

Southern Pacific
Transportation Company

LOS ANGELES DIVISION

LAUPT RULES

**Rules and Special Instructions for
operation within LOS ANGELES
UNION PASSENGER TERMINAL**

These instructions supersede previous Instructions and are issued in connection with, but not in place of, certain rules of the Rules and Regulations of the Transportation Department.

SP employes operating within LOS ANGELES UNION PASSENGER TERMINAL are required to have a copy of these instructions available while on duty.

M. L. Burke
Superintendent

Effective April 1, 1984

LAUPT RULES

Rules and Special Instructions for operation within LOS ANGELES UNION PASSENGER TERMINAL (LAUPT):

A. Southern Pacific Transportation Company Rules and Regulations and Los Angeles Division Timetable and Special Instructions apply for SP employees within Terminal Limits LAUPT.

B. Terminal Limits extend from signal bridge No. 2 MP 482.4 to end of tracks at end of station platform.

- (1) Direction within these limits:
Entering Terminal—Westward
Leaving Terminal—Eastward

C. Speed restrictions for all trains and engine movements:

- (1) Between Signal Bridge No. 2 and passenger subway 10 MPH.
- (2) Between passenger subway and end of tracks 5 MPH.

D. Steam generators must not be "blown down" by operating employees within limits of Terminal.

E. INTERLOCKING:

- (1) Signals on Signal Bridge No. 1 and westward from there are controlled by operator Los Angeles Terminal Tower.
- (2) Signals on Signal Bridge No. 2 are controlled by Mission Tower.
- (3) Signals with a white disc on the front face of the foundation are located at several points within interlocking limits. The signals are to the right of the frog of two converging tracks and govern movements on either track.
- (4) The last signal an entering train may receive may display a YELLOW aspect which indicates

train is entering an occupied track or that switch to engine release track is lined against the movement.

- (5) The meaning of a YELLOW signal within the LAUPT is:
Proceed at Restricted Speed.
- (6) One long blast of the whistle on the Los Angeles Terminal Tower is a signal for all trains and engines to stop.
- (7) When part of a train standing on any station track extends beyond the starting signal, a leaving movement must not be made unless that signal displays a YELLOW aspect which will be repeated in a flashing yellow "call light" located on top of the signal case. After Conductor has pushed train starter button, a member of the train crew, as directed by the Conductor will take position to observe the starting signal, and will signal the Engineer to proceed after starting signal displays a YELLOW signal.
- (8) A number plate to indicate track upon which an entering train is running, is located to the right of each approach-throat track 150 feet west of Signal Bridge No. 2, and on Signal Bridge No. 1 a number plate is mounted directly above each signal governing entering movements to indicate the track which the signal governs.

A number plate to indicate track upon which a leaving train is running, is located to the right of tracks 51(1.) and 52(2) sixty-six feet east of Signal Bridge No. 1, and on Signal Bridge No. 1-A a number plate is mounted directly below each signal governing leaving movements to indicate the track on which the signal governs.

F. TRAINS WILL BE STARTED AS FOLLOWS:

- (1) **Station Supervisor, or his assistant, will notify conductor when train is ready.**

(2) Conductor will immediately push train starter button, after which he will signal the Engineer to proceed.

(3) Engineer will start train only on signal from trainmen.

G. Except when necessary to use engine release tracks, all trains and engines will stop not less than 20 feet from the bumper at end of track.

H. Back-up movements (except when switching), must not be made unless a tail hose equipped with an operative whistle is attached to the leading end of the leading car, or the car is equipped with a control valve and operative whistle and in charge of trainman or yardman. When practicable such movements must be controlled by hand signals, and tail hose or control valve used only when such movements cannot be controlled by hand signals. Conductors and engine foremen must know that their crews are placed in such a manner as to properly control the movement.

When making back-up movements, except when switching into the Terminal Station, a safety stop must be made not less than 200 feet from bumper and final stop made not less than 20 feet from the bumper.

I. Unless otherwise instructed, not less than one yardman will accompany yard engines in charge of yard crews when movement without cars is being made.

J. Prior to coupling engine to train, a safety stop will be made not less than 30 feet before coupling.

K. Passenger or freight equipment must not be switched or coupled into occupied equipment, unless air brakes are cut in and operative on all cars being handled and automatic air brake must be used.

When switching passenger equipment, yardmen will determine whether vestibule curtains have been cut and electrical cables and steam conduit couplings separated before uncoupling or moving, to prevent damage to equipment and possible personal injury.

When necessary to disturb cars that are being loaded or unloaded, notice must first be given to all persons in

or about the cars to be moved. Care must be taken to avoid injury to persons, or damage to trucks, automobiles or other equipment not clear.

L. Engines, coupled to passenger trains, must not be left without a qualified employee in charge, unless properly secured. At this location only, "properly secured" shall require that:

- (1) All locomotive isolation switches must be placed in ISOLATE position.
- (2) Reversers removed from control stands.
- (3) Generator field switches placed in OFF position.
- (4) Oscillating signal light circuit breaker placed in OFF position, if equipped.
- (5) Independent brake fully applied.
- (6) Automatic brake applied with full service reduction.
- (7) Locomotive hand brakes applied.
- (8) Wheel blocking chains placed on each side of one wheel of each locomotive, if available.

NOTE: Care must be taken to not disturb head-end power generation when locomotives are secured.

M. Trains and engines will be under the jurisdiction of the Amtrak Yardmaster, and all employees in train, engine, and yard service will be subject to his instructions.