	Bridge	Side and top.
M.P. 15.05	Bridge	Side and top.
M.P. 11.1	Highway bridge	Top.
M.P. 10.80	Bridge	Side and top.
M.P. 8.90	Highway bridge	Top.
M.P. 1.89 (Butte Street)	Bridge	Side.
Los Angeles River	Bridge	Side.
Los Angeles Union Station	Umbrella sheds	Top. (See note.)
SAN PEDRO BRANCH		
M.P. 5.10 (Randolph Street)	Trolley wire	Top.
M.P. 8.52	Bridge	Side.
Cota, M.P. 17.4	Trolley wire	Top.
Clearwater (P.E. crossing)	Trolley wire	Top.
Thenard	Trolley wire	Top.
PASADENA BRANCH		
Ave. 21 to Ave. 22	Brick building, pipe and eaves	Side.
M.P. 5.2	Retaining wall	Side.
M.P. 8.1	Fence, concrete railing, lights at bridge	Side.
M.P. 6.2	Guy wire	Side.
M.P. 8.1	Highway bridge	Top.
M.P. 8.1	Retaining wall	Side.
M.P. 8.2	Highway bridge	Top.
GLENDALE BRANCH		
Forest Lawn Cemetery M.P. 6.3	Trees	Side.

Note—Employes are prohibited from riding on top of freight or passenger cars on passenger yard tracks.

Umbrella sheds in LAUPT passenger yard will not clear a man on top of car, nor on side of car except when standing on sill step.

900 (S). In moving cars on tracks under overhead trolley wires, employes are warned that overhead clearances to such wires and side clearances to supporting trolley poles are close. Trolley wires must not be touched and careful lookout must be kept for low and broken wires.

Connections with electrically operated railways at following locations:

Los Angeles —Butte St. and Santa Fe Ave.;
Axelson lead —From Fruitland Spur to Randolph St.;
Bethlehem Steel Co.'s tracks—At Slauson Ave.;
La Habra —Citrus packing house.

900 (T). At Kelso, when cantilever ore ramp located about middle of track 5 is in loading position it will not clear box or other high type car and will not clear man on side or top of car. Switching must not be done on track 5 when ramp is down in loading position. A support six feet wide is located between tracks 4 and 5 and care should be exercised when passing.

High and Wide Cars

900 (U). California Public Utilities Commission General Order 26-D covers the operation of cars of excess height and width and of open top cars containing lading of excess height and width.

In addition to Operating Rule 803 (B), the following applies to the operation of such cars:

Cars of Excess Height

(1) Freight cars of a height exceeding 15′ 6″ must not be operated.

Freight cars of a height exceeding 15′ 4″ but not greater than 15′ 6″ shall be permanently marked, stenciled or placarded and such marking maintained in a legible condition, reading, "THIS CAR EXCESS HEIGHT."

All such required markings and placarding shall be placed on the side adjacent to the ladder or hand-holds near the floor line of the car at each of the four corners.

Cars of Excess Width

(2) Freight cars of width exceeding 10′ 10″ must not be operated.

Freight cars of a width not exceeding 10′ 10″ may be handled without restrictions or placarding.

Cars with Lading of Excess Height or Width

(3) No movement shall be made of open top cars containing lading in excess of 15′ 6″ above the top of rail or extending laterally in excess of 5′ 5″ from center line of car except as hereinafter described:

(4) The operation of cars, the lading of which extends laterally in excess of 5′ 5″ from center line of car, shall be restricted to lading the size or dimensions of which cannot be reduced.

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900 (U). Continued.

(5) All open top cars with lading extending laterally in excess of 5′ 5″ from center line of car or in excess of 15′ 6″ in height above top of rail, shall be placarded on the load itself in a conspicuous place when practicable, and the car shall be marked, stenciled, or placarded at locations specified in paragraph (1) of this rule.

(6) On any train, the consist of which includes cars loaded as described in the preceding paragraph of this rule, such cars shall be blocked together in one place in the train and if its length permits, they shall be trained at least 5 cars distant from both the caboose and the engine, *provided, however, that the provisions of this sub-section shall not apply to the transportation on rail open top cars of highway trucks or trailers, either loaded or unloaded, except that a car not carrying such trailer or semi-trailer be placed immediately ahead of caboose or immediately behind locomotive.*

Notifying Train Employes

(7) A train order shall be delivered to every train containing any car the lading on which extends laterally in excess of 5′ 5½″ from center line of car or in excess of 15′ 6″ in height above top of rail, informing the crew of the train that the train includes such car or cars, stating total number thereof, and advising that no member of the train crew is required to ride on any such cars.

(8) A train order shall be delivered to every train the operation of which may be affected by the presence or movement of a train containing such wide loads, described in the preceding paragraph of this rule, informing the crew of the train of that fact.

Notifying Yard Employes

(9) Yard supervisors shall be given notifications sufficiently in advance of the arrival of the cars, the lading on which extends laterally in excess of 5′ 5½″ from center line of car, to enable them to take necessary precautions to safeguard employes in yard.

Observance of Cars by Employes

(10) Employes in yards and elsewhere must keep close lookout for wide loads in trains and in switch movements, being on the alert when such movements are passing to avoid hazard of injury from such excess width loads, or damage to equipment.

(11) Any employe observing a car of excess height or a car containing lading of excess height or width which is not placarded or stenciled as required by this rule, should notify their supervisor immediately.

(12) Any employe observing a close overhead or side clearance with a car of excess height or a car with lading of excess height or width, should make immediate report so that protection can be given.

Terminal Tests of Air Brakes

1000 (R). Changes have been made in Rules and Instructions governing Operation of Air Brakes, Forms 7170 and 7172:

Definition—Initial Terminals are terminals at which a train is made up; a terminal at which the locomotive or consist of train is changed, or a terminal at which a train is received from a foreign line.

If the locomotive is equipped with pressure maintaining feature, it is mandatory by AAR-ICC rules that this feature is in operation while terminal test of train brakes is made.

Air brake tests may be made on freight trains when the air brake system is charged to within 10 pounds of standard pressure for that train, as indicated by an accurate gauge connected to brake pipe at rear end of train. All other requirements of Rules 1021, 1025 and 1230 (K) remain unchanged, except as follows:

Rules 1025 and 1230 (K): Procedure for making Initial Terminal Tests of Air Brakes with pressure maintaining cut in, if locomotive is so equipped, will be as follows:

Upon receipt of proper request or signal to apply brakes for test, make a 15-pound brake pipe reduction from pressure indicated by locomotive gauge, then after 8 to 10 seconds make a further reduction of 10 pounds and sound locomotive whistle to indicate brakes are applied for test.

During time inspection of train brakes is being made, equalizing reservoir gauge must be carefully observed to detect any increase in this pressure. If any increase is noted, it must be promptly reduced by momentarily placing handle of brake valve in service position to reduce this pressure to the level of the reduction made. It may be necessary to repeat this movement of brake valve handle a few times to hold the equalizing reservoir pressure constant. During terminal test this is important as any slight increase in equalizing reservoir pressure may cause one or more brakes to release.

When signal is given by inspector to release brakes, "First Service" cutout cock must be placed in "Out" position and brake pipe leakage checked for one minute. If leakage does not exceed 5 pounds, "First Service" cutout cock must be placed in "In" position, then give two long sounds of locomotive whistle and release brakes.

Rule 1026 (A): When a freight train has been tested from a yard charging plant, and after locomotive equipped for pressure maintaining has been attached and air brake systems recharged, procedure for testing brakes will be as follows:

With pressure maintaining cut in, make a 15-pound brake pipe reduction from pressure indicated by locomotive gauge, then after 8 to 10 seconds make a further reduction of 10 pounds and give one long sound of locomotive whistle. Inspectors must see that brakes are applied on each car, and if so, release signal must be given for engineman to release brakes, then each brake must be inspected to see that all have released.

Rules 1230 (D) and 1230 (F): Streamline trains at Cheyenne, Green River, Ogden, Pocatello, Ellis and Las Vegas, test of train air brakes must be made as prescribed by currently effective Rule 1230 (D). At all other terminals, except initial terminals where engine crew or train crew only is changed, test of train air brakes must be made as prescribed by revised Rule 1230 (F) as follows:

After train has stopped, incoming engineman must make a 20-pound brake application as indicated by brake cylinder gauge if electro-pneumatic brakes are being used, or a 20-pound brake pipe reduction if automatic brakes are being used. Inspection of brakes must then be made starting from rear end of train to determine if brakes are applied on each car, and if so, upon reaching head end of train, inspector must inform outbound engineman who will then release brakes. Upon proceeding, roll-by inspection must be made by inspector to determine that all brakes have released. All other requirements of present Rule 1230 (F) not conflicting with the above remain unchanged. Standing inspection must be expedited all possible while crews are being changed to avoid unnecessary delay.

Air Brake Rules

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.

1036 (R). To prevent undesired emergency brake applications, engineers should be governed by the following in making the initial brake pipe reduction of 6 to 8 pounds when braking conventional passenger trains in accordance with Air Brake Rules 1239 (B) and 1239 (C) of form 7172.

"When applying brakes for making ordinary slowdowns or stops, the air gauge must be observed for measuring reductions and the initial reduction should be 6 from 70, 7 from 90, and 8 from 110 pounds as indicated by equalizing reservoir gauge."

1041 (R). Unless otherwise provided, air brake test as required by Air Brake Rule 1041 must be made by all freight trains at following points:

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

1042 (R). Retaining valves must be used on all cars in freight trains handled by steam locomotives or diesel locomotives with dynamic brake not in operation from Cima to Kelso, and on Blue Diamond Spur from end of track to Arden.

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

Retaining valves must be used from Cima to Kelso on all passenger trains.

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

When possible, the use of retaining valves on live poultry cars must be avoided.

Except when train is being handled by diesel locomotive with

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1042 (R). Continued.

dynamic brake 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 exceed 65 tons per operative brake, retaining valves must be used on every other load throughout train between Kelso and Sands. Speed must not exceed 20 MPH and stop of 10 minutes must be made at Kerens for inspection of train.

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

1042 (S). The following will govern use of retaining valves on freight trains when handled by diesel locomotives with dynamic brake in operation on descending grade westbound between Cima and Kelso:
(a)

2 Unit Locomotive	3 Unit Locomotive	4 Unit Locomotive
1200 tons or less: None.	1800 tons or less: None.	2400 tons or less: None.
Over 1200 tons averaging 50 tons or less per operative brake:	Over 1800 tons averaging 50 tons or less per operative brake:	Over 2400 tons averaging 50 tons or less per operative brake:
One retaining valve must be used for each 50 tons in excess of 1200 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 2400 tons, but not less than 25 retaining valves must be used.
Over 1200 tons averaging more than 50 tons but not to exceed 60 tons per operative brake:	Over 1800 tons averaging more than 50 tons but not to exceed 60 tons per operative brake:	Over 2400 tons averaging more than 50 tons but not to exceed 60 tons per operative brake:
Retaining valves must be used on one half of total cars in train.	Retaining valves must be used on one half of total cars in train.	Retaining valves must be used on one half of total cars in train.
Over 1200 tons averaging more than 60 tons per operative brake:	Over 1800 tons averaging more than 60 tons per operative brake:	Over 2400 tons 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.

(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.
(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 1042 (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 1042 (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 1042 (B) when in the judgment of the engineer or conductor use thereof is necessary.
(h) When retaining valves are in use, speed of 20 MPH must not be exceeded.
(i) Conductor must advise engineer number of cars, total tonnage, average tons per operative brake and location of loads and empties in train.
(j) Tonnage per operative brake must not exceed maximum of 70 tons.

1044 (R). Air Brake Rule 1044 is changed as follows:

When an emergency exists and it is necessary to use engine whistle to call for brakes to be applied on moving train or cars or when necessary to use engine whistle to signal some other movement to stop, a succession of short sounds must be used.

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	Frt 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.