

**Southern Pacific**  
Transportation Company

**RE-ISSUE OF**

**YARD NOTICES**

**LOS ANGELES TERMINAL**

**1978**

SOUTHERN PACIFIC TRANSPORTATION COMPANY

(Pacific Lines)

Office of Terminal Superintendent      Los Angeles, California  
January 1, 1978

YARD NOTICE NO. 1

|                |                      |
|----------------|----------------------|
| Yardmasters    | Section Foremen      |
| Agents         | Signalmen            |
| Enginemen      | Telegraphers         |
| Trainmen       | Towermen             |
| Switchmen      | All Others Concerned |
| Car Department |                      |

Yard Notice No. 1 through Yard Notice No. 71, inclusive, dated in 1977, are hereby cancelled. Following is resume of previous Yard Notices not in effect:

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NOTICE NO. 1

Section 1 - Accidents & Safety

1. When an ambulance is required for Company employes, call Schaefer's Ambulance Service, 469-1473. If the accident involves a heart attack, stroke, or any type of illness where the rescue squad or paramedics can be of assistance, call the Fire Department Central Dispatch, 483-6721. When a trespasser is injured on Company property, call Fire Department, 483-6721 Los Angeles area, 956-4800 Glendale area, and 282-2121 Alhambra area.
2. Should a fire be discovered within Taylor Yard area, call Los Angeles Fire Department Central Dispatcher, 384-3131. Immediately call the AGYM at 6961 giving the exact location and nature of fire. AGYM must notify the Special Agents office by telephone or radio immediately.
3. Account impaired overhead clearance, safety stop must be made before shoving cars inside U.S. Steel Supply Division Building, Track No. 1478. A member of crew must ascertain that the overhead doors are open to such extent there will be no damage to the doors or equipment before entering the Industry.
4. Look out for impaired clearance on Track 1 and 2 at Taylor Roundhouse Diesel Ramp.
5. Look out for overhead impaired clearance at 55th and Alameda Streets, on spur serving California Mill.
6. All yard crews handling drags are subject to the handling of excess height and excess width cars. These cars are either stencilled "EXCESS HEIGHT" or placarded "EXCESS WIDTH."
7. Riding on the leading portion of engines on Alameda Street and over public crossings is prohibited.
8. Sign reading "STOP" in red letters following in black letters "SWITCHMEN ARE PROHIBITED FROM ENTERING THIS BUILDING" has been installed on the east wall of the entrance to Capitol Milling Company, Track 1081. Railroad employes must not move inside of building at any time.
9. Kay-Brunner Steel Products, Inc., Spur 2354, has a derail locked with their lock and a sign reading: "STOP - TRAINMEN MUST NOT OPERATE BEYOND THIS POINT".
10. On Spur 1293, American Hardwood Company has installed a chain link gate across this spur track, between Pacific Wire Rope and their property. This gate is to be kept closed and locked by railroad crews at all times, other than when engines are occupying the track for switching purposes. A reflectorized red sign has been attached to the gate for the purpose of warning crews that gate is closed.

NOTICE NO. 1

Section No. 1 (contd.)

11. The Flintkote Company, Pioneer Division, has installed a sign at the east line of Alameda Street on their spur track No. 1475 at Vernon on the San Pedro Branch, MP 487.07, reading: "STOP - TRAINMEN MUST NOT RIDE ON SIDE OF CARS BEYOND THIS POINT". Trainmen must not ride on side of cars beyond this sign.
12. The Flintkote Company, Pioneer Division, Vernon, California, has installed a gate on Track 1467, 35' east of the east curb on Alameda Street. This gate is to be closed and locked at all times when crews are not performing service in this area.
13. Two railroad gates have been installed over the "B" Line Drill and Spur Track No. 2218, serving Chevron Chemical Company located between Fishburn and Ditman Streets at Aurant.
14. Fences and gates have been installed around the property known as the Boyle Lead. These are tracks 1455, 1456, 1457, 1458, and 1459. A double-winged gate 150' east of Alameda Street must be closed and locked at all times when switch crews are not immediately switching in this area. A gate 500' west of Santa Fe Avenue is a single-winged gate across Track 1455 and this must be closed and locked at all times when crews are not switching in this vicinity. These are permanent installations.
15. Crews are not required to go beyond 28th Street on the south alley of Violet Alley in order to spot cars, due to impaired clearance.
16. A member of crew must take a conspicuous position at the crossing at the top end of the Local Yard when switching over road crossing at that location.
17. When blue flag is displayed, on cars on TOFC Ramp Track, angle cocks must not be operated, account Carmen may be working on air brake system.
18. When shoving out of "A" Yard towards the hump, a member of the crew must protect the road crossing until crossing is blocked.
19. Posted speed limit for private and Company automobiles driving on railroad property within the confines of Taylor Yard is 25 mph. All employes are required to comply with these instructions.
20. Due to increased personnel and activities, the area inside Taylor Yard Office has been restricted to authorized personnel only. All Switchmen, Trainmen, and Enginemen will remain outside of office and conduct business from those areas designated. When you have business to conduct with Terminal Superintendent's Office, use the Main Entrance.

NOTICE NO. 1

Section No. 1 (contd.)

21. Rule 810 requires employes to devote themselves exclusively to their duties during their tour of duty. There will be no distractions permitted, such as card playing, dominoes, chess, checkers or any other games. There will be no television sets in offices or locker rooms, no radios carried in yards except company radios.

NOTICE NO. 1  
Section 2 - Freight

1. Other than switching moves, during night hours, two red lights must be displayed on rear of all yard cuts operating along Alameda Street between the Links and the south leg of the wye at Clement Yard. Battery type lanterns with red lens will be provided at the Lower End of C Yard and "J" Yard.

These lanterns are equipped with switch locks, and must be locked to cars.

Red lights must be checked out and the crew members securing red lights will be responsible for their return.

2. Before cutting away from a car in switching operation at the Southern Pacific Transportation Center (SPTC), it must be known that car will not roll before uncoupling from balance of cut.

3. Cars containing transformers must not be permitted to roll free during flat switching. Other cars must not be released and rolled against these cars. If not controlled by rider, following cars must be shoved to a careful coupling with them. These loads must not be moved over Hump into Retarder Yard. If necessary to weigh, they must be switched out and spotted on scale, then picked up and handled around Hump, in compliance with above.

4. Before fouling any track in the A or C Yard, where yard engines are working and Herders are on duty, unless verbal permission from the herder is received, a proceed signal preceded by track signal must be given by Herder. The Enginemen will then answer by Signal 14(g) whereupon the Herder will repeat hand signal before movement is started. Herders are on duty at the Top End A Yard, Main Line Tower, Lower End C Yard.

5. Before a yard engine fouls any track at the Top End A Yard during a westbound movement, a member of the crew must be on the point or ahead of the engine to ascertain that the route to be used is clear.

6. Trains and engines must stay clear of fouling point of adjoining tracks controlled by Main Line Tower, Taylor Yard, until authority to proceed is received from the Main-line Herder.

Switches are not interlocked, and Herder's control board gives no indication as to which track is occupied, and it is the responsibility of the crew using power switches to know that switch is properly lined for movement. If authority to proceed is received and switch not properly lined, contact the Herder immediately.

NOTICE NO. 1

Section No. 2 (contd.)

Lights on control panel indicate switch position. If light is not illuminated to indicate switch position, switch is not properly lined and locked. Switch must not be used until checked by Signal Department.

Switches are equipped with switch point indicators which display Green or Yellow aspect. When indicator is not lighted, careful examination must be made by crew using switch before passing over it.

7. When 'zero' only is displayed on the board located on top of the Main Line Switchtender's Tower, any and all movements on track controlled by the Main Line Herder must stop. Movement may not be resumed until the 'zero' is extinguished and movement authorized by the Herder either verbally or by indication on the board. The 'zero' will apply whether displayed singly or in multiple.

8. Engine Foreman on yard drags that fail to receive a proceed signal at the Main Line Herder's Tower must immediately go to the Tower and contact the Desk Yardmaster for instructions.

9. When yard engine or drag is stopped anywhere within Terminal limits for over five (5) minutes, Engine Foreman will be required to contact yardmaster by radio, telephone, or speaker to determine reason for delay.

10. It will not be necessary for yard crews to use air in the trainline when handling cuts of cars from: "A" to "B"; "C" to "B"; "B" to "A"; or "C" to "A" Units of the Yard.

11. It will not be necessary for yard crews to use air in the trainline when handling cuts of cars between the Bullring or Midway and the "A", "B", or "C" Units of the Yard.

All trains and yard drags arriving at the A Yard, C Yard or Bullring will pull their cars to clear the low, or east end of the Receiving Track, unless otherwise instructed.

12. Priority of movements at Top End of "A" Yard is as follows: First Priority: Hump Engines  
Second Priority: Light engines including Yard Engines, power for inbound and outbound trains.  
Third Priority: Arriving and departing trains and trains making setouts and double overs.  
Fourth Priority: Yard switching movements.

The Herder Top End "A" Yard will be responsible for advising the Hump Yardmaster of any train or engine arriving Top End "A" Yard that he has not previously been instructed as to priority of movement.

NOTICE NO. 1

Section No. 2 (contd.)

13. When entering A Yard from either direction, handle train or yard drag at a speed which will allow the clerk to check or verify the advance consist.

14. The crossover switch located on the Monahan Track next to the Yardmaster's Tower must be lined for the Monahan Track when not being used.

15. Los Angeles Track 506 (Links 6) and Midway 5 down the backway are to be kept open at all times for running tracks.

16. Switches on Alameda Street must be left lined for north and south movement.

17. Normal position for the crossover switches on the East and West Mainline at the Bull Ring will be for straight West Mainline to Mission Tower. If it is necessary to leave cars on the West Mainline for storage, the crossover switches must be lined toward the derail on the east mainline through the 5 lead. On eastbound movements, it will be necessary to obtain permission from Mission Tower Operators before crossing Spring Street.

18. Yard assignments operating at J Yard must not use that portion of Track J-107 that is out of yard limits. Yard assignments will use tracks J-101 through J-106 for movements through yard. Switches at either end of J Yard must be restored to normal position.

19. Spring switches have been installed on the J-106 track at J Yard; normal position of the spring switch is as follows:

At the 25th Street end for the J-106  
At the Santa Fe Avenue end for the J-107  
J-107 switch at west end of J-7 must be left lined for the J-107 at all times.

When crews are required, by proper authority, to use the J-107 switch, this must be so noted on their Time Return and also noted on the Federal Sheet, Form No. F-254.

Spring switches equipped with oil buffers and switch point indicators. Indicators do not indicate track occupancy, but will display a green aspect when switch is in normal position. When indicator displays a red aspect or is not lighted, careful examination must be made before passing over switch.

NOTICE NO. 1

Section No. 2 (contd.)

20. The two freight leads between K Yard and J Yard are yard tracks and may be used for movement in either direction.

21. Spur 0434 has been tied into the west leg of the wye, Burbank Junction. Crews working in this vicinity are to use this track for a runaround in lieu of wyeing their train.

22. As soon as practicable after going on duty, the Conductor must see that a member of his crew is sent directly to the headend of the train to see that engine is coupled into the train.

Brakemen assuming duty at Los Angeles must immediately report to their Conductors after assuming duty.

Under no circumstances will Conductors allow Brakemen to remain at Yard Office to accompany him to train if it is necessary to wait for waybills and/or train orders.

Conductors will be responsible for directing the Brakeman to accompany the power from the house to the outbound train on the following trains:

LAPXT  
Saugus Local  
LAMJY  
LAD0Y  
Torrance Local  
LAWJZ

Conductors will be responsible for arranging for transportation from the Trainmen's Lobby to the turnout track when necessary.

23. Conductors on trains out of the SPTC: Conductors need not inquire about waybills but will immediately arrange for transportation for themselves and crew to the SPTC, where waybills will be delivered to them.

Conductors will arrange to have their Brakemen inspect westbound and eastbound trains out of the SPTC as follows:

NOTICE NO. 1

Section No. 2 (contd.)

Rear Brakeman will proceed to the headend of the train by conveyance, as directed by the Yardmaster or his representative, and after the train is released by the Car Department, he will roll the train out of the yard. An employe with a road frequency radio will be present to furnish a means for rear Brakeman to communicate with the Engineer while the train is pulling out.

24. Conductors on trains out of the C Yard: Must report as soon as practicable to the Carryall dispatcher to make arrangements for a ride for themselves and their crew to the C Yard. If train orders and/or bills are not ready, Conductor will send Brakemen to work train and will wait for orders and bills, and deliver the orders to the Engineer.

It will be permissible to have the carryall drive them to the vicinity of the headend and wait until the delivery of the orders is affected, if necessary, and then take them to the vicinity of the cabooses.

Conductors of outbound trains departing the A Yard, C Yard, and Local Yard will be responsible for the release of hand brakes on the low (east) end of their train. This will be done immediately after the blue flag has been removed from the train and road engine is coupled to the train. Conductor will not require brakeman to walk the outbound train before departure. A carman with a radio will be stationed at the head end or place of double over with the brakeman for rolling inspection in order to be in direct communication with the engineer and stop the train if necessary for any reason.

25. All local Conductors out of Los Angeles must register in and out at Telegraph Office, Taylor Yard, "Local" register. Exceptions will be Conductors who go on and off duty at outside points, such as the J Yard, 92nd Street, etc.

26. Engineers on trains arriving Los Angeles Yard will notify the Yardmaster or his representative of any units dead in train coupled to his consist, in order that the herder may leave these units coupled to the train when uncoupling the road power.

27. Engineers reporting for duty at Taylor Engine Crew Locker Room must immediately, after going on duty, contact the carryall dispatcher and find location of his train and engines. If for some reason he cannot contact carryall dispatcher, he will call the Assistant General Yardmaster, Taylor Yard, at Extension 6961 or 6959.

NOTICE NO. 1

Section No. 2 (contd.)

28. To eliminate uncontrolled movements involving cars coming uncoupled from other equipment to which it has been secured:

- A. When a car does not have a coupler.
- B. When a car has a coupler, but does not have brakes in proper order.
- C. When a car is left unattended with no hand brakes or means of securing the car.

Under Item A, secure car with a chain around the OK coupler with a half figure eight, and then around the center casting on the car with the bad order coupler.

Under Item B, secure car with a chain connected between the two couplers, with a figure eight connection.

Under Item C, secure car with chain wrapped several times around the rail and the truck side.

29. Passenger cars must not be kicked or dropped; no other cars kicked or dropped against passenger cars.

30. Safety stop will be made before coupling into passenger, private cars or live equipment, whether coupling is being made with light engine or with other cars. Stop is to be made 30' before making coupling.

31. Before a yard engine fouls any track at Low End B Yard during an eastbound movement, a member of the crew must be on the point or ahead of the engine to ascertain that the route to be used is clear.

32. Before a yard engine fouls any track at Low End C Yard during an eastbound movement, a member of the crew must be on the point or ahead of the engine to ascertain that the route to be used is clear.

NOTICE NO. 1

Section 3 - Caboosees

1. In view of radio and other expensive equipment maintained on cabooses, they must not be subjected to unnecessary switching. This does not include doubleovers.

2. Road cabooses must not be unlocked or entered by unauthorized personnel.

3. Caboose chairs must not be removed from cabooses for other use.

4. Caboose cushions are for use in cabooses only. Cushions must not be appropriated for use in locker rooms or for other purposes.

5. Conductors will see that windows are closed, lights and radio turned off, and doors locked on cabooses when train terminates Los Angeles.

6. Conductors must arrange to advise the Assistant General Yardmaster as soon as practicable after going on duty of any irregularities in the condition of the caboose on his train.

7. A blackboard has been placed on north end of east side of Caboose Supply House. A caboose is not ready to be pulled until each of four men on Caboose Supply Track has placed his OK in the proper column. Engine Foremen can tell immediately by looking at this board whether caboose is ready. A caboose is not to be pulled until all four spaces are marked OK.

NOTICE NO. 1

Section 4 - Industries - Switching

1. All Industrial Track switch stands bear track numbers. Spots on all Industrial tracks are equipped with green and white spot numbers about six inches square, which are placed at each spot where car is to be spotted. The first spot from the switch on each spur, is number 1. The second spot is number 2, etc., to the end of the spur.

2. Industry Work Report, Form C.S. 1307; the original of this report must be marked by the conductor or engine foreman according to disposition of each car showing times, report codes, and SPINS numbers. The codes on the form must be used to define the handling of cars in the industrial area as follows:

S - SPOT - Car is spotted in place for loading or unloading. Show the letter S in the code column, time and date in the next two columns.

P - PULLED - If the car is pulled out of the industry, show the letter P in the code column, time and date in the next two columns.

B - BAD ORDER - A car that did not spot or pull account of bad order conditions. Show the letter B in the code column, time date, and bad order reason, if known, in the next three columns.

R - REPORT - Moving a car within an industry because it was not spotted properly the first time, or a car that was a load inbound is being respotted for loading outbound, show the letter R in the code column, time and date in the next two columns. In the remarks column, write the SPINS number where car was left.

O - OFFSPOT - If unable to spot car at the SPINS number it was destined, show the letter O in the code column, time and date in the next two columns. In the remarks column write the SPINS number of the track car was left on and the reason unable to spot the car.

I - INTRAPLANT SWITCH - If the car was moved from one spot in an industry to another spot, either on the same track or different track within the same industry, on request of the customer, show the letter I in the code column, time and date in the next two columns. Write in the remarks column the SPINS number where you spotted the car.

Z - SET OUT IN ZONE - If cars are set to a sluff track in an industrial area where no attempt will be made to spot these cars, show the letter Z in the code column, time and date in the next two columns. Write in the remarks column the SPINS number of track where cars were left.

NOTICE NO. 1

Section No. 4 (contd.)

3. In order to maintain integrity of reporting and protect demurrage and switching charges, it is essential that information shown on work lists be complete. Following instructions must be complied with:

- A. Write job number, date, name and on-duty time on all lists in space provided.
- B. If working from other than a Form 1307, the same information as outlined in Item 2 must be shown on the spot or pull list and returned to the off-duty location.

4. No loads are to be pulled from any industry in the Los Angeles area that are not properly sealed.

5. In connection with our program of policing the complete unloading of cars by shippers in compliance with the Uniform Freight Classification, the following instructions will govern:

- A. Switchmen and Trainmen will not pull any car from industry when it is known that car contains dunnage or debris. Demurrage will be applied while car is cleaned.
- B. Covered hoppers are not to be pulled from industries until loading gates are closed and locked.
- C. Where industry clerks are assigned, they will make physical inspection of empty cars and if found to contain dunnage or debris, they will contact the appropriate industry employe, advising them of the consignee's responsibility to release cars in clean condition. If problem continues, industry clerk will notify his supervisor for further handling as necessary.
- D. At team tracks where consignes contract private trucking companies to unload cars, consignee will be made aware of his responsibility, even though he hires someone else to unload car.
- E. When cars are found dirty after leaving industry track, they will be returned, if practical to do so, to consignee and demurrage applied while cars are cleaned. When not returned, matter is to be appropriately handled with consignees.

Both wood and paper grain doors are considered as part of the car, and consignees are not required to remove them.



NOTICE NO. 1

Section No. 4 (contd.)

5. Railroad Classification Tariff has been amended to include an item requiring shippers and receivers to close plug doors before they can be released to the railroad. Handle accordingly, setting cars with unsecured open doors back to industries. Make notification on the Switch List that you are unable to pull an empty account improperly secured or closed doors.

6. It is mandatory that crews, when switching industries that have gates, to see that proper equipment for securing gates is provided by the industry, and when found to be inoperative or defective, Engine Foreman must report to the Yardmaster or Trainmaster on duty, prior to the completion of his tour of duty.

7. Spur serving Roscoe Moss Company, Aurant, located off west end lead No. 2204, Old Aurant, crossing Worth Street, is to be protected by Flagman when train movement is made over crossing.

8. At College Street, member of crew must push button to start signals operating before engine or cars enter crossing.

Signals will continue to operate while crossing area is occupied.

Crossing area will be identified by aluminum markers on base of rails.

Push buttons installed in aluminum boxes are located as follows:

Northwest side of tracks on aluminum post.  
Southwest side of tracks on flashing light signals.  
Northeast side of tracks on flashing light signals.  
Southeast side of tracks on instrument case.

9. Flashing light type crossing protection has been provided at crossings MP 485.3 and MP 484.4 in Old Aurant District. These crossings intersect Medford Street, one of the leads going into Chevron Oil; the other on the drill going by De Voe Reynolds Paint Company.

10. Switch to Van de Kamps Bakery, Spur 0174, must be left lined for the lead toward the bumper when switching completed in that spur.

11. All cars spotted in Lockheed B-1 Plant on Tracks No. 0486 and 0488 must have brakes set on each car in addition to the chocks placed under the wheels.

12. Stop boards have been installed on the New Universal Track approximately 75 ft. south of SPTC Track 2124. Stop

NOTICE NO. 1

Section No. 4 (contd.)

Board governing Track 2197 will be displayed to left of track for inbound movement. After stop is made, Engine Foreman must contact SPTC Yardmaster by telephone or radio for permission to cross or switch over Track 2124. During night hours, movements across Track 2124 must be protected on both sides by lighted fusees; such fusees to be extinguished after Track 2124 is clear and switching has been completed. After movements over Track 2124 are complete, Yardmaster must be so advised.

Trains or engines using Track 2124 must expect switching movements on the Universal Tracks which cross Track 2124 and be governed accordingly.

13. Interlocking Tower at the LAUPT will be closed from 2:30PM until 3:30PM and from 11:30PM until 6:30AM. Switching movements are not to be made during these hours unless special arrangements have been made with LAUPT Operating Department.

14. When switching in the 50th Street Team area, tracks 1517 through 1523, all coupling should be made on straight rail unless length of cut prohibits. If the length of cut prohibits a coupling on straight rail, safety stop must be made before coupling made and then coupling made very carefully.

NOTICE NO. 1  
Section 5 - Interchanges

1. Interchange tracks between the ATSF and Southern Pacific are as follows:

SP Taylor Yard Tracks A-108 through 127, inclusive.  
SP Taylor Yard Tracks C-401 through 408, inclusive.  
2 Main Tracks between Dayton Tower and crossover at west end "A" Yard.

SP "J" Yard Tracks 101 through 107, inclusive.

ATSF Hobart Yard Tracks 4426 through 4444 inclusive.  
ATSF 9th Street Tracks 2381 through 2383 inclusive.  
ATSF Yard 1st Street Tracks 1801 through 1808 inclusive.  
ATSF Old Eastbound Main Track between 6th Street and Redondo Junction.

2. Interchange tracks between the Union Pacific and Southern Pacific are as follows:

SP Taylor Yard Tracks A-108 through 127, inclusive.  
SP Taylor Yard Tracks C-401 through 408, inclusive.  
2 Main Tracks between Dayton Tower and crossover at west end "A" Yard.

Tracks designed for interchange on the UP are as follows:

Middle Track, Old Yard, 2, 3, 4, and 5. UP has reclassified their Los Angeles Yard which was originally A Yard and C Yard and the delivery tracks will be Los Angeles Yard Tracks 1 through 0 inclusive and Tracks 32, 33, and 34.

| <u>Fourth Street Yard</u> | <u>Capacity</u>               |
|---------------------------|-------------------------------|
| Track 1                   | Approximately 65 average cars |
| Track 2                   | Approximately 65 average cars |
| Track 3                   | Approximately 53 average cars |
| Track 4                   | Approximately 53 average cars |
| Track 5                   | Approximately 40 average cars |
| Track 6                   | Approximately 40 average cars |
| Hammond Lead              | Approximately 40 average cars |
| Hammond Main              | Approximately 49 average cars |

UP Delivery Tracks at "J" Yard

"J" Yard 101 through 106 and including the track referred to as Main Line. All tracks hold approximately 20 cars each.

For operating convenience, Union Pacific crews will first deliver to any clear track 102, 103, or 104. If not clear, to any other track designated above.

NOTICE NO. 1

Section 5 (contd.)

3. Interchange tracks between the Los Angeles Junction Railway and Southern Pacific are as follows:

"A" Unit - Tracks 1 through 15, inclusive.  
"B" Unit - Tracks 5 and 7.

4. Interchanges General:

A. When delivering or receiving a car or cars to or from a foreign railroad, crews must not make any move involving penalty payment unless specifically instructed to do so by Yardmaster. Name of Yardmaster must be secured and shown on time claim. Engine Foreman will be held responsible.

5. Los Angeles Junction Railway Interchange:

A. Crews while on the LA Junction Railway will be working under the direction of the LA Junction Railway, and must not do any switching, coupling up of tracks or doubling from one track to another when pulling or making delivery when one track will hold the entire cut, unless specifically instructed to do so by the Yardmaster on the LA Junction. In the event so instructed, Engine Foreman will secure the name of the Yardmaster on the LA Junction giving such information.

B. Engine Foreman must be advised by the Desk Yardmaster what track in the "A" Unit of LA Junction Railway cut of cars must be delivered to before departure from SP Yard.

C. Engine Foreman must obtain authority from LA Junction Railway Yardmaster in the "A" Unit before proceeding from the "A" Unit to the "B" Unit of the LA Junction.

D. Southern Pacific crews leaving LA Junction Railway, prior to occupying the Union Pacific Main Line, must contact the Operator at Hobart Tower and receive permission before fouling or moving into Union Pacific Track.

E. Direct telephone line has been installed, connecting LA Junction Railway "B" Yard with the LA Junction Desk Yardmaster and the "A" Yard on that line. This is a non-dial telephone. In order to contact the Desk Yardmaster in the "A" Yard, it is only necessary to lift the receiver and that telephone will automatically ring. This telephone is provided for us in accordance with Section 6, Items G and H, following:

Section 5 (Contd.)

5. F. Engine Foreman must obtain authority from LA Junction Railway Yardmaster before departing the "B" Yard of that Railway.
- G. Crews going to lunch on the LA Junction Railway must contact the LA Junction Yardmaster and go by his instructions as to where to put their engine while into lunch, and under no circumstances, will leave the engine on the lead.
- H. Southern Pacific crews arriving at the "A" Unit of LA Junction Railway must not foul the lead at the east end of this particular unit without obtaining the authority from the LA Junction Railway Yardmaster before doing so.
- I. Crews in route from Los Angeles Junction Railway to Southern Pacific Railroad must not stop on Maywood Avenue crossing, which is located 400' east of the Union Pacific tracks on the running tracks to "A" and "B" Yards.

A sign reading: "CREWS MUST STOP HERE. DO NOT BLOCK STREETS WHILE WAITING CLEARANCE FROM HOBART TOWER" has been installed east of this crossing. Before departure from the B Yard, LA Junction Railway Yardmaster must be contacted. When permission is granted to leave the B Yard, engine must stop short of this sign. This crossing must not be blocked until it is ascertained that signal indication is such that the rear of the cut will clear the crossing before a stop is necessary. If unusual circumstances require a stop, crossing may be cut.

6. ATSF Interchange:

Before entering the ATSF Main Track from Downey tracks, permission must be obtained from control station (Mission Tower). After permission is obtained to enter the main track, and proceed indication received in electric lock box, the lever will be operated and switch thrown. Derail is connected with the Main Line Switch. Switch and electric lock lever must be returned to normal position immediately after use.

ATSF Instructions Require:

A. When cuts are delivered, air brakes will be applied with a service application, after which angle cock must be closed and brakes not permitted to set in emergency.

Section No. 5 (contd.)

6. B. Yard tracks equipped with green targets may be run through. When switch is run through, reverse movement must not be made until at least one unit of locomotive or one car has moved completely through the switch.
- C. Switch from J Yard Lead to Old Main Line east of outbound Roundhouse track will be kept aligned for crossover.
- D. Switch leading to J Yard must be kept aligned and locked for Auto Dock load.
- E. Engine bell must be rung in the vicinity of 8th Street Coach Yard.
- F. All light engines and switch cuts waiting at Aliso Street must stay clear of leads to avoid delay to switching.
- G. At Redondo Junction Tower Interlocking Signal, south whistle signal O-000 for movement between 9th Street Yard and J Yard.
- H. Signal indicator located 85' west of new TOFC crossing west of Hobart Yard on the ATSF on outbound and inbound leads will display lunar indication when home signal indicates "Proceed". Crews entering the plant will stop short of TOFC crossing and not foul this crossing until indicator displays lunar indication. This will not apply to light engines. Light engines will stop at signal indicator and may then proceed to the next interlocking signal.
7. When entering Hobart Yard from west end, there are three (3) lead tracks; the north track being the inbound lead, the middle is the work lead (which at no time is to be used by SP crews without specific authority from the ATSF Yardmaster), the third track to the south is the outbound lead and is not to be used for eastward movements. If Hobart Tower Operator should line SP crews into the outbound lead, crew must stop west of TOFC road crossing and engine foremen must contact the ATSF Yardmaster on speaker just east of the TOFC crossing for instructions.
8. Union Pacific Railroad Interchange:
- A. Arrangements for making deliveries to the Union Pacific Transfer will be made by the Desk Yard-

NOTICE NO. 1

Section No. 5 (contd.)

9. A form concerning the transfer move between the Southern Pacific and the Santa Fe is available at the switchmens on duty point, C Yard, as well as the Desk Yardmaster's office. Engine Foremen performing transfer work are responsible for the completion of this form and turning it in to the Desk Yardmaster before the completion of tour of duty. At any time forms are not available, Engine Foreman must advise the Desk Yardmaster of this fact.

NOTICE NO. 1

Section 6 - Retarder Yard Operation

1. Before cars are placed or pulled from any track at the Lower End of "B" Unit, track must be locked by communicating with the Yardmaster at the Hump. Employee locking the track must give his name, occupation, and assignment. A crew must not enter any track, from the Low End of "B" Unit until Engine Foreman has ascertained that the track is locked.

After receiving acknowledgement that track is locked, member of crew will move the hinge derail to open position. After completing the movement, hinge derail must be returned immediately to normal, or derailing position, by a member of the crew performing the switching, and Desk or Hump Yardmaster must then be notified that switching has been completed and derail properly lined. Speaker No. 66 is connected with the Desk Yardmaster's Office.

After cars have been pulled from any given track and the derail lined, a reverse movement into the track must not be made without permission from the Hump Yardmaster.

2. In "B" Unit, Los Angeles Yard, where spring loader retarders are in operation: No hand brakes are required on cars left standing in the Low End of the "B" Unit when cars are in spring loader retarders, or west of spring loader retarders.

3. Engineers operating out of the B Yard over the Hump are not to exceed 5 miles per hour.

4. When coupling tracks in the B Yard it will require both helpers on the assignment and the foreman if necessary to relay signals.

5. Discontinue the practice of using sanders when pulling tracks out of the B Yard back over the crest of the Hump until after passing the electrical switches.

6. Following equipment is restricted from humping operations from A to B Yards, Taylor Yard:

- A. Cars placarded Explosive.
- B. Cars placarded Poison Gas.
- C. Cars placarded Flammable Gas or Flammable Compressed Gas.
- D. Cars containing stock, passengers, also live outfit cars, short wheel base scale test cars, pile drivers, locomotive cranes, power shovels, ditchers, spreaders, steam derricks, transformers on open top cars.
- E. Under no circumstances are cars placarded Explosive, Poison Gas, Flammable Gas or Flammable Compressed Gas carrying characters EXP or alpha character K on lists to be humped or cut off in motion while flat switching. No car moving under its own momentum shall be allowed to couple to above identified cars.

NOTICE NO. 1

Section 6 (contd.)

7. Retarder Operators will be governed by the following:
- A. Cars should be controlled from the retarders and released at a speed that will not cause damage from impact when coupling to other cars in the track.
  - B. Damage due to impact coupling will be the responsibility of the respective Retarder Operators.
  - C. Retarders must be fully lowered while engines move through the retarders.
  - D. Yardmasters must be notified of errors in switching or changes made while cuts are being switched, and also when track needs to be shoved and when tracks are clear.
  - E. Switches must not be operated when any portion of cars are standing on, or closely approaching the switch.
  - F. Track 212 must be kept locked when not in immediate use.
  - G. Pneumatic retarders west end of B Yard are for the purpose of retarding cars during humping operation. When humping operations are completed, Car Retarder Operators, A, B, & C Towers, will be responsible for placing all retarders in full released position.
8. Indication of humping signals located at the Low End "A" Yard will be acted upon as follows:

|               |                         |
|---------------|-------------------------|
| RED:          | STOP.                   |
| YELLOW:       | SHOVE AT HUMPING SPEED. |
| GREEN:        | SHOVE AT NORMAL SPEED.  |
| FLASHING RED: | BACK UP.                |

When pulling westward from B Yard over the Hump, signal indication will be acted upon as follows:

|         |                                       |
|---------|---------------------------------------|
| RED:    | STAY CLEAR OF FOULING POINT OF TRACK. |
| RED:    | STOP IF BEYOND FOULING POINT          |
| YELLOW: | PROCEED OUT OF "B" YARD               |

Engineer must know by verbal information or proper signals that fixed signal indication is meant for his use before acting upon fixed signal indication.

NOTICE NO. 1

Section 6 (contd.)

9. Fieldman on Hump job must contact the Engine Foreman or Humpmaster and give notice as soon as brakes are released and the cut is ready to hump.

Engine Foreman must be assured that such notice has been given by the Fieldman before he authorizes the engine to move the cut in either direction. Exception on Tracks 8, 9, and 10, if the Yardmaster and/or Engine Foreman can clearly see the OK light or hand signal from the Fieldman.

10. Any switching moves made in the B Yard after humping operations are completed must not involve the use of pneumatic retarders in lieu of handbrakes.

11. The following operating procedure will be followed to afford maximum protection for maintenance employes while they are performing repairs to the hump facility.

1. A regular weekly maintenance period will be established and adhered to. During this period there will be no cars moved over the hump.

The heaviest maintenance takes place between crest and tangent point of classification tracks; therefore, trimming activities can go on when maintenance is being performed at this location.

If maintenance is to be done on entrance switch or any portion of track past the tangent point of a classification track, that track and each adjacent track must be taken out of service until maintenance is completed.

2. Emergency repairs to a classification track:  
The classification track to be worked on and each adjacent track will be taken out of service. If work is to be performed on the initial switch area, sufficient number of switches ahead of initial switch must be spiked to afford protection to the maintenance crews.
3. Emergency repairs to a lead in the switching area:  
Sufficient number of switches on the lead, in advance of the point where repairs are being made, must be spiked to afford protection to maintenance crews.
4. On track, signal or Maintenance of Way work:  
Under no circumstances should work be done while track affected is in actual use.

NOTICE NO. 1

Section No. 7

1. Regularly assigned Switchmen requesting permission to lay off, or reporting for duty, shall do so prior to 5:00AM for shifts starting during the period 6:30AM to 8:00AM; prior to 1:00PM for shifts starting during the period 2:30PM to 4:00PM, and prior to 9:00PM for shifts starting during the period 10:30PM to 12:00 Midnight.

Extra Switchmen requesting permission to lay off or reporting for duty, shall do so except between the hours of 5:00 and 7:00AM, 1:00 and 3:00PM, and 9:00 and 11:00PM.

2. In the event that Switchmen or Enginemen are desirous of marking off during their tour of duty, it will be necessary for them to immediately contact the Yardmaster for such permission or authority.

The Yardmaster will then grant such permission or authority, if warranted, and will, in turn, notify the Crew Dispatcher affected to mark the individual off until he reports, stating reason.

3. Regular assigned Switchmen and all extra Switchmen working in the vicinity of the C Yard will receive their mail at present location in Yard Office. Mail for regularly assigned Switchmen at other points of the Los Angeles Terminal will be forwarded to their starting points. Extra Switchmen wishing to have their mail forwarded to various points of the Los Angeles Terminal will notify the Chief Crew Dispatcher in writing as to which location they want their mail forwarded. Same applies when any change is contemplated.

4. When relieving another crew with a cut of cars, Engine Foreman will arrange to have each member of his crew relieved before the relief is considered accomplished.

5. Following jobs must be governed by the provisions of the Hours of Service Act, and must have fifteen (15) hours off prior to assumption of duty.

|         |            |         |
|---------|------------|---------|
| Job 131 | Main Line  | 7:59AM  |
| Job 134 | T/E A Yard | 7:59AM  |
| Job 132 | Main Line  | 3:59PM  |
| Job 199 | T/E A Yard | 3:59PM  |
| Job 133 | Main Line  | 11:59PM |
| Job 209 | T/E A Yard | 11:59PM |

6. Existing instructions are that we have record of your correct address and telephone number. Change in your home address or telephone number must be promptly furnished the Terminal Superintendent or the Crew Dispatcher.

NOTICE NO. 1

Section No. 7 (contd.)

7. Engine Foreman on jobs working where Yardmaster is not immediately present, must see that their crew commences meal period before 5 hrs. 39 min. after the job assumes duty, and must notify the Yardmaster of the time the meal period begins and ends.

At points where the Yardmaster is immediately present, the Yardmaster must see that crews under his jurisdiction commence the meal period before 5 hrs. 39 min. after the job assumes duty, and must show in his log book when each crew begins and ends their meal period.

All overtime work performed by any yard assignment in the Los Angeles Terminal must be fully explained in proper column of Form CS-254, Yardmen's Daily Register, at completion of shift.

Engine Foremen will notify yardmaster under whose jurisdiction they are working of any overtime worked by their assignment prior to leaving the company property. Yardmaster will notify Yard Crew Dispatcher, Ext. 6239, the overtime worked by yard engine assignment. This information will be furnished by the yardmaster promptly upon receipt from the engine foreman.

Engineers claiming an additional 20 min. at overtime rate of pay, in accordance with Article 11 of the Engineer's Agreement, account required to work longer than 5 hrs. 39 min. before being afforded lunch period, must have claim approved by the Yardmaster, indicated by his signature on Enginemen's Time Return and Delay Report, adjacent to the claim for the time.

8. Switchmen, Trainmen, and Enginemen must not accept a call for duty when short rested, under the Hours of Service Act, without notifying the Crew Dispatcher as to their length of time off duty.

9. Engine Foreman working at the Hump, C Yard, or LATC will receive their hand set radios from the Yardmaster at the beginning of each shift and must return the radio to the Yardmaster at the end of their tour of duty. Engine Foreman and herders will show the radio numbers assigned to their job on the Yardman's Daily Register Form CS-254 under the column headed Explanation of Overtime Engine Delays and Failures.

10. Any employe using Company telephone must furnish Operator the following information: name, extension number, message unit call, and whether call does or does not pertain to Company business.

11. Employes are prohibited from parking personal automobiles on the roadway leading into the One Spot or in the vicinity of the Southern Pacific Repair Facility where designated "No Parking" signs are posted.

NOTICE NO. 1

Section No. 7 (contd.)

12. Where a red bad order cars, Form C. S. 7017, is applied to a car, defects noted thereon must be checked to ensure that employes are aware of any defective condition which may affect handling of the car or safety appliances.

13. When placing cuts of cars on top of cuts to be humped in the A Yard, engine foreman will see that the cut has gone to a coupling and handbrakes released on all the cars except the bottom eight cars in the track. This to preclude the excessive amount of brakes having to be released by crews humping the tracks.

14. In yard service, immediately after assuming duty, Enginemen will ascertain what engine is assigned to their job, and go directly to the engine.

The absence of an Engineer on the engine will be an indication that the Engineer has not reported for duty, and necessary steps will be taken to fill the assignment.

15. The Engine Foreman has certain responsibilities that are expected of him:

a. When beginning a tour of duty, each Engine Foreman will contact the Yardmaster immediately after his starting time advising him that his crew is present and ready to go to work.

b. When given a move to make, or upon completing a list, the Engine Foreman will immediately contact Yardmaster advising him the task is completed and that he is ready for further instructions.

c. Engine Foreman must report to the Yardmaster immediately after the expiration of the meal period for instructions or assignments of duty that might be forthcoming.

d. When filling out Time Returns, Engine Foreman will show actual time each member of crew goes on duty.

16. To insure a uniform procedure in identifying railroad right and left in making reports, such as rail delays, failed rails, turnouts, curves, describe movements in all types of accidents and derailments, the following instructions will govern:

Right or left will be determined by facing railroad east as defined in the Timetable as Eastward. This instruction will supercede any previously issued instructions or the practice of determining right and left by facing direction of increasing milepost marker. This will take effect immediately.

NOTICE NO. 1

Section No. 7 (contd.)

17. Telephone numbers for Crew Dispatchers are:

| <u>TRAIN CREW</u> |                   | <u>ENGINE CREW</u> |                   |
|-------------------|-------------------|--------------------|-------------------|
| <u>COMPANY</u>    | <u>COMMERCIAL</u> | <u>COMPANY</u>     | <u>COMMERCIAL</u> |
| 6235              | 629-6235          | 6220               | 629-6220          |
| 6236              | 629-6236          | 6228               | 629-6228          |
|                   |                   | 6229               | 629-6229          |

| <u>YARD CREW</u> |                   |
|------------------|-------------------|
| <u>COMPANY</u>   | <u>COMMERCIAL</u> |
| 6238             | 629-6238          |
| 6239             | 629-6239          |

18. Oil Spills and Other Polluting Discharges. If any employe encounters an oil spill or other polluting discharge that is caused by or affects the Southern Pacific Transportation Company and its property, it should be immediately reported to the Terminal Superintendent's Office for further handling with the proper authorities.

NOTICE NO. 1  
Section 8 - Taylor Repair Tracks

1. Be on the lookout for impaired clearance at shifter beam on Taylor Repair Track No. 305.
2. At inside limit of receiving and outbound sections, One Spot Repair Facility, red lights are located in advance of derails. Derails in receiving section are power operated, and spring derails in outbound section are manually operated. The red lights will display a continuous red aspect. These red lights must not be passed without permission of the Car Foreman.  
  
Absence of both blue and yellow lights in indicator above fixed blue flag must be considered as displaying the most restrictive indication, and blue flags respected in accordance with Rule 26. Absence of a red aspect in red lights located in advance of derails must be considered as displaying the most restrictive indication.
3. Emergency release located in the electrical locks at east and west ends of rip tracks must not be operated, and seals must not be broken.
4. Engines must not be operated through the One Spot Car Repair Facility.
5. When spotting cars on Rip Tracks 306-307-308 at the One Spot, tie at least one hand brake on the point when cars are shoved in.

NOTICE NO. 1  
Section 9 - Roundhouse

1. When engines are derailed, there must be no attempt made by the crew to re-rail by use of frogs or other means. Engine Foreman will inform Yardmaster in district, and Yardmaster will arrange with Terminal Officers or the Mechanical Department for re-railing.
2. In the interest of reducing yard delays and correcting locomotive failures promptly, all emergency calls concerning road diesel locomotives or radio equipment on such diesel locomotives will be directed to the Roundhouse Foreman by calling Extension 6010 or 6019. All delays concerning yard locomotives will be directed to Extension 6010 or 6019.
3. Taylor Diesel Repair and Service Tracks, Los Angeles, are equipped with indicator lights with fixed blue sign reading: "MEN AT WORK" beneath indicator.  
  
When indicator light displays BLUE aspect, movement must not be made beyond blue light; engines or cars must not be coupled to or moved while blue light is displayed. When indicator displays yellow aspect, blue sign reading "MEN AT WORK" will not apply, and engine or cars may be coupled to or moved.
4. The track next to the river, between the make-up area in the Roundhouse and Track 420 in the C Yard, will be called the INBOUND ENGINE LEAD. The first adjacent track will be called the OUTBOUND ENGINE LEAD. Stop board is in place on the Outbound Engine Lead, and will govern both tracks for eastward movement.  
  
Locomotives must not pass this stop board in an eastward direction until permission is obtained from the Desk Yardmaster. Locomotives arriving or leaving Roundhouse at east end must not use other than designated track, unless properly authorized by Roundhouse Foreman or Desk Yardmaster.
5. Roundhouse Receiving Tracks Nos. 1 through 3, inclusive, are equipped with electrically controlled switches and switchpoint indicators. Indicators do not indicate track occupancy but will display green aspect when switch is in normal position and yellow aspect when switch is in reverse position. When indicator is not lighted, careful examination of switch must be made before making movement over switch.
6. All units must be brought to a complete stop before entering wash rack tracks and then moved at a speed of not more than 50 feet per minute.



1. The first step in the process of determining the amount of lead to be used in the casting of a lead-acid battery is to determine the capacity of the battery. This is done by measuring the amount of lead that will be used in the casting of the battery. The amount of lead used in the casting of the battery is determined by the amount of lead that will be used in the casting of the battery. The amount of lead used in the casting of the battery is determined by the amount of lead that will be used in the casting of the battery.

2. The second step in the process of determining the amount of lead to be used in the casting of a lead-acid battery is to determine the amount of lead that will be used in the casting of the battery. This is done by measuring the amount of lead that will be used in the casting of the battery. The amount of lead used in the casting of the battery is determined by the amount of lead that will be used in the casting of the battery.

3. The third step in the process of determining the amount of lead to be used in the casting of a lead-acid battery is to determine the amount of lead that will be used in the casting of the battery. This is done by measuring the amount of lead that will be used in the casting of the battery. The amount of lead used in the casting of the battery is determined by the amount of lead that will be used in the casting of the battery.

4. The fourth step in the process of determining the amount of lead to be used in the casting of a lead-acid battery is to determine the amount of lead that will be used in the casting of the battery. This is done by measuring the amount of lead that will be used in the casting of the battery. The amount of lead used in the casting of the battery is determined by the amount of lead that will be used in the casting of the battery.

5. The fifth step in the process of determining the amount of lead to be used in the casting of a lead-acid battery is to determine the amount of lead that will be used in the casting of the battery. This is done by measuring the amount of lead that will be used in the casting of the battery. The amount of lead used in the casting of the battery is determined by the amount of lead that will be used in the casting of the battery.

6. The sixth step in the process of determining the amount of lead to be used in the casting of a lead-acid battery is to determine the amount of lead that will be used in the casting of the battery. This is done by measuring the amount of lead that will be used in the casting of the battery. The amount of lead used in the casting of the battery is determined by the amount of lead that will be used in the casting of the battery.



