

UNION PACIFIC RAILROAD COMPANY
SOUTH-CENTRAL DISTRICT

California Division
Special Rules
No. 15

Effective Thursday,
October 1, 1959

Superseding Special Rules No. 14

Employees whose duties are in any way affected
thereby, must have a copy of these rules with
them while on duty.

G. A. CUNNINGHAM,
General Manager

W. B. GROOME,
Superintendent

*NOTE:—Changes in this issue are printed in type
same as this.*

SPECIAL RULES — ALL SUBDIVISIONS

NOTE:—Referring to note on Page 17 of Operating Rules:

The term "conductor" as used in Operating Rules, special rules, or in superintendent's bulletins or notices, also applies to engine herders.

Signals

8 (R). Electric lanterns may be used by switchtenders and interlocking signalmen for displaying yellow lights.

Markers and Rear End Lights

19 (R). Referring to Operating Rule 19 (F):

When rear car of a passenger train is equipped with an oscillating red rear end light on which an auxiliary marker is mounted, markers need not be displayed as required by Operating Rules 19, 19 (A), 19 (C) and 19 (E).

When such train is clear of main track at night and rear end protection is not required, red rear end light must be extinguished and auxiliary marker must display green light to rear.

Rear trainman is responsible for proper display of auxiliary marker as well as rear end light.

19 (S). Referring to Operating Rule 19 (D):

Markers displaying yellow instead of green lights may be used on California Division.

19 (T). *Reflectorized emergency markers on electrically lighted cabooses will be used only in case of failure of electric power or failure of electric markers at night.*

In case of such failure, electric markers must be removed and reflectorized markers must be displayed showing red to rear and green or yellow to front when train is on main track. When train is clear of main track, except in CTC territory, reflectorized markers must be removed and concealed.

Switch Lights On Branch Lines

27 (R). Switch lights will not be used on branch lines except San Pedro Branch.

On branch lines where switch lights are not used, trains and engines must approach facing point switches prepared to stop if switch is not in normal position.

Flag Protection

99 (R). In CTC territory, when a work train has been authorized in accordance with Operating Rule 266, work train may occupy main track and move in either direction within designated limits without protection by flagman. This does not, however, modify requirements for proper observance of signal indications or for protection of adjacent tracks not included in working authority.

99 (S). *Eastward passenger trains leaving Los Angeles are supplied with two flagging kits, one containing five minute fuses for use on AT&SF joint track, the other with ten minute fuses for use on Union Pacific.*

At Las Vegas, flagman must place both flagging kits in supply locker just east of depot. Flagmen on westward passenger trains leaving Las Vegas will obtain two flagging kits, one with five minute fuses and one with ten minute fuses from the supply locker before departure.

Five minute fuses must not be used while operating on Union Pacific track.

Switches

104 (R). Except where otherwise specified, No. 14 turnouts are installed at all dual control switches in CTC territory.

104 (S). For movement through a spring switch where engine does not precede the cars, switch must be operated by hand.

Centralized Traffic Control

266 (R). Clearance Form B received at initial station by trains that leave CTC territory will be authority to re-enter CTC territory on that subdivision. This will include through trains, trains in branch line and turn-around service.

Exception: When crew of a train in turn-around service leaves CTC territory and ties up, they must receive CTC Clearance Form B before re-entering CTC territory.

Remote Control and Dual Control Switches

529 (R). Referring to Operating Rule 529:

When a train has moved on signal indication beyond the leaving signal at a station, either on main track or siding, and it is necessary to make a reverse movement, a member of crew must so advise dispatcher.

Dispatcher must block switch and signal levers, and must not change position of the switch, clear a signal for a conflicting movement, or remove marker blocks until he has been advised verbally by a member of the crew that his train has backed clear of the insulated joints at the signal.

General Regulations

702 (R). Operating Rule 702 (A) is changed to read as follows:

Employees must not sleep while on duty.

Exchanging Signals and Inspection of Trains

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

Fire Prevention

727 (R). *Employees are prohibited from smoking or carrying lighted cigars, cigarettes or pipes in mail, baggage or express cars while same are being loaded, unloaded or while in transit.*

Handling of Explosives or Other Dangerous Articles

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

Placards on Cars

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

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

Switching Cars Containing Explosives or Poison Gas or Placarded Trailers on Flat Cars

BE 589 (c). A car placarded "Explosives" or placarded "Poison Gas" or any flat cars carrying a placarded trailer shall not be cut off while in motion. No car moving under its own momentum shall be allowed to strike any car placarded "Explosives"

Continued on Page 4.

BE 589 (c). Continued.

or placarded "Poison Gas" or any flat car carrying a placarded trailer nor shall any such car be coupled into with more force than is necessary to complete the coupling.

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

BE 589(c). (2) Closed cars placarded "Explosives" shall have doors closed before they are moved.

Switching of Cars Containing Dangerous Articles

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

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

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

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

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

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

Position in Freight Train or Mixed Train of Cars Containing Explosives

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

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

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

(3) When transported in a freight train or a mixed train performing pickup and/or set off service, it shall be placed not nearer than the second car from both the engine or occupied caboose, except as provided in paragraph (1) of this section.

Separating Cars Placarded "Explosives" from Other Cars in Train

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

1. Occupied passenger car, except as provided in paragraph (1) of this section.

Continued on Opposite Side.

BE 589 (h). Continued.

2. Occupied combination car, except as provided in paragraph (1) of this section.
3. Any car placarded "Dangerous" or "Dangerous — Radioactive Materials."
4. Engine.
5. Any car placarded "Poison Gas."
6. Wooden underframe car (except on narrow gauge railroads).
7. Loaded flat car, except that cars carrying trailers or containers placarded "Explosives" as authorized by the regulations in this chapter may be coupled to each other. (Note: Flat cars equipped with permanently attached ends of rigid construction shall be considered as open-top cars. (See subparagraph (8) of this paragraph.)
8. Open-top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends.
9. Car equipped with automatic refrigeration or any other apparatus utilizing an open flame light or an internal combustion engine in its operation.
10. Car containing lighted heaters, stoves, or lanterns.
11. Car loaded with live animals or fowl, occupied by an attendant.
12. Occupied caboose except as provided in paragraph (1) of this section.

Position in Train of Loaded Placarded Tank Car

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

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

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

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

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

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

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BE 589 (j). Continued.

11. Car loaded with live animals or fowl, occupied by an attendant.
12. Occupied caboose (except when train consists only of placarded loaded cars).

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

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

Position in Freight Train or Mixed Train of Cars Placarded "Explosives" or "Poison Gas" or Both, When Accompanied by Cars Carrying Guards or Gas Handling Crews

BE 589 (l). A car requiring "Explosives" or "Poison Gas" placards, or both, shall be next to and ahead of the car occupied by the guards or gas handling crews accompanying such car; except that when the car occupied by guards or gas handling crews is equipped with a lighted heater or stove it shall be the fourth car behind a car or cars requiring "Explosives" placards.

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

BE 589 (m). Except as provided in Operating Rule 854, cars containing explosives, Class A, poison gases or liquids, Class A, and tank cars requiring "Dangerous" placards shall not be transported in a passenger train. Such cars may be transported in mixed trains but only at such times and between such points that freight train service is not in operation.

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

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

Position in Train of Cars Containing Class D Poison

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

Empty Tank Cars

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

Handling Cabooses

802 (S). Referring to Operating Rule 802 (G):

In switching operations, caboose must not be cut off while in motion and allowed to strike other cars, nor may other cars be cut off while in motion and allowed to strike a caboose.

Movements on Yard and Other Tracks

802 (T). Operating Rule 802 (B) applies to all movements made in the engine house area as well as all other portions of yards.

All engine movements in engine house area must stop before fouling adjacent track or lead until proceed signal is received from employee at the first switch to be used.

Proceed signals must not be given for movement unless it can be seen there is no conflicting movement.

Switching Cars of Excess Height

803 (R). Second paragraph of Operating Rule 803 (B) is changed to read: Cars of excess height, as per stencil or placard, must not be switched with except in placing them in and taking them out of trains. In switching movements, such cars must not be cut off while in motion, but must be shoved to a stop. No one will be permitted to ride on top of such cars.

Position of Cars in Train

807 (R). Rule 807 is modified as follows:

Eliminate "Outfit Cars".

Care must be exercised to insure that outfit cars which are stenciled or tagged for handling only on rear of train, or which, under other provisions of Rule 807 must be handled on rear of train, are so handled.

807 (S). Operating Rule 807 (B) is cancelled.

Inspection of Trains

811 (R). Referring to Operating Rule 811 (E):

On turbine or diesel locomotives, wheels with flat spots two inches or longer are condemnable and when discovered, conductor or engineer must immediately report to train dispatcher and be governed by his instructions.

811 (S). If necessary to set out car account of hot box, packing must be removed, all fire extinguished and dirt, gravel or snow placed on top of box at back end over top of dust guard retainer opening, after which lid on journal box should be closed to prevent oxygen getting to box in sufficient quantities to re-ignite, and thorough inspection should be made of car before and after attention given to hot box to insure no fire on car body. That inspection must comply with Rule 811 (B).

When necessary to set out a car with a hot box at any point, train dispatcher must be notified immediately from the point at which the car is set out.

811 (T). Unless otherwise instructed by conductor, swing brakeman must ride head end of train. When stop is made, swing brakeman will commence walking inspection, continuing until meeting member of crew making inspection from rear of train. Swing brakeman will then return to engine. If movement starts before returning to engine, roll-by inspection will be made and swing brakeman will return to engine at first opportunity.

Exhaust Gases

812 (R). When trains are stalled in snow of sufficient depth to restrict dissipation of exhaust gases from Waukesha engines, such engines must be stopped, and to avoid possible delay in getting them stopped, they should be stopped by pressing "stop" button in electric lockers.

Engine Service

872 (R). Operating Rule 872 is amended to read as follows:

When an engine consisting of two or more units is to be moved in yards, around enginehouses, or between stations without cars, if unit at each end is equipped with control cab, engine must be operated from leading unit in direction of movement unless the movement is protected by a trainman.

874 (R). Operating Rule 874 (A) is cancelled.

888 (R). In moving over CTC, dual control, remote or spring switches, to avoid depositing heavy accumulation of sand on rail, automatic sanding device must be nullified passing fouling point. When tonnage and gradient requires use of sand to avoid slipping, hand sanders may be used.

Track Restrictions

899 (S). Union Pacific trailer flat cars series 53700-53899 and foreign line 85 foot flat cars must not be handled on curves in excess of 16 degrees except as follows:

Where movement is authorized by an officer, these cars may be handled on curves of more than 16 degrees but not exceeding 20 degrees at speed not exceeding 4 miles per hour. A member of crew must watch movement closely, prepared to give stop signal if any indication of failure to safely negotiate the curve. Particular attention must be given to lateral movement of coupler, as critical point of movement on curve develops when coupler approaches maximum lateral movement permitted by coupler opening.

Overhang at end of these cars is greater than on other cars and clearances must be watched closely when handling on curves in excess of 16 degrees.

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

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

Diesel road locomotives or heavier locomotives must not go on industrial trestles.

High and Wide Cars

900 (S). California Public Utilities Commission General Order 26-D and Nevada Public Service Commission Order in Case No. 1159 cover the operation of cars of excess height and width and of open top cars containing lading of excess height and width.

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

Cars of Excess Height

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

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

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

Cars of Excess Width

(2) Freight cars of width exceeding 10' 10" must not be operated.

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

Cars with Lading of Excess Height or Width

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

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

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

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

Notifying Train Employees

(7) A train order shall be delivered to every train containing any car the lading on which extends laterally in excess of 5' 5½" from center line of car or in excess of 15' 6" in height above top of rail, informing the crew of the train that the train includes such car or cars, stating total number thereof, and advising that employees are prohibited from riding on any such cars.

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

Notifying Yard Employees

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

Continued on Opposite Side.

900 (S). Continued.

Observance of Cars by Employees

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

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

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

Station Service

910 (R). Last sentence of Operating Rule 910 is changed to read as follows:

They must see that train bulletin boards are kept in a neat condition and bear such information regarding trains as required by instructions or by law.

Air Brakes

1001 (R). Hostlers must know before moving an engine that adequate air pressure is being maintained and that air brake equipment is functioning properly. Application and release test of independent brake must be made and in addition to noting brake cylinder pressure on gauge, visual inspection must be made to know that brakes apply when independent brake valve is in application position.

Engines must be stopped before moving onto a turn-table, and before entering enginehouse or servicing facilities where elevated tracks or pits are used.

At locations where units are cut into or out of an engine, it must be known that air brake hoses are coupled, that air is cut in and that brakes are operating properly on all units before any movement is made.

At terminals where hostler relieves incoming engineer, brakes must be tested with independent brake valve immediately after engine is detached from train to insure that brakes are operating properly.

Movement of engines at enginehouses, servicing or maintenance facilities must not exceed 5 miles per hour.

1005 (R). Standard brake pipe pressures are as follows:

Class of Service	Pounds
Freight, mixed trains and branch line	
passenger trains	90
Main line passenger trains	110

1005 (S). Air Brake Rule 1005 is modified as follows:

Other Than Steam Locomotives—Compressor governor—Road and switch locomotives—

Main reservoir pressure:

Low pressure	120
High pressure	130

1030 (R). Where Sperry rail-detector car is working when temperature is below freezing, trains, engines and track cars must be operated at a safe speed, using sand where necessary to overcome slippery condition caused by calcium chloride solution by rail car.

1039 (R). Air Brake Rule 1039 (F) does not apply on 5 or 6 unit engine if dynamic brake is operative on 4 leading units.

1066 (R). As required by Form 7170, Rules 1064, 1066, 1066 (C) and 1066 (F), when necessary to cut out brakes on passenger car equipment due to sticking brakes or defective brake rigging, cutout cock in brake cylinder pipe must be closed.

Cutout cock in brake pipe branch pipe to control valve must be used only in the event of defect causing undesired emergency application or any other defect in pipe or valve that is causing excessive loss of brake pipe pressure.

SPECIAL RULES — FIRST SUBDIVISION

BOULDER CITY BRANCH

Train Registering Exceptions

83 (R). At Yermo, first-class trains will register by registering ticket.

Yard Limits

93 (R). Westward passenger trains headed into freight lead east end Las Vegas yard must stop to clear cross-over at east end of freight depot, unless switches are properly lined and proceed signal is received from yardman. When a yardman is not in charge of switch, train dispatcher must be contacted by CTC telephone located at west switch of cross-over.

Westward freight trains moving into Las Vegas on freight lead must stop to clear east lead at yard office, unless proceed signal is received.

Flag Protection

99 (T). On Boulder City Branch, between 6 A.M. and 5 P.M. daily except *Saturday and Sunday*, a speed of 10 MPH must not be exceeded by all trains approaching and moving on curves and where view is obscured, looking out carefully at all points for track cars and men working on track without flag protection. Speed on curves must be such as to be able to stop within one-half the distance track is seen to be clear, and whistle signal 14 (I) must be sounded frequently.

Public Crossings

103 (R). All trains and engines must stop and be preceded by a flagman over the following public crossings:

Blue Diamond Spur—Main highway, when shoving cars over highway.

Switches and Derails

104 (T). Referring to Special Rule 104 (R): No. 10 turnouts are installed on dual controlled switches as follows:

Yermo—West switch, old main track.

104 (U). On Boulder City Branch, eastward trains must stop at Stop sign, M.P. 21.76, and line spring point derail before proceeding. After being used derail must be restored to derailing position.

104 (V). At Sloan, when switching on siding, switch to spur at east end of siding will be lined for spur, to act as derail.

At Blue Diamond, switch to runaway track must be kept lined and locked for runaway track and all switching movements made toward this track.

At Kelso, switches at east and west end of track 5 must be left lined and locked for track 4 when not in use.

Centralized Traffic Control

266 (S). Boulder City Branch trains need not receive Clearance Form B at Las Vegas as required by Operating Rule 266.

Clearance Form 2643 received by Boulder City Branch trains at Las Vegas confers authority to enter CTC territory at Las Vegas, and confers the same authority on Boulder City Branch as when received at Boulder Junction.

267 (R). CTC Stop signals, located as follows, are designated as "starting signals":

Las Vegas

- Eastward dwarf signal at east end of passenger station;
- Eastward high signals on main track and drill track just west of Bonanza underpass;
- Westward dwarf signal at west end of passenger station;
- Westward high signal just west of west passenger siding switch;
- Eastward signal located 400 feet west of Charleston Boulevard.

Continued on Opposite Side.

267 (R). Continued.

When stopped by a "starting signal", member of crew must communicate with dispatcher or operator and be governed by his instructions. Flagman need not be sent ahead unless instructed to do so by dispatcher or operator but movement must be made at restricted speed and Operating Rule 267 must be complied with.

267 (S). Eastward freight trains leaving Las Vegas will, unless otherwise directed, use drill track and leave yard at extreme east switch, being governed by signal indication at that point.

Power Operated Derail

526 (R). At east end of Las Vegas yard, power operated derail on drill track operates in conjunction with main track switch. When necessary to hand operate main track switch or place selector lever in hand position, as provided in Operating Rule 527 or 528, derail switch and selector lever on derail switch must also be hand operated.

Exchanging Signals and Inspection of Trains

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

Arden

Sloan

Kelso

Movements on Yard and Other Tracks

802 (U). At Yermo, trains yarded on old main track must stop to clear No. 1 track. Trains yarded on No. 1 track must stop to clear old main track.

Target on west switch displays red indication when switch is lined for old main track.

Switching Cars with Air Brakes Cut In

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

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

804 (S). At Blue Diamond, if necessary to move to main track in doubling train together, air must be coupled on all cars and terminal test of air brakes required by Air Brake Rule 1025 must be made to determine if air brakes are operative before starting double over. After double over has been completed and train line is fully charged as indicated on caboose gauge on rear of train, air brake test must be made in accordance with Air Brake Rule 1025.

Use of Hand Brakes

804 (T). In addition to complying with Operating Rule 804 (A), hand brakes must be set on cars as follows:

Location

Requirements

Las Vegas

—Sufficient hand brakes but not less than three must be set on east end of all trains or cuts of cars left standing on any track. Yardmasters and engine foremen are responsible for knowing that sufficient hand brakes are set.

Kelso

—Sufficient hand brakes but not less than ten must be set on west end of train left unattended on any track regardless of whether or not engine is attached to train.

Continued on Page 8.

804 (T). Continued.

Yermo

—Incoming crew of all freight trains arriving Yermo must set sufficient hand brakes but not less than six on east end of train. When outgoing crew is on duty and takes charge of train on arrival, it will not be necessary to set hand brakes on east end of trains arriving Yermo providing there is an understanding between the two crews. Outgoing crew will be responsible for setting hand brakes if engine is later detached.

Engine foreman, Yermo, must know that sufficient hand brakes are set on east end of cars on all tracks.

Position of Cars in Trains

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

Inspection of Trains

811 (U). In addition to making inspection of trains as often as practicable, per Operating Rule 811, eastward freight trains must be given roll-by or standing inspection at Cima.

Westward freight trains being handled with dynamic brake in operation and required to use retaining valves, must stop and be inspected at Cima, Elora and Kelso, except that westward freight trains of 3600 tons or less need not stop at Elora for inspection when handling not to exceed 900 tons per unit and may be given roll-by inspection at Cima and Kelso.

Westward freight trains being handled with dynamic brakes not in operation must stop 10 minutes at Chase and 10 minutes at Dawes for inspection and cooling of wheels but need not stop at Elora. At inspection points, walking inspection must be made on one side and roll-by inspection on opposite side.

When visibility is restricted to the extent that trains cannot be inspected while running, military trains consisting entirely of passenger equipment must stop and be inspected at Kelso.

811 (V). Referring to Special Rule 811 (T):

Swing brakeman must ride engine of eastward freight trains from Kelso to Cima, where swing brakeman will make roll-by inspection of entire train.

All westward freight trains that do not stop at Kelso will reduce speed to 6 MPH passing depot and conductor or swing brakeman will make roll-by inspection of entire train, making inspection on side opposite depot when practicable. Engineer must receive proceed signal after caboose has passed depot.

Employee making running inspections at Cima and Kelso must pay particular attention to running gear, brake and draft rigging, loose doors, projecting appliances, shifted loads, and be on lookout for overheated journals.

Engine Service

875 (R). At Kelso, on westward trains, an engineman, mechanical employee or road officer must be in charge of engine at all times.

Track Restrictions

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

Note: Engines included in the various classifications are as follows:

DIESEL ROAD ENGINE—Includes all GP-7, F-7, GP-9, F-9, SD-7 and SD-24 diesel units, including 6-wheel truck passenger units.

DIESEL SWITCH ENGINE—Includes all Alco Road switchers, unit numbers 1280 to 1295, and all 1000 H.P. diesel switch engines, unit numbers 1000 to 1095, 1100 to 1198, 1200 to 1210, 1300 to 1304, 1800 to 1865, and 1870 to 1877.

Permission must be received from dispatcher or officer before engines of a type not specifically identified herein are permitted to operate on branches or industry tracks.

Continued on Opposite Side.

899 (R). Continued.

Location	Track	Heaviest Engine Permitted
Boulder City	Machine Shop Track 7	None permitted

Close Clearances

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

Location	Structure or Obstruction	Clearance of engine or car is close at
FIRST SUBDIVISION		
M.P. 267.25	Bridge	Side.
M.P. 250.69	Bridge	Side.
M.P. 243.96	Bridge	Side.

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

900 (U). At Henderson, American Potash and Chemical Company Balloon Track 4-C has impaired side clearance from worm type elevator.

Switching movements are prohibited from passing this location.

Cars to be spotted on this track must be left not closer than one car-length from impaired clearance point.

Air Brake Rules

1035 (R). Running air tests as required by Air Brake Rule 1035 must be made by passenger trains at:

Cima—Eastward and westward;

Kelso—Westward, when stop is made at Kelso.

1043 (R). Inspection required by Air Brake Rule 1043 (D) (revised March 1, 1958) must be made on all trains at Las Vegas.

1044 (R). Unless otherwise provided, air brake test as required by Air Brake Rule 1044 must be made by all freight trains at following points:

Cima—Westward.

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

1045 (R). Retaining valves must be used on all trains as follows:

1—All loaded cars Blue Diamond to Arden.

2—All passenger trains Cima to Kelso.

3—All freight trains Cima to Kelso handled by diesel or turbine locomotives with dynamic brake or pressure maintaining feature not in operation must use retaining valves on all cars.

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

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

Continued on Page 9.

1045 (R). Continued.

Between Kelso and Sands when train is being handled by diesel or turbine locomotive with dynamic brake not in operation, westward freight trains averaging 55 tons or more per operative brake must not exceed 30 MPH from Kelso to Sands, and where tonnage of westward freight trains exceeds 65 tons per operative brake, retaining valves must be used on every other load throughout train and speed must not exceed 20 MPH and stop of 10 minutes must be made at Kerens for inspection of train.

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

1045 (S). The following will govern use of retaining valves on freight trains when handled by diesel or turbine locomotives with dynamic brake and pressure maintaining feature in operation on descending grade, Cima to Kelso:

(a)

1500-1750 HP	3000-3500 HP	4500-5250 HP	6000-7000 HP or more
900 tons or less averaging not more than 50 tons per operative brake: None.	1800 tons or less averaging not more than 50 tons per operative brake: None.	2700 tons or less averaging not more than 50 tons per operative brake: None.	3600 tons or less averaging not more than 50 tons per operative brake: None.
Over 900 tons or averaging more than 50 tons but not to exceed 60 tons per operative brake:	Over 1800 tons or averaging more than 50 tons but not to exceed 60 tons per operative brake:	Over 2700 tons or averaging more than 50 tons but not to exceed 60 tons per operative brake:	Over 3600 tons or averaging more than 50 tons but not to exceed 60 tons per operative brake:
One retaining valve must be used for each 50 tons in excess of 900 tons but not less than 25 retaining valves must be used.	One retaining valve must be used for each 50 tons in excess of 1800 tons but not less than 25 retaining valves must be used.	One retaining valve must be used for each 50 tons in excess of 2700 tons but not less than 25 retaining valves must be used.	One retaining valve must be used for each 50 tons in excess of 3600 tons but not less than 25 retaining valves must be used.
Over 900 tons or averaging more than 60 tons per operative brake:	Over 1800 tons or averaging more than 60 tons per operative brake:	Over 2700 tons or averaging more than 60 tons per operative brake:	Over 3600 tons or averaging more than 60 tons per operative brake:
Retaining valves must be used on all cars in train.	Retaining valves must be used on all cars in train.	Retaining valves must be used on all cars in train.	Retaining valves must be used on all cars in train.

(b) Dynamic brake must be placed in service and tested for proper operation between M.P. 309 and M.P. 292.

(c) If while using dynamic brake it becomes inoperative on one or more power units of locomotive, train must be immediately stopped and retaining valves placed in use as prescribed by Special Rule 1045 (R), before proceeding.

(d) When use of retaining valves is required, these valves must be used consecutively from head end of train.

(e) Additional retaining valves must be used in accordance with provisions of Air Brake Rule 1045 (A), when in the judgment of the engineer or conductor, use thereof is necessary.

(f) Conductor must advise engineer number of cars, total tonnage, average tons per operative brake and location of loads and empties in train.

SPECIAL RULES — SECOND SUBDIVISION

CRESTMORE, ANAHEIM, LAKEWOOD, SAN PEDRO, PASADENA AND GLENDALE BRANCHES

Engine Whistle Signals

14 (R). Where two main track operation is in effect between Riverside Jct. and Riverside and between M.P. 7.7 and Pasadena Jct., whistle signals 14(r) or 14(s) will be used by a westward train on No. 2 track and by an eastward train on No. 1 track to recall flagman. No. 1 track is right hand track moving westward.

Markers and Rear End Lights

19 (U). Referring to Operating Rule 19 (F):

Oscillating rear end light on passenger trains will not be used within switching limits of LAUPT between Pasadena Junction and Union Depot.

Use of Engine Bell

30 (R). Within corporate limits of cities named below, engine bell must be rung continuously when engine is moving:

Riverside Pomona Ontario Los Angeles

The use of engine whistle and bell must be minimized while moving through cities on the Anaheim, Pasadena and San Pedro Branches.

Train Registering Exceptions

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

At Yermo, first-class trains will register by registering ticket.

Starting Trains

84 (R). At East Los Angeles, eastward passenger trains stopped at passenger station must not depart until green light is displayed on semaphore signal located on mast above ticket office.

Yard Limits

93 (S). Yard limits include:

Crestmore —Tracks to Ormand and Bly quarries and to Bly;
Whittier Jct. —Whittier;
Paramount —Lakewood;
Los Angeles —Glendale and Pasadena Branches and to M.P. 8.3 on San Pedro Branch.

93 (T). At Los Angeles (East Yard), all train, yard and engine movements in both directions must stop at Stop sign before entering curve at point opposite Union Pacific bus garage on diesel shop running lead, and herder or hostler attendant will precede movement around curve.

All train and engine movements on coach run around track will stop at Stop sign before fouling coach yard lead at east end of coach yard.

Railroad Crossings and Junctions

98 (R). Trains and engines must be governed by the following at the railroad crossings and junctions indicated:

Location	Railroad Crossed or Junction With	Trains Which Have Precedence	How Governed
Ontario (M.P. 38.1)	S.P.		Automatic Interlocking and C.T.C. Special Rule 98(U).
M.P. 33.0	S.P.		C.T.C. Signals.
Bartolo (M.P. 17.8)	S.P.		C.T.C. Signals.
Puente Jct. (M.P. 11.2)	S.P.		C.T.C. Signals.
Mission Tower	A.T.&S.F.		Interlocking. Rule 609.
Redondo Jct.	A.T.&S.F.		Interlocking. Rule 609.
Violet Alley, Los Angeles (100 ft. east of Santa Fe Ave.)	A.T.&S.F.	U.P.	Flagman must protect crossing U.P. old main track.
Violet Alley, Los Angeles (North leg of wye)	A.T.&S.F.	A.T.&S.F.	Flagman must protect crossing Santa Fe lead track.
Santa Fe Ave., Los Angeles	A.T.&S.F.	A.T.&S.F.	U.P. trains and engines stop. Flagman protect two crossings unless proceed signal received from switchtender.
15th St., Los Angeles	A.T.&S.F.		Stop signs.
SAN PEDRO BRANCH			
Hobart (M.P. 3.1)	A.T.&S.F.	A.T.&S.F.	Interlocking. Rule 609.
M.P. 3.6 M.P. 4.6-C M.P. 4.8-C	L.A. Jct. Ry.	U.P.	Semi-automatic Interlocking. L.A. Jct. Ry. engines stop and flagman protect crossings.
South Industry Joint U.P.-P.E. Lead	Bethlehem Steel	U.P.-P.E.	Stop sign. U.P.-P.E. engines stop and if crossing is clear and derails on Bethlehem track are in place, movement may be made over crossing. Bethlehem engines stop and flagman protect crossing.
M.P. 5.1	P.E.		Automatic Interlocking. Rule 612.
M.P. 7.4	S.P.		Automatic Interlocking. Rule 612.
M.P. 11.2	P.E.		Automatic Interlocking. Rule 612.
Douglas Jct. (M.P. 14.6)	U.P.		Stop sign.
M.P. 17.4	P.E.		Interlocking. Special Rule 609(R).
M.P. 21.7	S.P.		Interlocking. Special Rule 609(R).
M.P. 21.9	P.E.		Interlocking. Special Rule 609(R).

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Location	Railroad Crossed or Junction With	Trains Which Have Precedence	How Governed
Anaheim Team Tracks 85 and 87 (M.P. 22.66-C)	A.T.&S.F.	A.T.&S.F.	U.P. engines stop at stop sign. Flagman protect crossing.
Henry Ford Boulevard (M.P. 23.2)	Drawbridge		Interlocking.
Permanente Co. Spur (M.P. 23.52)	U.P.		Stop sign. Flagman protect crossing.
PASADENA BRANCH			
Ave. 33 (M.P. 2.7) Highland Park (M.P. 5.4)	A.T.&S.F.	A.T.&S.F.	U.P. trains and engines stop, throw target and wait three minutes before moving over crossing.
ANAHEIM BRANCH			
M.P. 0.1	S.P.		C.T.C. Signals.
M.P. 10.5	P.E.	P.E.	U.P. trains and engines stop and flagman protect crossing.
M.P. 15.5	A.T.&S.F.	A.T.&S.F.	Interlocking. See instructions in phone box near derails.
Anaheim Sugar Spur (M.P. 19.0)	A.T.&S.F.	U.P.	A.T.&S.F. trains and engines stop and flagman protect crossing. U.P. trains and engines approach prepared to stop unless crossing is clear.

98 (S). At Glendale Jct., trainmen of trains moving from Pasadena Branch must communicate with signalman at Mission Tower, who will release electric lock on switch.

Trainmen of engines entering or leaving spur track at North Main Street, Los Angeles, must communicate with signalman at Mission Tower, who will release electric lock on derail.

98 (T). For movement of U.P. trains and engines to and from Glendale Branch at Arroyo Jct., S. P. switchtender must be notified to handle switch.

98 (U). For movement over S.P. crossing, M.P. 38.1, the following will govern:

When an eastward train or engine is stopped by semi-automatic interlocking signal, Operating Rule 613 will govern.

When a westward train or engine is stopped at CTC signal located 1550 feet east of crossing, in addition to receiving clearance Form C, Operating Rule 613 will govern.

Flag Protection

99 (T). On Anaheim Branch, between 6 A.M. and 5 P.M. daily except *Saturday and Sunday*, a speed of 10 MPH must not be exceeded by all trains approaching and moving on curves and where view is obscured, looking out carefully at all points for track cars and men working on track without flag protection. Speed on curves must be such as to be able to stop within one-half the distance track is seen to be clear, and whistle signal 14 (1) must be sounded frequently.

99 (U). Between Ninth Street Jct. and Pasadena Jct., when stop is made on main track 1 or 2, flagman must take position on ground at rear of train or engine, prepared to provide protection if protection becomes necessary.

99 (V). Referring to first paragraph of Operating Rule 99 (A), reading as follows: "In CTC territory, protection of train in accordance with Rule 99 is not required between Stop signals at a station."

Continued on Opposite Side.

So there will be no misunderstanding, the only locations between Riverside Jct. and East Los Angeles where this rule applies are between Stop signals at the following stations:

Pico	Montclair
City of Industry	Mira Loma
Walnut	Bly
Spadra	Streeter
Pomona	Riverside

Public Crossings

103 (S). All trains and engines must stop and be preceded by a flagman over the following public crossings:

Manuel Lead —Sepulveda Boulevard;
Pasadena —Lincoln Avenue;
Colorado Boulevard;

City of Industry —Railroad Street.

103 (T). On Anaheim Branch, all trains and engines must be prepared to stop at South Spadra Road near Fullerton, M.P. 17.3.

103 (U). On Glendale Branch, all trains and engines must approach and pass over San Fernando Road and Fletcher Drive very carefully, keeping sharp lookout for street traffic.

103 (V). On Pasadena Branch, all trains and engines approaching Avenue 64 must be governed by highway traffic signal indications. Enginemen must exercise judgment approaching signals and enter intersection when signal changes to green and avoid entering as signal is about to turn red, as these signals are actuated by timing device and not connected to track circuits.

Not more than ten cars including caboose may be handled over this crossing.

103 (W). The city of Los Angeles has placed the following restrictions on trains and engine movements over Olympic Blvd. and Lemon Sts. in vicinity of Alameda Freight Terminal:

(1) 7:00 A.M. to 8:00 A.M., one locomotive in each direction and one drag one way of not in excess of 10 cars.

(2) 8:01 A.M. to 9:30 A.M., one locomotive in each direction and one drag one way of not in excess of 15 cars.

(3) 4:45 P.M. to 5:45 P.M. (Not to use crossing at all.)

(4) 3:30 P.M. to 4:44 P.M.; also 5:46 P.M. to 6:00 P.M., a total of one locomotive in each direction and one drag in each direction of not in excess of 15 cars each.

(5) 6:30 A.M. to 6:30 P.M., no movements may block the crossing for a total period of time in excess of 6 minutes out of any 15 minute interval.

Yardmasters as well as crews must see that these restrictions are complied with.

103 (X). At North Main Street, Los Angeles, between Pasadena Jct. and Dayton Ave. tower, marker posts indicate the limits of time-out crossing signal circuits. When stop is to be made approaching Main Street, train or engine must stop before passing marker posts. If necessary to stop after crossing Main Street, stop must be made beyond marker posts in order to release automatic gates. After stop has been made, any further movement toward the crossing must be made in compliance with Rule 103 (C).

103 (Y). At Manuel, train crossing Sepulveda Blvd. on Manuel lead must stop clear of Sepulveda Blvd. to open gates at the Veteran's Administration grounds. Gates must be closed and locked after movement is completed.

Switches and Derails

104 (T). Referring to Special Rule 104 (R):

No. 10 turnouts are installed on dual controlled switches as follows:

Yermo	—West switch, old main track.
M.P. 160.27	—West switch, Lend-Lease Yard.
Riverside	—West switch, end of two main tracks.
Whittier Jct.	—Anaheim Branch switch.
M.P. 3.75	—Main line cross-over and switch from No. 2 main track to yard lead.
M.P. 3.47	—Switch, west end of "A" Yard, from No. 2 main track to yard lead.
Downey Road	—M.P. 2.82—From No. 3 auxiliary track to Hobart lead.
Downey Road	—M.P. 2.75—Cross-over from No. 2 main track to No. 3 auxiliary track.
9th St. Jct.	—No. 1 main track diverging switch to Butte Street Yard.
7th St. Yard	—No. 1 main track—Dual control switches, east and west end of yard at Olympic Blvd. and 1st Streets.

104 (W). On Pasadena Branch, switch point derail is located in main track 150 feet north of Lincoln Avenue at M.P. 11.

On Pasadena Branch, spring point derail is located in main track at M.P. 8.07, and must be locked in derailing position when not being used. Eastward trains and engines trail through derail. Westward trains and engines must stop and line derail.

104 (X). On Glendale Branch, derail located on main track just below run around switch at Glendale.

Normal Position of Switches

104 (Y). At Los Angeles coach yard, all switches at east end, including roundhouse switch and Washington Blvd. lead switch, must be left lined for tail track when not in use.

104 (Z). At Mead Transfer, main track switch to west leg of wye and main track switch to Mead Yard may be left lined as last used. All trains and engines must approach these switches prepared to stop unless switch is properly lined.

Centralized Traffic Control

266 (T). All westward trains must receive Clearance Form B at Riverside.

266 (U). Anaheim Branch trains need not receive Clearance Form B at East Yard as required by Operating Rule 266.

Clearance Form 2643 received by Anaheim Branch trains at East Yard confers authority to enter CTC territory at East Yard and confers the same authority on Anaheim Branch as when received at Whittier Junction.

267 (T). In CTC territory between Riverside Junction and Pasadena Junction, push-buttons have been installed in telephone booths of relay houses at dual control switch locations for emergency use when dispatcher cannot clear signals or when a Stop indication is displayed and communication has failed.

Two push-buttons are installed at each location, one marked "East" and the other marked "West" and operation of button for proper direction will, when conditions permit, cause signals to clear for movement. The following will govern:

Emergency push-buttons installed in telephone booths of relay houses at dual control switch locations may be used in an attempt to obtain proceed signal indication only when so instructed by dispatcher, or when communication fails.

When instructed by dispatcher to use emergency button and a Clear indication is received, train or engine may proceed in accordance with signal indications.

When stopped by a Stop indication and communication has failed, proper push-button may be used, and if a Clear indication is then displayed, train or engine may proceed, but must move at restricted speed to next Stop signal (A signal) in advance, keeping close lookout for track car or obstruction. A report must be made by wire to superintendent and chief dispatcher at first stop or first open telegraph office.

Block Signals

509 (R). Approach signal located at M.P. 20.7 governs westward trains on San Pedro Branch to interlocking signal at Thenard crossing. Member of crew of train stopped by this signal must communicate with operator at Thenard by telephone located at signal. If signal indication is not then changed to permit train to proceed, Rule 509 will govern.

Interlocking

605 (R). The following whistle signals will be used to indicate route:

Riverside Jct.:

From A. T. & S. F. westward main track to U. P. No. 2 main track	—	—	—	0
From U. P. No. 1 main track to A. T. & S. F. eastward main track	—	—	—	0
From U. P. No. 1 main track to A. T. & S. F. westward main track	—	—	0	0
To transfer track	—	0	0	0

Hobart:

For siding	—	—	—	0
For east wye	—	—	—	0
From San Pedro main track to A. T. & S. F. siding	—	—	—	0
From A. T. & S. F. siding to San Pedro main track	—	—	—	0
From U. P. transfer to A. T. & S. F. siding	0	0	0	—
From A. T. & S. F. siding to U. P. transfer	0	0	0	—

At Los Angeles, microphone is installed on signal bridge at Fourth Street for westward movements on both main tracks and on Stop signal on yard lead at First Street for movements leaving Seventh Street yard.

Following whistle signals will be used to indicate route:

For Union Station	—	—	—	0
To and from Glendale Jct.	—	—	—	—
For Alhambra S. P. coach yard or to turn equipment or engine	—	—	0	0
For S. P. coach yard	—	0	0	0

At Mission Tower, one long sound of towerman's emergency whistle is a signal for all movements within interlocking limits to stop at once and not move until proper signal or definite information is received from signalman.

609 (R). At crossings M.P. 17.4, M.P. 21.7 and M.P. 21.9, San Pedro Branch, when a train or engine is stopped by an interlocking signal displaying Stop indication, a member of crew must communicate with signalman and be governed by instructions posted in box.

609 (S). When a train or engine is stopped by a Stop indication of an interlocking signal at Signal Bridges 3, 4, or 6, between Dayton Avenue and Mission Tower and signal does not change to proceed indication, a member of crew must communicate with signalman at Dayton Avenue or Mission Tower.

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

At Bell, when making movements from siding or Bethlehem Steel Corporation spur to main track, trainmen must be governed by track occupancy indicator. If track occupancy indicator displays Unoccupied indication, switch may be thrown and when dwarf signal displays proceed indication, movement will be made at restricted speed. When performing switching at those points, flag protection must be provided for cars left on main track between home signals.

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

609 (U). Home signal at east end Los Angeles River bridge at Redondo Tower governs westward movements over A. T. & S. F. spur track crossing at west end of bridge.

Color light dwarf signal at west end of Los Angeles River bridge governs westward movements over A. T. & S. F. main track crossing at Redondo Tower.

Exchanging Signals and Inspection of Trains

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

Riverside	Pomona	Pico
Mira Loma	City of Industry	Montebello
Ontario		

Movements on Yard and Other Tracks

802 (U). At Yermo, trains yarded on old main track must stop to clear No. 1 track. Trains yarded on No. 1 track must stop to clear old main track.

Target on west switch displays red indication when switch is lined for old main track.

802 (V). In shoving cars into spur tracks in Los Angeles industrial area, movement must be stopped three car lengths from bumper or end of track and further movement must be preceded by member of crew on the ground.

Riding Engines and Cars

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

At Los Angeles, on main tracks between Downey Road and Glendale Jct.;

On main track, San Pedro Branch, between Hobart Tower and Firestone Blvd.;

At Mead Transfer, from east yard limit sign to west leg of wye at Terminal Island;

Over Anaheim team tracks and running lead to Pier A, Wilmington.

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

802 (X). A yardman must take a conspicuous position on rear car of movements between locations named:

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

Acme Merchandise

802 (Y). Acme Mdse. cars for San Bernardino routed Colton via PE, must be set out at Colton at all times.

Use of Hand Brakes

804 (T). In addition to complying with Operating Rule 804 (A), hand brakes must be set on cars as follows:

LOCATION

MINIMUM REQUIREMENTS

Yermo

—Incoming crew of all freight trains arriving Yermo must set sufficient hand brakes but not less than six on east end of train. When outgoing crew is on duty and takes charge of train on arrival, it will not be necessary to set hand brakes on east end of trains arriving Yermo providing there is an understanding between the two crews. Outgoing crew will be responsible for setting hand brakes if engine is later detached.

Engine foreman, Yermo, must know that sufficient hand brakes are set on east end of cars on all tracks.

Continued on Opposite Side.

804 (T). Continued.

East Yard

—Sufficient hand brakes but not less than six must be set on east end of all trains or cuts of cars left standing on any track. Yardmasters and engine foremen are responsible for knowing that sufficient hand brakes are set.

East Yard Coach Yard

—One hand brake must be set on east end of each cut of cars left standing on any track and in addition wheels must be blocked. It is the responsibility of the engine foreman to know that these requirements are complied with.

804 (U). That part of Operating Rule 804 (C) referring to oil loading or unloading facilities or incline tracks applies only at the following locations:

Rioco

Richfield Oil Loading Platform

Position of Cars in Trains

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

Engine Service

876 (R). Firemen must not be permitted to operate the engine while making shoves on industrial tracks in the Los Angeles area.

Track Restrictions

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

Note: Engines included in the various classifications are as follows:

DIESEL ROAD ENGINE—Includes all GP-7, F-7, GP-9, F-9, SD-7 and SD-24 diesel units, including 6-wheel truck passenger units.

DIESEL SWITCH ENGINE—Includes all Alco road switchers, unit numbers 1280 to 1295, and all 1000 H.P. diesel switch engines, unit numbers 1000 to 1095, 1100 to 1198, 1200 to 1210, 1300 to 1304, 1800 to 1865, and 1870 to 1877.

Permission must be received from dispatcher or officer before engines of a type not specifically identified herein are permitted to operate on branches or industry tracks.

Location	Track	Heaviest Engine Permitted
Riverside	Mission spur track serving A. F. G. Co. yard	None permitted DE-Rd engines may use to east end of packing house
Crestmore	Over trestle in plant yard of R.P.C. Co. . .	None permitted
Mira Loma	Tracks within government enclosure . . .	None permitted

Close Clearances

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

Location	Structure or Obstruction	Clearance of engine or car is close at
SECOND SUBDIVISION		
M.P. 55.9	Highway bridge	Side.
M.P. 55.7	Canal syphon wall	Side.
M.P. 52.4	Bridge	Side.
M.P. 31.9 (Thomas Street) . .	Iron post barricade	Side.

Continued on Page 14.

RATING OF DIESEL LOCOMOTIVES IN FREIGHT SERVICE IN TONS OF 2,000 POUNDS

Total weight of trains, exclusive of locomotives, which the different classes of locomotives will haul in each direction between stations named under favorable weather conditions.

Type	Numbers (Inclusive)	H.P.	Las Vegas to Yermo	Yermo to Victorville	Victorville to Summit	San Bernardino to Los Angeles	Los Angeles to San Bernardino	San Bernardino to Summit	Summit to Kelso	Kelso to Cima	Cima to Las Vegas
EMD	1000-1095	YdSw 1000	890	1050	700	1000	890	500	890	500	890
ALCO	1180-1190	RdSw 1500	1475	1500	1000	1625	1475	675	1475	675	1475
EMD GP-7	100- 129	RdSw 1500	1675	2200	1100	1800	1675	725	1675	725	1675
EMD GP-9 F-9	130- 349 500- 542	RdSw 1750	1875	2785	1250	2125	1875	850	1875	850	1875
EMD SD-7	775- 784	RdSw 1500 (6 motors)	2560	3300	1850	2750	2560	1250	2560	1250	2560
EMD F-7	1400-1497	Frt 1500	1675	2200	1100	1800	1675	725	1675	725	1675
EMD	1870-1877	RdSw 2400	2810	3800	2000	3000	2810	1300	2810	1300	2810

Note: Rating shown is for single unit. If more than one unit, rating of combined units will govern.

Diesel-electric switch locomotives and single unit Diesel-electric locomotives with one air compressor are restricted in road service to a maximum of 45 cars on descending grades of one percent and over.