



SOUTHERN PACIFIC COMPANY
(PACIFIC LINES)

RULES
GOVERNING
OPERATION OF TRACK CARS

APRIL 1, 1940

NOTICE

These rules are effective April 1, 1940. They supersede all previous rules and instructions inconsistent therewith.

Employes to whom they apply will be furnished a copy and are required to understand and obey them.

Officers and supervisory forces will regularly make observations and checks and take such action as may be necessary to insure compliance with the rules.

W. H. KIRKBRIDE,
Chief Engineer

A. W. FLANAGAN
Supt. of Telegraph

Approved:

L. B. McDONALD,
General Manager

RULES GOVERNING OPERATION OF TRACK CARS

1. Track motor cars, hand cars, push cars, and velocipedes are known as **track cars**.
2. Track cars must be thoroughly inspected by foreman or other employe in charge as frequently as necessary to insure that all bolts, nuts, and cotters are in place and tight; that gasoline tank, feed pipes, and connections do not leak; that rail sweeps are in place and in proper adjustment; that brakes are in good condition and adjustment; and that wheel gage is correct. They must be kept clean and in good order and bearings and machinery well oiled. Cars considered unsafe to operate must be withdrawn from service immediately and report made to the proper officer; also cars requiring repairs, although not unsafe to operate, must be similarly reported.
3. Track cars shall be operated only by duly authorized and properly qualified employes while on Company business. Only employes whose duties require it will be permitted to ride on these cars.
4. Employe in charge is held responsible for carrying necessary flags, torpedoes, fusees, and red and white lanterns, for use as required under the rules.
5. Track cars shall not be used unless accompanied by sufficient men to remove them from track in case of emergency and, whenever possible, a line-up of trains should be obtained before starting on a run. When not in use,

track cars shall be removed from track and locked or otherwise secured at a distance of not less than six feet from the nearest rail and so placed as not to obstruct public or private road crossing.

6. Materials, tools, and supplies must be so placed on cars that they will not fall off, and the load should be distributed uniformly over the car. Lining bars or other bars must be placed in bottom of tool trough. Tools must be laid flat and pointed tools or poles placed with points to rear.

7. Before starting, there should be a thorough understanding as to what part each person is to take in handling the car should an emergency arise necessitating prompt removal of car from track.

8. Spark must be fully retarded before starting free-running motors.

9. Free-running motors must be started by giving crank a quarter turn, lifting on crank with fingers and thumb on same side of handle and keeping body as far away as possible. Springing or moving crank by downward pressure when starting motor is not permitted.

10. When starting direct-connected track cars, they should be pushed from rear and not from the side.

11. Drivers must test brakes immediately after starting cars. Brakes must be applied gradually and emergency stops made only when absolutely necessary.

12. Motors must be kept in gear while descending steep grades.

13. When following moving trains, track cars must remain not less than 400 feet to the rear of same, and shall not stop within 200 feet of standing trains. When running, the distance between individual track cars, or between groups of coupled track cars, must not be less than 500 feet. When stopping, the car or group of cars in advance must give signal to the following car.

14. Track motor cars must not under any circumstance be used to shove or pull hand cars. When used to pull push cars, it must be at a safe speed not to exceed 15 miles per hour. No one shall be permitted to sit on track cars so that any part of his body can be caught between cars in event of derailment. Track cars in motion should whenever possible be boarded from the rear, and employes should remain seated while track cars, except hand cars, are in motion. The use of seats that are not securely fastened to cars is prohibited.

15. Push cars or trailers used with motor cars or other power-propelled equipment must be coupled behind and not pushed ahead of the motorized unit, except that in the event movement with push car or trailer in front of the motorized unit is made in shuttle service between material piles and site of the work, such movement shall be for short distances only and speed shall not exceed eight miles per hour. Whenever practicable, this movement should be avoided on descending grades.

Push cars or trailers used on heavy grades or in mountain territory shall be equipped with adequate couplings and braking devices.

16. Employees in charge must see that torpedoes exploded by track cars are immediately replaced in the same location.

17. Flangeways in public or private crossings should be carefully watched for stones or other obstructions.

18. When approaching railway grade crossings, operators of track cars must have their cars under control and before proceeding must know that vehicular traffic will not be endangered. When necessary to permit of safe passage, track cars must be preceded by a flagman or in the case of one-man cars, they must be stopped and pushed over the crossing.

19. Transporting heavy material such as ties, rails, frogs, etc., must be restricted except in case of emergency to push cars of proper capacity. A man should be assigned to ride loaded trailers to minimize the possibility of accident from tools or material falling on the track from such cars.

Whenever a track car loaded with rail or other material which projects more than four feet beyond the bed of the car, is operated across or upon public roads or streets, a red flag shall be displayed at the protruding ends of the load in such position as to be clearly visible to drivers of vehicles upon the road or street.

20. Track cars must under no circumstance be operated at a speed in excess of 15 miles per hour, nor over road crossings at speed in excess of 4 miles per hour; and after dark or through

stormy or foggy weather when visibility is poor, speed shall be reduced to the absolute minimum consistent with safety. A sharp lookout must be maintained and speed controlled approaching interlocked derails and switches or those operated by remote control, so that stop can be made to avoid accident in the event the route is unexpectedly changed. Before rounding sharp curves or through tunnels and snowsheds where view is obscured, flagman must be sent ahead for protection, if it cannot otherwise be positively determined that way is clear.

21. Although block signals and indicators for track cars may indicate that a block is not occupied by a train, operators of track cars must bear in mind that an approaching train may immediately thereafter enter the block, or that another track car may at any time be encountered; and further that line-ups secured from train dispatcher cannot always be depended upon by reason of conditions unexpectedly changing in the meantime.

22. Track cars should be pushed through the spring rail side of frogs or operated at a speed not in excess of 4 miles per hour. Main track switches and derails protecting main track, or switches and derails connected with automatic block signals, must not ordinarily be thrown for track cars; such cars must be lifted over. When necessary to throw switches, for example, for loaded push cars, it must be done only under the personal supervision of the foreman, and switch must be immediately returned to its proper position, locked, and inspected. Foreman is responsible for the re-

turning to proper position and the locking and inspecting of all switches used by his gang.

23. Operators of cars on double track must stop same, and all employes must stand outside and in the clear of both tracks, while a train is passing, except in tunnels or other locations where view of operator is obscured.

24. Smoking or the use of open light around track cars is forbidden when tanks are being filled or gasoline handled. Track cars must not be inspected with matches or torches, and, when shipped on trains, gasoline tanks and carbureters must be drained.

25. All accidents and personal injuries resulting from the use of track cars must promptly be reported and thoroughly investigated by the person in charge.

FOLLOWING PRACTICES ARE FORBIDDEN

26. Operation of track cars between platform and train receiving or discharging passengers at a station.

27. Getting on or off moving track cars except in emergency or when starting car.

28. Interfering with driver of car.

29. Filling gasoline tank while engine is running.

30. Starting motor of track car or allowing motor to run while within tool or car house.

31. Using kerosene as an anti-freeze solution in radiators.

32. Handling friction drive or belt unless ignition is cut out.

33. Application of unapproved devices to track cars.

