

SOUTHERN PACIFIC TRANSPORTATION COMPANY  
TUCSON DIVISION  
ALL SUBDIVISIONS  
TIMETABLE BULLETIN NO. 12  
TIMETABLE NO. 15

ALL CONCERNED:

Tucson-February 1, 1984

ALL SUBDIVISIONS

Item 1. Due to the number of questions being asked about the use of our new clearance form, the following list of questions and answers has been prepared in an effort to eliminate any confusion that you may have as to its use.

1. Question: What is the maximum speed of a freight train when no speed is indicated on the clearance?  
Answer: You come under the requirements of Air Brake Rule 65 A.1. Your train must not exceed 45 MPH. You may, however, operate up to 55 MPH at locations where locomotives are in dynamic brake, idle or run 1; provided your train is not otherwise restricted. An example of otherwise restricted would be your train contains empty bulkheaded flats, which would restrict you to a maximum speed of 45 MPH.
2. Question: What is the maximum speed of a passenger train when no speed is indicated on the clearance?  
Answer: You operate at the maximum speed permitted by speed signs. A.B. Rule 65 does not apply to passenger trains.
3. Question: If no speed is indicated on the clearance, do I operate at the speed permitted by my train's "TOPS" ID?  
Answer: No. When the new clearance form went into effect, we abolished the provision that specified train speeds by "TOPS" ID. The only thing the "TOPS" ID will still designate is the permitted maximum horsepower per ton ratio.
4. Question: When a speed is indicated on the clearance is my train exempt from the 45 MPH restriction of Air Brake Rule 65 A.1?  
Answer: Yes. You may operate at the speed indicated, provided you are not otherwise restricted. The specifying of a speed on the clearance supersedes the speed requirements of A.B. Rule 65.A.1.
5. Question: When a speed is indicated on the clearance is my train exempt from the maximum horsepower per ton ratio requirement of A.B. Rule 65 A.2?  
Answer: No. All that the speed on the clearance does is exempt you from the 45 MPH requirement of A.B. Rule 65 A.1. All other requirements of A.B. Rule 65 are in effect.

ALL SUBDIVISIONS (CONT'D)

Item 2. FOLLOWING ARE REVISED:

Timetable and Special Instructions No. 15, MISCELLANEOUS Items 7 and 8 are revised as follows:

Item 7 that part reading "IMPACK ARTICULATED CARS (IT4. IT8)" is revised to read:

"IMPACK ARTICULATED CARS (Car Kind "IP" which may be followed by numeral indicating number of articulated units comprising the car)"

Item 8 that part reading "SINGLE AXLE INTERMODAL CARS (IM4)" is revised to read:

"SINGLE AXLE INTERMODAL CARS (Car Kind "IO" which may be followed by numeral indicating number of articulated units comprising the car)"

END OF REVISION

Item 3. Effective February 1, 1984, a set of Safe Work Practices Governing Employees in Train and Engine Service is in effect.

The Safe Work Practices are incorporated in booklet and each employee in the above classification of service is responsible for obtaining the booklet when made available at on-duty locations. It is each employee's responsibility to adhere to these work practices.

Item 4. FOLLOWING ARE REVISED:

Effective February 1, 1984, Rules N, O, P, and 822-B of the Rules and Regulations of the Transportation Department are revised to read as follows:

Rule N. Third paragraph is revised to read as follows:

"Employees must not go between moving equipment except when using the end platform on a locomotive or when applying or releasing a handbrake. Never step on the uncoupling lever or place any part of your body between coupler horn and end sill."

Rule N. Fourth paragraph is added to read as follows:

"When necessary to climb through standing equipment, employees may, when practicable, cross only through those cars equipped with end platforms or over the body of an empty flat car. Crossing between moving equipment is prohibited except when using the end platform of a locomotive."

ALL SUBDIVISIONS (CONT'D)

Rule O. Sixth paragraph is revised to read:

"When getting on a moving car other than a caboose, flat car or a car that is last in a cut, you must board the leading end. It is permissible to board either end of a locomotive, caboose or a car that is last in a cut. Employees are prohibited from getting on a moving conventional flat car."

Rule P. Third paragraph is revised to read:

"Employees are forbidden to take position, either seated or standing on hand rails of a locomotive."

Rule 822-B. First paragraph is revised to read:

"Before opening angle cock to an uncoupled air hose, grasp hose on glad hand clear of vent port, brace glad hand firmly against leg just above the knee and turn face away from glad hand."

The purpose for these four rule revisions are outlined as follows:

Rule N: The purpose for this change is to legalize crossing between moving equipment when using the end platform on a locomotive or caboose.

Rule O: The purpose for this change is to: 1. Permit boarding either end of a moving caboose or locomotive; 2. Prohibit getting on a moving conventional flat car.

Rule P: Purpose for this change is to delete the last half of the first sentence and all of the second sentence. The requirement not to go between moving equipment has been moved to Rule N - third and fourth paragraphs. The requirement not to ride on footboards on engines is no longer necessary.

Rule 822-B: Purpose for this change is to require the glad hand be placed against your leg and face turned away before angle cock is opened.

END OF REVISION

J. A. Rugg  
Superintendent

File 520-312

Posted: \_\_\_\_\_  
(Date) (Time)

By: \_\_\_\_\_  
(Initials)