

SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)



SAFETY RULES



**GOVERNING EMPLOYEES
IN
TRAIN, ENGINE AND
YARD SERVICE**

Effective February 15, 1949

INTRODUCTION

SAFETY is the first consideration in every detail of operation.

SAFETY RULES tell the safe way of performing operating duties. They are issued to give maximum protection to railroad employes, railroad passengers, railroad traffic and the general public.

Observance of these rules is essential to the safety of all. Employes who violate them endanger themselves and others, and will not be continued in the service.

Safety Rules that repeat or deal with subjects covered in the Books of Rules of various departments, do not supersede them, but are supplemental in that they present in concise form the rules for safe performance of duties.

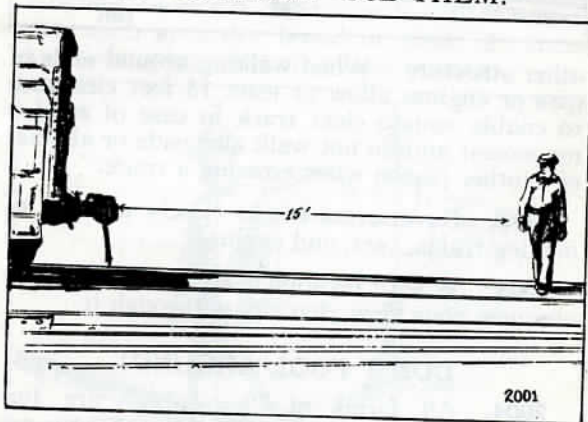
In case of doubt or uncertainty, always take the safe course.

R. E. HALLAWELL,
General Manager.

Effective February 15, 1949.

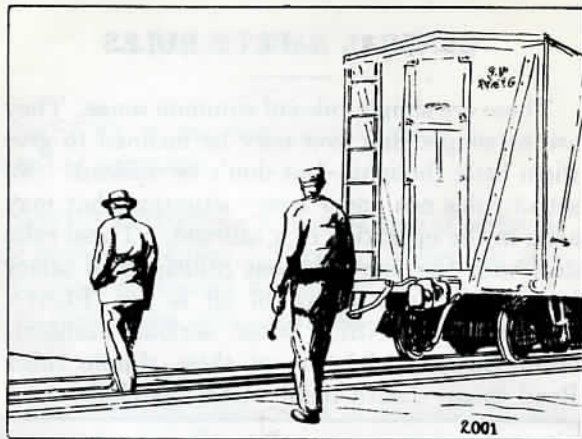
GENERAL SAFETY RULES

These are simple rules of common sense. They are so simple that you may be inclined to give them little thought—but don't be misled! No set of rules can cover every situation that may arise in the operation of a railroad. These rules deal with the more obvious principles of safety but the greatest factor of all is just **PLAIN COMMON SENSE**. Most serious accidents occur through violation of these simple rules. Read them—Learn them—**USE THEM**.



LOOK WHERE YOU'RE GOING!

2001. Look in both directions before crossing any track and be especially careful when coming out of or from behind an engine, car, building, or



other structure. When walking around ends of cars or engines allow at least 15 feet clearance to enable you to clear track in case of sudden movement and do not walk alongside or abreast of another person when crossing a track.

2002. Never cross tracks closely in front of moving trains, cars, and engines.

2003. When escaping steam or smoke obscures your view, don't pass through it.

DON'T FOOL AROUND!

2004. All forms of "horseplay" are forbidden on Company property whether you are on or off duty. Railroad property is no place for scuffling, sparring, or practical joking.

2005. Keep off cars and engines except in the performance of duty.

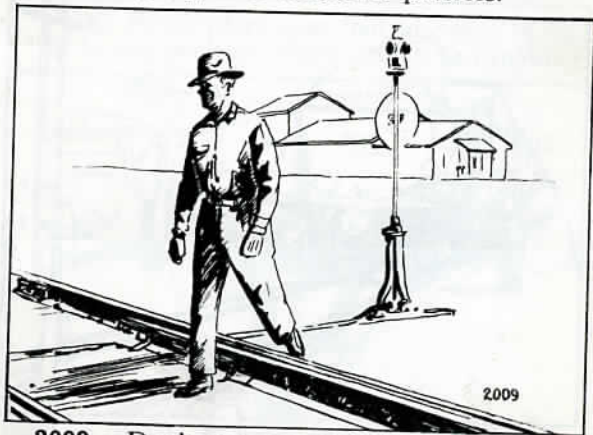
PROTECT THE OTHER FELLOW!

2006. Material and scrap must not be left in path alongside or in between tracks if practicable to avoid or remove it. When it cannot be avoided, proper notice must promptly be given.

2007. Don't leave boards with nails protruding upwards. When you observe such boards, act to remove the hazard.

DO IT THE SAFE WAY!

2008. When it is necessary to move a dangling wire, use a non-conductor of electricity, such as a dry board or piece of rubber. Avoid dangling wires whenever possible.



2009. Don't step on top of a rail, frog, or switch.

BE FAIR TO YOUR FEET!

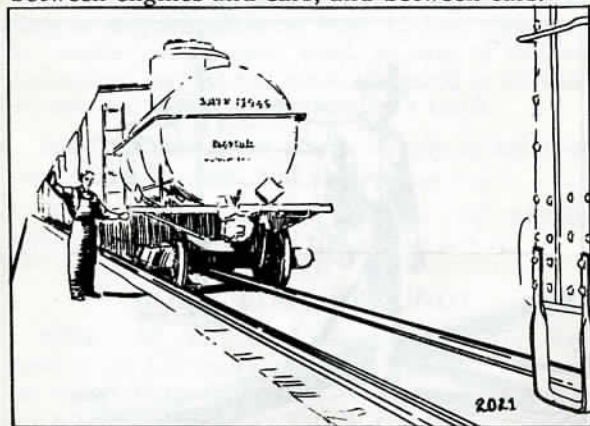
2010. High shoes give stronger support to your ankles than low shoes and prevent many sprains and falls. Use of steel-toed Safety Shoes reduces hazard of toe injuries.

PROTECT YOUR EYES!

2011. Use of Safety Spectacles is urgently recommended. They will prevent many serious eye injuries.

COUPLING OR UNCOUPLING ENGINES, CARS, AIR HOSE OR STEAM HOSE

Note:—The phrase "between cars" is used to apply equally to movements between engines, between engines and cars, and between cars.



2011. Never go between or closely in front of moving engines and cars.

2022. Before going between cars coupled to engines or cars which may be moved:

(a) Give stop signal and receive acknowledgment, unless definite understanding has been reached to insure protection against unexpected movement.

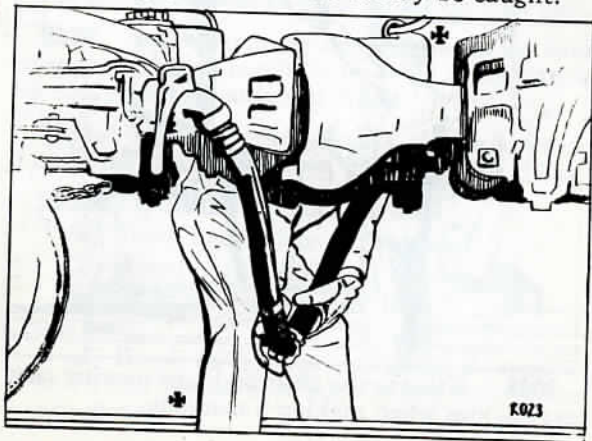
(b) Wait until slack has been adjusted.

(c) If detached cars are on a descending grade, or may be moved against coupling, make certain they are secured and that you are safe against unexpected movement.

(d) Look in both directions to see whether other cars or engines are approaching.

2023. When stepping between cars:

(a) Never place your foot in crotch of frog, or in any position where it may be caught.



(b) Don't place your hand on coupler or between coupler horn and end sill.

2024. Never give signal to move engine or cars while an employe is between the cars.

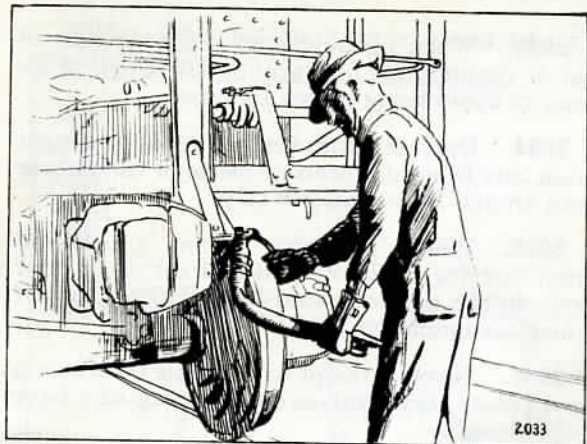
2025. Use lever to couple and uncouple. If lever does not operate easily, have definite understanding for complete protection against unexpected movement before operating pin or knuckle by other means.

2026. Never use finger to adjust lock pin through hole at bottom of coupler.

2027. Never use your foot or hand to adjust drawbar, knuckle or lock pin while cars or engines are in motion or about to come together.



2028. Keep in the clear and face moving cars and engines when making a coupling.



2029. When necessary to remove knuckle pin, always remove the knuckle, and when opening a knuckle always use the pin lifter to avoid hazard of loose knuckle falling on your foot.

2030. When stepping out from between cars or engines, watch carefully to avoid being struck by equipment on adjacent track.

2031. Never operate coupler release lever on a car other than the one on which you are riding.

2032. When uncoupling air hose:

- (a) Have both angle cocks closed.
- (b) Stand in position clear of hose.
- (c) Take firm grip with BOTH hands on one hose.

(d) Break connection gradually, if possible, to reduce pressure in hose before uncoupling completely.

2033. When opening angle cock at rear of car or engine, take firm grip on lower end of air hose to avoid being struck by hose.

2034. Operate steam heat valves of passenger train cars from platforms or inside of cars, never lean around from platform steps.

2035. When removing steam connection from carrying chain on tender or car, keep your body in the clear to avoid being burned by hot water accumulation.

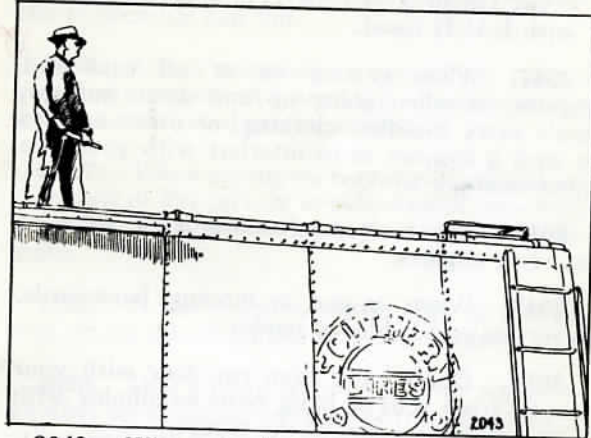
2036. Never attempt to uncouple train steam hose before steam valves on adjoining cars have been closed.

ON OR ABOUT CARS AND ENGINES

2040. Only one man at a time is permitted to ride the leading footboard or pilot of any engine. No one is permitted to ride leading footboard of any diesel switcher at any time. When riding leading footboard of steam engine, stand at outer edge on engineer's side. When getting off, step clear of track, never in front of engine. No one is permitted to ride leading footboard or pilot of any steam engine or leading footboard or side steps or pilot of diesels over any vehicular crossing. Also when shoving cars over such crossings never ride on leading sill step of leading car.

2041. Never ride on footboard or pilot between engine and car, or between two engines.

2042. When on top of caboose, stand back of cupola, if any.



2043. When standing on top of moving car, or non-cupola caboose take a position about middle of the car.

2044. Never ride with one foot on footboard or pilot and the other foot on drawbar or end sill.

2045. Never ride with one foot on one car and the other foot on adjoining car.

2046. When using ladders on cars and tenders:

- (a) Face the equipment.
- (b) Keep feet turned slightly sideways.
- (c) Place maximum portion of ball of foot on ladder rung.

(d) Hold body close to ladder.

(e) Grasp a SEPARATE grab iron firmly with EACH hand.

2047. When getting on or off cars and engines, or when going up and down ladders, don't carry bundles, clothing, or other articles in such a manner as to interfere with your free movements.

2048. Never sit on footboards or steps of standing engines.

2049. When engine is moving backwards, never use end ladder of tender.

2050. Don't hang from car door with your feet on truss rods or hang onto handholds with your feet on any part of the trucks.

2051. Never stand or place any part of your body between end of car and loads of lumber or ride side ladders of open top cars loaded with pipe or other shiftable lading with arms or hands hanging down inside car.

2052. When on moving trains, engines or cars, never throw off material such as garbage, bottles, boxes or burning tobacco.

2053. Never sit on brake wheel of either a standing or moving car.

2054. Don't sit on brake club with one end placed through grab iron or sill step, nor stick brake club between running boards for a back rest.

2055. Don't leave brake clubs in holes in end sills of engines. To do so may cause some one to stumble and fall.

2056. When necessary to extend any part of your body beyond clearance line of engine or car, be careful to avoid getting struck.

2057. When sitting on running board of tank cars, side of flat cars, or in side door of cars, keep your feet from projecting beyond side of equipment.

2058. Never stand or sit on edge of box car roof, or on side of hopper or gondola cars.

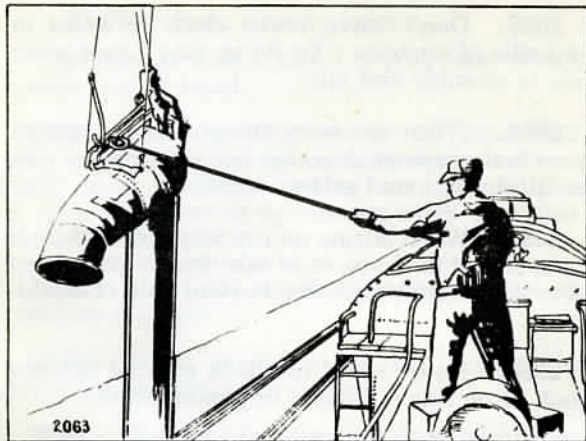
2059. Don't jump from one car or engine to another on an adjacent track or from ice dock or other platform to car on adjacent track.

2060. Keep informed as to location and nature of impaired clearances to avoid being struck or injured.

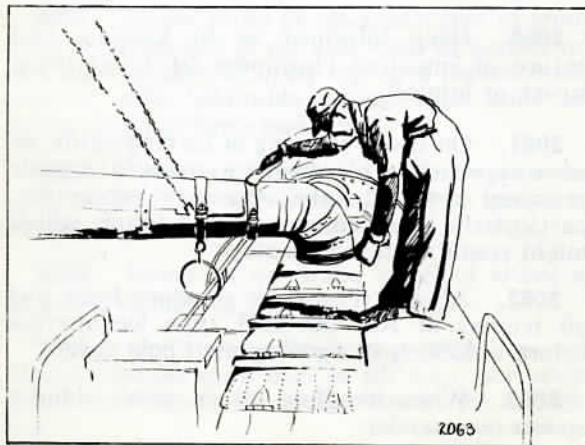
2061. On trains entering or leaving yards, or when approaching places where stop is to be made or speed reduced, take necessary precaution, particularly in cabooses, to avoid injury which might result from sudden stop.

2062. Always release air pressure from fuel oil tenders of AC and AM type locomotives before unlocking or opening man hole covers.

2063. When handling oil or water column spouts over tender:



(a) Brace your body and feet to avoid falling.



(b) Keep man hole covers *closed* while adjusting spouts.

(c) Close man hole covers *before* returning spouts to normal position.

2064. When using engine squirt hose, be careful to avoid injuring anyone opposite gangway or under engine. Always replace hose in its proper position and be sure valve is closed before starting injector.

2065. When opening blow-off cocks be careful to avoid injuring anyone.

2066. Keep in mind rules governing lighting of fires in engines and sanding of flues to avoid being burned, gassed or getting sand in your eyes.

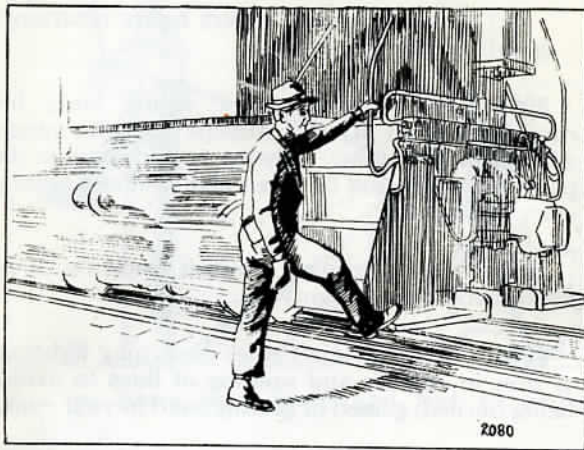
2067. Enginemen should never leave their position in cab unprotected while running if vision from opposite side of cab is restricted by curvature or otherwise.

2068. Never go on top of cab or boiler of moving engine, except in an emergency.

2069. Never replace headlight globe of steam engines while engine is moving.

2070. Don't place boxes or other containers, blocks of wood or other articles not pertaining to operation of engines on front or rear thereof, on running boards or in gangway or on top of tender.

GETTING ON OR OFF CARS AND ENGINES

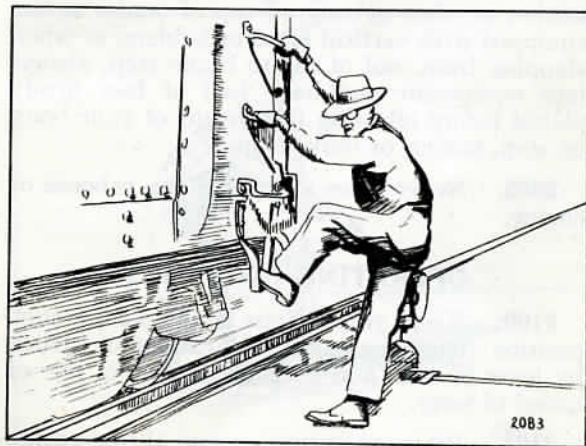


2080. When getting on an approaching engine, don't stand on or foul of track in front of it and when practicable always board it on engineer's side.

2081. Never get on or off rapidly moving cars and engines.

2082. Before getting on or off, always look in direction of movement to protect your body from striking structures or objects alongside of track, or striking cars and engines on adjacent track.

2083. When getting on or off moving equipment, watch closely to avoid stepping on any



object likely to result in falling, slipping, stumbling or turning ankle.

2084. When getting on or off moving car or caboose, use rear steps on side away from another track or close clearance, unless it is impracticable to do so.

2085. When getting off standing equipment, keep tight handhold until foot is firmly placed to avoid falling, slipping, stumbling or turning ankle.

2086. Never jump off end sills or swing between two cars with one hand on each.

2087. Never use any part of a car truck, except on empty log flats, as a step when getting on or off cars.

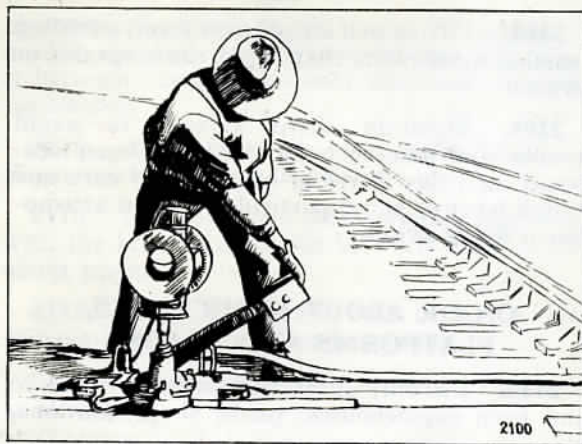
2088. When coming out of engine gangway to ladder, or when getting off top of tender or car equipped with vertical steps or ladders, or when stepping from roof of car to brake step, always face equipment and have ball of foot firmly placed before releasing full weight of your body on step, ladder, or brake step.

2089. Never place ice on moving caboose or engine.

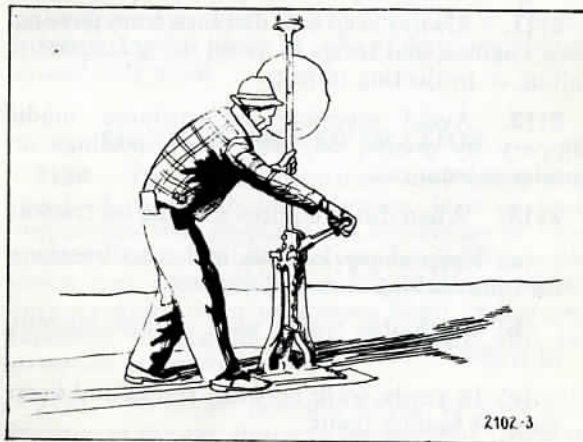
OPERATING SWITCHES

2100. Keep your hands and feet in such position that they cannot be caught or struck by lever or ball, and keep body clear of line of travel of lever.

2101. When operating ground throw switch stands covered by lids or plates be especially careful to avoid dropping cover on feet or hands.



2100



2102-3

2102. Place feet in firm position to prevent slipping or falling.

2103. Lift or pull steadily on lever, avoiding twisting movements that might cause sprains or strains.

2104. Maintain sharp lookout to avoid having your hand or body caught between foot-board, or other parts of engines and cars and switch lever or stand particularly when attempting a flying switch.

ON OR ABOUT STRUCTURES, PLATFORMS AND TRACKS

2110. Use only authorized paths or routes to and from enginehouses, yards, shops, stations, etc.

2111. Always keep safe distance from passing cars, engines, and trains to avoid being struck by falling or projecting objects.

2112. Avoid stepping on surfaces made slippery by grease, oil, wet paint, peelings or similar substances.

2113. When duty requires walking on tracks:

(a) Keep sharp lookout in both directions for approaching cars and engines.

(b) On double track, walk against current of traffic.

(c) In yards, walk between tracks and keep clear of fouling point.

2114. When walking or running, keep close watch for protruding nails, rocks, slag, holes,

obstructions, openings, etc., to avoid sprained ankles, slipping, stumbling or falling. STOP if it becomes necessary to turn your head or look backwards.

2115. Never carry an open umbrella on or about tracks while on or off duty.

2116. Ear coverings that seriously interfere with the hearing must not be worn while on or about tracks.

2117. Never sit on rails, ends of ties, bridge railings, or any part of track structure.

2118. Don't step or jump across enginehouse or other pits.

2119. Keep hands out of pockets when going up or down stairways or when walking in yards, crossing tracks, etc., or where any stumbling hazard may exist.

HAND BRAKE OPERATION

2130. To control effectively and safely the speed of cars with hand brakes, it is of first importance that employe has knowledge of how properly to operate the types of brakes with which cars are equipped. All employes whose duties require them to operate hand brakes are expected to acquire such knowledge and be governed accordingly.

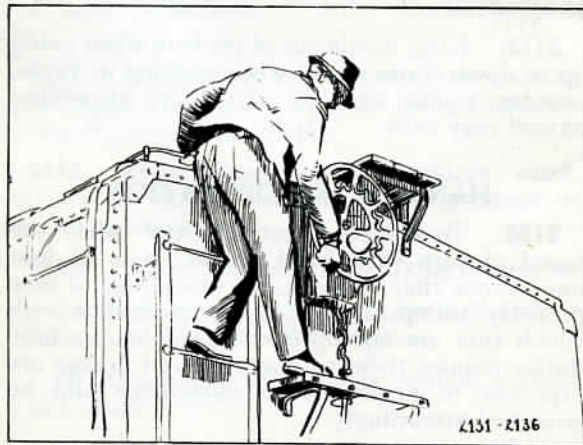
2131. In taking position on car, be governed by type of car and brake to be operated. Always maintain firm grip and safe foothold to prevent slipping, falling, sprains or strains.

2132. When mounting car, and so far as practicable before operating hand brake, observe closely the condition of pawl, ratchet, and brake wheel to detect any defects.

2133. Before cars are cut off on descending grades, test hand brakes to be used.

2134. After testing hand brakes, release only enough to allow car to run without unwinding all the slack.

2135. Never use brake clubs that are not of standard type, or clubs that are in any way, defective.



2136. Brake clubs are not needed and must not be used with geared or other types of "power" hand brakes.

2137. Make certain brake club is in firm position in wheel before putting heavy stress on it.

2138. In applying brake, when type of equipment permits, either with or without club, take a position which will lean your body towards the car rather than away from it when power is applied.

2139. Apply steady pressure on wheel or club, never apply pressure with a jerk.

2140. Don't swing on brake wheel or club at moment coupling is being made with car on which you are riding.

2141. When brake is released, keep well in the clear of revolving parts.

2142. If unable to release pawl without forcing from ratchet when releasing brake with or without club, obtain help to prevent wheel from flying around, and release brake gradually so slack can adjust itself.

2143. Never step directly from side ladder to brake step. Step first to end ladder, keeping a firm grip and safe foothold.

2144. When applying or releasing brake, never use any part of an adjacent car as a foot rest.

2145. A sufficient number of hand brakes must be set to hold cars; if brakes be inoperative, cars must otherwise be secured. When cars are set out on a grade they must be coupled, if practicable, and, in addition to brakes being set, wheels must be blocked.

2146. When brake pipe is charged to pressure, never work on brake rigging of any car without first cutting out the brake.

FREIGHT, MAIL, BAGGAGE AND EXPRESS HANDLING

2148. In opening or closing car doors keep fingers away from edge of jamb of door or car frame. Also keep clear of opening made by door to avoid falling freight.

2149. When carrying a bar, pipe or similar object on your shoulder, tilt it upward to clear head or body of another person.

2150. Never use running boards, trucks, tools and skids when they are in a defective or unsafe condition.

2151. When placing running board between car and platform, lower it by hand or slide into position. Don't drop it from vertical position and attempt to control with foot when it falls.

2152. While trucking, constantly maintain a firm grip and safe foothold to avoid slipping, tripping, or falling.

2153. After using trucks, gang planks, skids, etc., place and secure them in a safe position.

2154. When practicable, face forward and PULL hand trucks instead of pushing them. Never push a truck when so loaded that view is obstructed.

2155. Watch closely for splinters, nails and rough edges which may injure hands or feet.

2156. Never walk backwards when pulling trucks, trailers, cars or other vehicles.

2157. Never break seals, remove hasps, open or close car doors, load or unload baggage, express, mail or freight while alongside moving cars. Don't use bare hands to break car seals.

ON OR ABOUT DIESEL LOCOMOTIVES

2160. Cab doors must be kept closed and cab window open for ventilation and to pick up orders or for inspection.

2161. Do not place any part of body in high voltage cabinets unless that particular power plant is isolated.

2162. Enginemen should not work in electric cabinets without first removing rings or wrist watches.

CARE OF PERSONAL INJURIES

IN GENERAL

First call Company surgeon.

Do not try to do too much.

Do not apply bandage too tightly.

Do not tell an injured person that his condition is dangerous.

Do not uncover wound after it has been bandaged.

If hemorrhage continues, apply more bandages.

Do not apply sling or splint until wound has been dressed.

Injured employe should be taken to the nearest Company hospital as soon as he can be moved with safety.

FIRST AID

2201. In case of serious injury, call the nearest Company surgeon. If one cannot be secured, call the nearest surgeon to serve until Company surgeon arrives. While waiting, make the patient comfortable and keep crowd away. Do not open first aid kit and handle contents unless same is needed.

2202. If necessary to remove clothing in case of fractures, crushing injuries, or burns, cut it away, never pull or tear it off.

2203. Patient should be placed on his back with his head low, and this position should be maintained in transporting.

2204. Do not put ice or cold water on wounds. Do not give injured person a drink of whiskey. If stimulant is necessary and no other available, give teaspoonful doses of hot water.

SHOCK

2205. If the patient is suffering from shock, that is, pale with pinched expression of face, drooping eyelids, and cold clammy skin, with feeble pulse, give teaspoonfuls of tea or coffee. If this cannot be had, a teaspoonful of hot water may be given every ten minutes until five or six doses have been given. Wrap in wool blankets and apply external heat, being careful not to burn the patient.

2206. If a limb is crushed or torn, open first aid packet, if available, and apply dressings from same to parts without touching parts applied to wounds, with your hands. If first aid kit is not available, secure clean dressings from some other source. If this is not sufficient, one or two additional dressings may be applied, or clean cloths or towels may be placed on top of original dressing, and apply a firm bandage.

2207. If there is severe hemorrhage and blood running in a stream or spurting, apply pad over the wound firmly. Do not attempt to stop bleeding by twisting cord or handkerchief around limb with sticks, unless you cannot control hemorrhage by dressings and bandages. In case a tourniquet (a cord or handkerchief) has been applied around a limb, it should be released at intervals of twenty to thirty minutes, and if bleeding commences again re-apply the tourniquet.

2208. Hemorrhages should receive first attention. Other forms of injuries may be attended to later. Remove constrictions, such as tight

collars, belts and garters. If the face is pale, lower the head slightly below level of body. If face is flushed, raise head above level of body.

STRETCHERS

2209. To place an injured person on a stretcher, one should lift under the arms and shoulders, another under the hips, and another should support the legs. If a stretcher is not available, use a grain door or boards covered with cushions, blankets or coats. Do not be unnecessarily rough in handling. Break steps while carrying stretcher.

2210. Stretchers will be found in baggage cars and in baggage rooms. If none is available at place of accident, a stretcher can be made by buttoning two coats and inverting the sleeves and placing long shovel handles or sticks through the arms, which will act as a stretcher until one is available.

WOUNDS

2211. To avoid introducing germs, do not wash a wound or allow your hands, or the hands of the injured man, to touch any part of it. If infection can be kept out of the wound it will heal quickly. To protect wounds from further injury, apply a clean dressing, from first aid kit, if available, as instructed above, but do not apply a cud of tobacco, waste or cobwebs, or a soiled handkerchief. Application of gauze compress, supplied in first aid packet, is preferable if available.

BURNS

2212. Suffering caused by a burn is increased by exposure of the burned surface to the air. Do not apply white lead, oil or grease to wound. If ordinary baking soda is available, apply a coating of soda to wound, or a solution of same may be applied with a dressing until surgeon arrives.

FRACTURES

2213. Do not attempt to handle roughly or move fractures without first applying splints to same. If an arm, one may support same by wrapping, by using flag handles, heavy cardboard, or several thicknesses of paper. If a leg, and no splint is available, it should be tied to the other leg before attempting to move the patient.

EYE INJURIES

2214. When you get a foreign body in your eye and it has fastened itself to the eyeball, do not pick at it yourself or allow others to do so. Go to the nearest Company surgeon. The use of a tooth pick, lead pencil or pocket knife is dangerous and often leads to the loss of sight of an eye or causes a severe inflammation. By gently turning the lid over a match or tooth pick, you can often see a foreign body. It may be lodged on the lid and not adhered to the eyeball. In this instance, you can safely try to remove it by using the end of a match or tooth pick wrapped with clean cotton or the edge of a soft clean handkerchief, brushing lightly over the foreign body several times. If it is not quickly removed, you should go to a doctor.

2215. In case an eye is severely injured, the

patient should be taken to the nearest surgeon immediately.

ELECTRIC SHOCK

2216. While attempting to rescue a person injured from a powerful electric current, do not touch his body if he is still in contact with the live wire, because you will receive in your own body the full force of the current.

2217. As rubber is a non-conductor, rubber gloves will give protection, or a rubber coat wrapped about the hands. However, these things are not often to be had quickly, and quick action is imperative.

2218. Try to push the wire away, using a dry stick or board. If you can get hold of the coat tails or other loose portion of the clothing, pull the injured man by grasping them, provided they are not wet. The current may be broken by cutting a live wire, using a hatchet with a dry wooden handle.

2219. Electric shock from powerful current is very often instantly fatal, but if it is impossible to tell in any case that life is certainly extinct, an attempt should always be made to save the life of the patient by prompt action. A doctor should be summoned with the greatest urgency, but do not waste time waiting for him, as the minutes and seconds are precious.

2220. Electric shock kills by paralyzing the breathing apparatus. The injured person has lost the power of drawing in and exhaling air from his lungs. The object of your efforts is to do this for him, by putting his chest through the movements imitating breathing. The best method of

practicing artificial respiration, or breathing, is as follows:

ARTIFICIAL RESPIRATION

2221. The patient is laid on the ground face down. One arm should be bent so that the forehead rests on it. The face must be turned to one side so that the air can pass into the nose and mouth. Kneeling astride the body, facing the head, place the palms of your hands across the small of the patient's back with the thumbs nearly together. By bending your body forward and allowing its weight to fall on your wrists, you squeeze his chest into smaller size and expel the air from the lungs. Now release the pressure and the chest will naturally return to its normal size, and air again enter the lungs. Go through this motion about twelve to fourteen times a minute. To carry on artificial respiration is extremely laborious. The services of several persons are required to relieve one another by turns, and efforts should be kept up for at least an hour and a half, as persons apparently lifeless have been revived after long continued labor.

DROWNING AND SUFFOCATION

2222. Persons who have been rescued after more or less prolonged submersion in water, and those who have been overcome by gas, as in a railroad tunnel, are precisely in the condition resulting from powerful electric shocks. They are suffocated, but the power of breathing may be only temporarily suspended. The only hope of reviving them is by artificial respiration, which should always be attempted and persisted in for two hours.

SUNSTROKE AND HEAT EXHAUSTION

2223. Sunstroke and heat exhaustion are caused by long, continued hard labor in the summer sun or in close, hot shops. It is of importance to be able to know which of the two conditions have been produced, because what would properly do for the aid of one would be harmful for the other.

2224. When a person receives a sunstroke, he falls unconscious. His face is red, breathing noisy, pulse weak, skin burning to the touch.

2225. When overcome by heat exhaustion, the person is simply dazed; the skin pale, cool and moist.

Note the two sets of symptoms are exactly opposite.

2226. In sunstroke, the heat of the body must be reduced as quickly as possible. Put the patient in a cool place and apply ice, or cloths wrung out in cold water, to his head and along his spine.

2227. In heat exhaustion, keep the patient quiet and give him the assistance advised under "SHOCK"; namely, hot tea, coffee or water, and apply bottles of hot water to his body. In either case, get the person under a doctor's care as quickly as possible.

Approved:
W. W. WASHBURN,
Chief Surgeon,
Hospital Department.