
MISSOURI PACIFIC LINES

CIRCULAR No. 81

RULES AND INSTRUCTIONS

For the Government and Protection of Employees
Whose Duties Require Them to Go Between
Under or About Engines or Cars.

Effective January 1, 1945



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For the Government and Protection of Employes,
Whose Duties Require Them to Go Between,
Under or About Engines or Cars.

Superseding All Previous Rules and Instructions
Inconsistent Therewith.

Effective January 1, 1945

APPROVED

R. C. White,
Chief Operating Officer,

A. B. Kelly,
General Manager (Texas Lines),

O A. Garber,
Chief Mechanical Officer.

RESPONSIBILITY FOR PROTECTION

Rule 1. Each employe must assure himself that proper protection is afforded against the movement of engines or cars before placing himself in a position where such movement may cause hazard or personal injury.

Employes are charged with the responsibility of complying with these instructions to afford proper protection against the movement of engines or cars.

HOW TO AFFORD PROTECTION

Rule 2. Protection must be insured against the movement of engines or cars by:

2-A. Proper understanding that engines or cars will not be coupled to or moved, applied as prescribed in Rule 3 of these instructions.

2-B. Special locks and display of blue signals on repair tracks:

Special locks other than switch locks applied to switches leading to repair tracks locking the switch in position against movement into repair tracks, and, in addition, display of blue signals between the rails at clearance points of such tracks.

2-C. Display of blue signals on other than repair tracks:

2-C(1). Placed between the rails of track, or on ends of cars, at both ends of equipment to be protected on a main track. If engine is attached, the signal on that end must be attached on right hand side of engine in plain view of engineman.

2-C(2). Placed between the rails of track at clearance point or sufficient distance from each end of equipment to be protected

(within clear view of entrance to track involved), to insure protection on other than main tracks, except repair tracks. If engine is attached, the signal on that end must be attached on right hand side of engine in plain view of engineman.

Each class of workmen will display the blue signals and the same workmen are alone authorized to remove them.

2-D. Securing engines under steam against movement while unattended.

APPLICATION OF PROTECTION

Rule 3. The methods of protection prescribed above must be applied in the following manner:

3-A. Methods of protection to employes going between cars:

3-A(1). Employes in train and yard service must not go between cars for any purpose without protection or knowing that engines or cars are not coming in from either end of track, per Rule 800 of The Uniform Code of Operating Rules.

Such protection must consist of proper understanding by signal or verbal information to engine crew that engine or cars must not be moved.

Knowledge that cars are not coming in from either end of the tracks must consist of common understanding by members of the crew of moves to be made, and knowledge that cars will not be coupled to or moved by other engines.

3-A(2). Employes in other than train or yard service must not go between cars for the purpose of making or breaking steam, air, electrical, signal or safety chain connections without

- a definite understanding with members of train or yard crew with whom they are working, that protection is afforded as prescribed in Paragraph (1) above for employes in train and yard service and
- knowledge that cars will not be coupled to or moved by other engines, or
- protection by blue signals.

3-B. Methods of protection on repair tracks:

Designated repair tracks must be protected by special locks and display of blue signals.

Foreman or man in charge must apply special locks other than switch locks to the switches leading to repair tracks, and lock switches in position against movement into repair tracks, after examination of switch points to make certain that switches are in such position.

He must then display blue signals between the rails at clearance points of such tracks before employes begin work.

Before unlocking switches and removing signals to permit engines or cars to enter tracks during working hours, Foreman or man in charge must notify the employes working on such tracks.

Before unlocking switches and removing signals at the end of working hours, Foreman or man in charge must know that work has been suspended and that there are no men under or about the cars.

3-C. Methods of protection other than that prescribed in Rule 3-A of these instructions, on other than repair tracks:

Before performing work other than making or breaking steam, air, electrical, signal or safety chain connections, where movement of engines or cars would cause a hazard of personal injury, protection must be afforded by:

- (1) Display of blue signals, or
- (2) Notifying engineman and fireman of engine receiving work or of engine attached to cars receiving work.

3-D. Method of protection against movement of engines under steam while unattended:

While engines under steam are left unattended, the valves must be centered, throttle tightly closed, cylinder cocks opened, and straight air set; and in addition, the wheels must be blocked where conditions require.

Employe must not move the reverse lever or the engine without first assuring himself that no persons are in position where such movement may cause hazard of personal injury, and must sound warning signals that engine is about to be moved.

Description of Blue Signals:

A blue flag or disc (Missouri Pacific Standard), by day.

A blue light (Missouri Pacific Standard), by night.

Blue signals must not be used for any purposes other than as prescribed by these instructions.

Train men and engine men are governed by Rule 26 of the Uniform Code of Operating Rules, reading:

"A blue signal displayed at one or both ends of an engine, car or train, indicates that workmen are under or about it; when thus protected it must not

be coupled to or moved. Each class of workmen will display the blue signals and the same workmen are alone authorized to remove them. Other equipment must not be placed on the same track so as to intercept the view of the blue signals, without first notifying the workmen.

When emergency repair work is to be done under or about cars in a train and a blue flag is not available, the engineman and fireman will be notified and protection must be given those engaged in making the repairs."

Section 7 of Part IV, Circular 63, relating to rules and instructions covering loading and unloading of tank cars with certain inflammable liquids at storage points, reads in part as follows:

"During the time that the tank car is connected by loading or unloading connections, there must be signs placed on the track or car so as to give necessary warning. The party loading or unloading the tank car is responsible for furnishing, maintaining and placing these signs, and the same party alone has authority to remove them. Tank cars thus protected must not be coupled to or moved. Other cars must not be placed on the same track so as to intercept the view of these signs, without first notifying the party who placed the signs, unless there is a standard derail properly set and locked in derailing position between the nearest tank car and the other cars to be placed on the same track.

Before these signs are removed, even temporarily, the party authorized to move them must securely close the outlet valve of the tank car. The outlet valve must not be opened until the tank car is properly protected by signs. Such signs must be at least 12x15 inches in size and bear the words "STOP—Tank Car Connected" or "STOP—Men at Work," the word "STOP" being in letters

at least four inches high and the other words in letters at least two inches high. The letters must be white on a blue background. Superintendent or his representative must see that signs are so placed."

Train and yard service employes are reminded of their responsibility for observance of Rule 810 of the Uniform Code of Operating Rules, with respect to persons engaged in loading and unloading cars on industry, team, freight house and other tracks, and are not relieved from compliance with this rule by these instructions.

