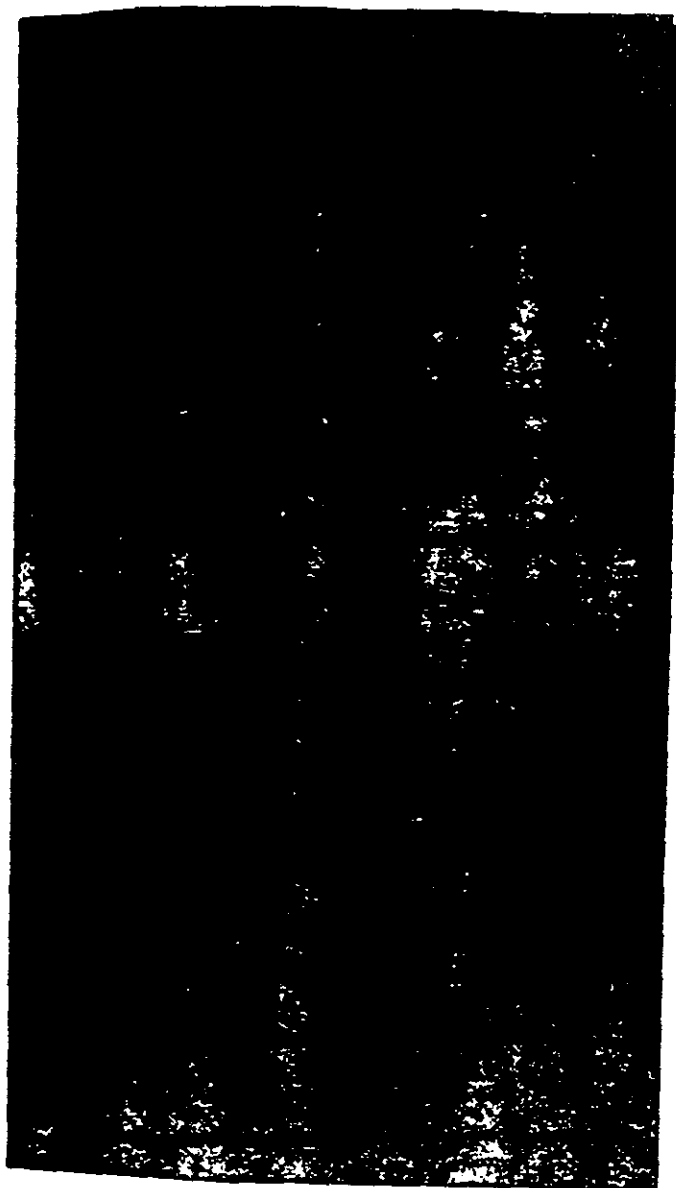
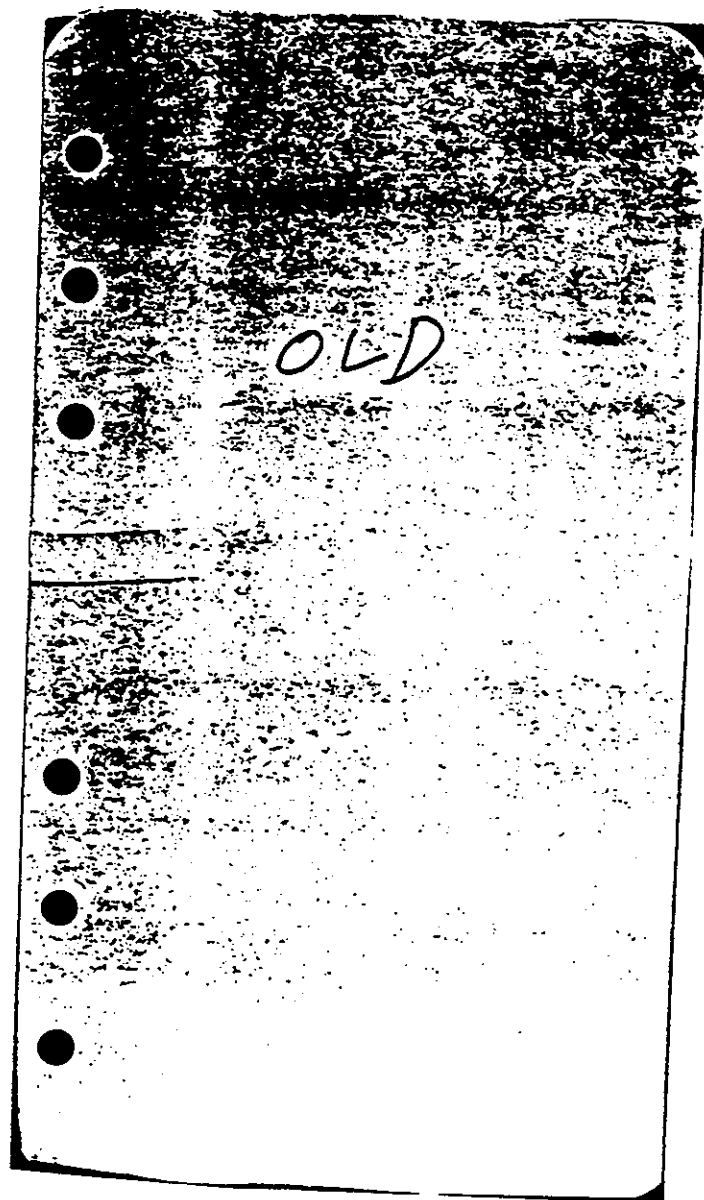


PLAINTIFF'S
EXHIBIT

RR-419e





THIS BOOK IS THE PROPERTY OF
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and must be returned to the proper officer when called for,
or when leaving the service.

Decimal Page Numbers: When issued, pages numbered 56.1
and 56.2, for example, should be inserted between page 56
and page 57, etc.

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uncoupled, lower end of hose must be firmly held.

● **GR-16.** Employees must keep premises subject to their control neat and clean. Buildings, facilities and equipment must not be defaced. Only authorized material may be posted.

● **GR-17.** Doors and windows of unoccupied engines and of cabooses not in use must be kept closed.

● **GR-18.** Every care should be exercised by employees to prevent fires. Frequent inspections must be made of the premises and fire hazards found must be promptly corrected or reported to the proper officer.

● **GR-19.** Employees who are required to handle shipments of inflammables, explosives and other dangerous commodities must familiarize themselves with the rules and regulations pertaining to proper packing, stowing and handling, and see that such rules are complied with while shipments are in their charge.

Loaded oil tank cars and cars containing explosives or inflammables must be placed in trains in accordance with rules of Bureau of Explosives.

● **GR-20.** Passengers will not be transported on freight trains except when specifically authorized.

● **GR-21.** Weight limits of engines, cars and other equipment that may be moved over each division are prescribed in timetables. The weight limits, and rules and instructions pertaining to loading and clearance limits, must be observed.

● **GR-22.** Engines must not be run over live rails of track scales when running rails are provided.

GR-23. Rule books and ticket punches must be receipted for and the receipts filed with each employee's personal record.

Switch keys issued to employees must be kept in secure places and out of the hands of persons not qualified or authorized to use them.

All such Company property must be turned in to the proper officer by employees leaving the service.

GR-24. No persons are permitted within the enclosures of train order or telephone offices except officers, those on duty therein, repairmen in discharge of duty, and agents and yardmasters at their respective stations.

GR-25. Those in charge of stations must see that train dispatcher is contacted frequently to determine expected arrival of trains and that current information is promptly posted.

GR-26. Articles found in trains or stations must be labeled with car number, train number, name of station, date and name of finder, and reported to superintendent with description, showing also in whose charge the articles are left.

GR-27. Employees are prohibited from having loaded or unloaded firearms in their possession while on duty or on Company property, except security and forestry officers authorized to do so in the performance of their duties or those given special permission in writing by the division superintendent.
(Effective November 1, 1972)

GR-28. A conductor or engineer who is asked his train's location must furnish this information promptly. When appropriate, he may provide additional information, such as, "Train (identification) is at (place) and will not leave here before (time)." He is responsible for the correctness of information thus furnished.
(Effective September 1, 1974)

Interlocking—An arrangement of signals and signal appliances so interconnected that their movements must succeed each other in proper sequence and for which interlocking rules are in effect. It may be operated manually or automatically.

Interlocking Signals—The fixed signals of an interlocking.

Interlocking Limits—The tracks between the home signals of an interlocking.

Interlocking Station—A place from which an interlocking is operated.

Main Track—A track, other than an auxiliary track, extending through yards and between stations, upon which trains are operated by timetable or train order, or both, or the use of which is governed by block signals.

Manual Block—A block established by train order or by special instructions where conditions require.

Non-Signaled Territory—Territory not equipped with automatic block, CTC or remote control systems.

Pilot—An employee assigned to a train when the engineer or conductor, or both, are not fully acquainted with the physical characteristics or rules of the railway, or portion of the railway, over which the train is to be moved.

Power-Operated Switch—A track switch controlled and operated electrically or pneumatically.

Register Station—A station at which train register is located.

Regular Train—A train authorized by a timetable schedule.

Remote Control System—A term applied to a system of operating outlying signal appliances from a designated point.

Schedule—That part of a timetable which prescribes class, direction, number and movement for a regular train.

Section—One of two or more trains running on the same schedule displaying signals or for which signals are displayed.

Siding—A track auxiliary to the main track for meeting or passing trains, and so designated in the timetable.

Signal Aspect—The appearance of a fixed signal conveying an indication as viewed from the direction of an approaching train.

Signal Indication—The information conveyed by the aspect of a signal.

Signaled Territory—Territory equipped with automatic block, CTC or remote control systems.

Single Track—A main track upon which trains are operated in both directions.

Special Instructions—Instructions so captioned in the timetable.

Speed:

- **Limited Speed**—A speed not exceeding 45 miles per hour.

- **Medium Speed**—A speed not exceeding 30 miles per hour.

- **Reduced Speed**—Proceed prepared to stop short of train or obstruction.

- **Restricted Speed**—Proceed prepared to stop short of another train, obstruction, or switch not properly lined and look out for

14. ENGINE WHISTLE SIGNALS—Cont'd

Sound	Indication
	(Two or More Tracks) To call attention of engine and train crews of trains of the same class and of inferior trains moving in the same direction and of yard engines, to signals displayed for a following section. This signal will also be given when passing track car operators, roadway and signal forces.
(f). — — o —	Approaching street or road crossings at grade. The signal will commence no later than arrival at whistle sign or place where such sign is normally located. The signal to be repeated or the last sound prolonged until engine has passed over the crossing. <i>(Effective Feb. 17, 1975)</i>
(m). — — — —	Approaching stations, junctions, railroad crossings at grade, intermediate block stations and drawbridges. <i>(Effective Feb. 17, 1975)</i>
* (n). — — o	Approaching meeting or waiting points. Rule S-90.
* (e). o —	Inspect train line for leak or for brakes sticking.
(p). Succession of short sounds	Alarm for persons or livestock on the track.
<i>(Effective Feb. 17, 1975)</i>	

14. ENGINE WHISTLE SIGNALS—Cont'd

Sound	Indication
(q). — o	When running against the current of traffic: (1) Approaching stations, curves, or other points where view may be obscured and to warn trackmen or other workmen. * (2) Approaching passenger or freight trains and when passing freight trains. * (3) Preceding whistle signals 14(d) or 14(e).
(s). — o o —	Approaching tunnels and warning to trackmen or other workmen of approaching train or engine. (Effective February 17, 1975)

15. The explosion of two torpedoes is a signal to proceed at reduced speed until the way is seen to be clear. The explosion of one torpedo will indicate the same as two but the use of two is required.

Torpedoes must be placed on rail 100 feet apart, and must not be placed at stations, on public crossings, or where they may cause injury.

16. COMMUNICATING SIGNALS

Each car of a passenger train must be connected with the engine by a communicating signal ap-

1169. Agents must not allow shippers to make changes in or additions to cars, unless properly authorized.

1170. Cars set out for defects or other reasons must be given proper attention.

1171. Agents must not allow advertising matter to be attached to cars.

1172. Agents must furnish proper waybills for all shipments.

1173. Agents must promptly receive and deliver United States mails at post offices when required by regulations, notify postmasters of schedule changes, and advise superintendents of changes in locations of post offices.

1174. Agents must see to proper protection of freight and U.S. mail at all times.

Thefts or shortages must be promptly reported to proper officer.

1175. Agents must make prescribed reports as required by proper authority.

YARDMASTERS

1200. Yardmasters are directly responsible to and must obey the orders of division and terminal officers.

1201. Yardmasters have charge of their respective yards, of the making up and distribution of trains and the handling of cars therein, of yard employees, and of train and engine crews while within yard limits. Yardmasters are responsible for efficient handling of yard work and prompt

movement of cars, properly inspected and sealed and accompanied by prescribed billing, and for having crews called and trains started at the appointed times. Yardmasters must observe regulations governing Hours of Service, handling of explosives and inflammable articles, and loading and clearance limits. Yardmasters must require yard employees to be provided with standard watches, current timetables and with prescribed signals.

1202. Yardmasters must give notice to conductors and engineers of cars placed in their trains containing explosives or inflammables.

1203. Yardmasters must require that main track switches be properly lined and locked when not in use; that bad order cars be placed for repairs or transfer; that prescribed records be maintained and designated reports made.

OPERATION OF AIR BRAKE AND AIR SIGNAL EQUIPMENT

1301. Before a train is operated down a grade requiring the use of retaining valves, it must be known that they are in such position that the speed of the train can be safely controlled by the engineer.

Where required, rules and instructions governing the operation of trains on mountain grades and the use of safety tracks are shown in timetables.

1303. After a pusher engine couples to a train, the pusher engine's automatic brake valve must be cut out, air hoses must be coupled, angle cocks must be opened, and air brakes throughout

must be controlled from the leading engine. Before the pusher engine cuts loose from the train, angle cocks must be closed and the pusher engine's automatic brake valve must be cut in.

1306. If necessary to cut out brakes on a car in a passenger train after leaving terminal, the chief dispatcher must be notified and the car must be repaired or cut out at the next repair point or terminal. Cars with brakes cut out must not be handled next to the engine or on the rear of train, and must not be added to train en route.

1309. Before passenger train equipment is separated, communicating signal and steam hoses must be uncoupled by hand in order to avoid damage to connectors and valves. Steam connectors must be properly secured in safety chain hangers. If cars are occupied by passengers, end gates of both cars must be closed before cars are separated. (*Effective August 15, 1971*)

1311. When freight equipment is to be separated a full service brake application must be made and signal received from engineer that brake application has been completed before any angle cock is closed. After separation is made, angle cock on equipment left standing must remain open. (*Effective June 25, 1970*)

At inspection points, angle cock on equipment left standing must be opened slowly without putting brakes in emergency. (*Eff. June 25, 1970*)

After picking up or setting out, or at any time equipment has been separated, the air brakes must be tested before proceeding.

Air brakes should not be depended upon to hold equipment; a sufficient number of hand brakes must be applied.

1312. When necessary to cut out air brakes of a car, close cutout cock in crossover pipe and pull release valve rod to drain auxiliary and emergency reservoirs.

1313. Before making repairs to air brakes of a car, the cutout cock in crossover pipe must be closed. Before making repairs to air brakes of an engine, the main reservoir cutout cock must be closed. In both cases, the reservoirs must be drained.

1314. The brake must not be cut out on more than two (2) cars in consecutive order in any portion of the train, and the brake on the first car of the train must be cut in and operative. A brake must not be cut out unless defective, and when cut out an air brake defect card must be applied on air brake crossover pipe.

1315. Air pressure indication on caboose gauge should be observed, when pressure has been reduced, to assure that pressure is again restored.

1320. The Power Brake Law of 1958, as contained in the Code of Federal Regulations, 49 CFR 232, and as modified by orders of Federal authority, must be observed by all personnel.

Those portions of 49 CFR 232 that relate to duties of train and engine crews are reproduced hereafter for their guidance.

The Power Brake Law of 1938

Note—Reproduced below are those portions of the Power Brake Rules that relate to duties of train and engine crews.

RULES FOR INSPECTION, TESTING AND MAINTENANCE
OF AIR BRAKE EQUIPMENT

Sec.

- 232.10 General rules, locomotives.
- 232.11 Train air brake system tests.
- 232.12 Initial terminal road train air brake tests.
- 232.13 Road train and intermediate terminal train air brake tests.
- 232.14 Inbound brake equipment inspection.
- 232.15 Double heading and helper service.
- 232.16 Running tests.
- 232.17 Freight and passenger train car brakes—testing and repairing brakes on cars while on shop or repair tracks—periodical repairs.

§232.10 General rules; locomotives. (a) * * *

(k) The communicating signal system on locomotives when used in passenger service must be tested and known to be in a safe and suitable condition for service before each trip.

(l) Enginemen when taking charge of locomotives must know that the brakes are in operative condition.

§232.11 Train air brake system tests. (a)

Supervisors are jointly responsible with inspectors, enginemen and trainmen for condition of air brake and air signal equipment on motive power and cars to the extent that it is possible to detect defective equipment by required air tests.

(b) Communicating signal system on passenger equipment trains must be tested and known to be in a suitable condition for service before leaving terminal.

The Power Brake Law of 1958

(c) Each train must have the air brakes in effective operating condition, and at no time shall the number and location of operative air brakes be less than permitted by Federal requirements. When piston travel is in excess of 10 inches, the air brakes cannot be considered in effective operating condition.

(d) Condensation must be blown from the pipe from which air is taken before connecting . . . motive power to train.

§232.12 *Initial terminal road train air brake tests.* All trains must be given inspection and test as specified by paragraphs (a) to (h) of this section at points: (1) Where a train is originally made up (Initial Terminal); (2) Where train consist is changed other than by adding or removing a solid block of cars and train brake system remains charged; (3) Where train is received in interchange.

Each carrier shall establish designated intermediate inspection points within a limit of not to exceed 500 miles where additional inspection will be made to determine that (1) Brake pipe leakage does not exceed 5 pounds per minute; (2) Brakes apply on each car from a 20-pound service brake pipe reduction; (3) That brake rigging is properly secured and does not bind or foul.

(a) Train air brake system must be charged to required air pressure, angle cocks and cutout cocks must be properly positioned, air hose must be properly coupled and must be in condition for service. An examination must be made for leaks and necessary repairs made to reduce leakage to a minimum. Retaining valves and retaining valve

The Power Brake Law of 1958

pipes must be inspected and known to be in condition for service. * * *

(b) (1) After the air brake system on a freight train is charged to within 15 pounds of the setting of the feed valve on the locomotive, but to not less than 60 pounds, as indicated by an accurate gauge at rear end of train, and on a passenger train when charged to not less than 70 pounds, and upon receiving the signal to apply brakes for test, a 15-pound brake pipe service reduction must be made in automatic brake operation, the brake valve lapped, and the number of pounds of brake pipe leakage per minute noted as indicated by brake pipe gauge, after which brake pipe reduction must be increased to full service. Inspection of the train brakes must be made to determine that angle cocks are properly positioned, that the brakes are applied on each car, that piston travel is correct, that brake rigging does not bind or foul, and that all parts of the brake equipment are properly secured. When this inspection has been completed, the release signal must be given and brakes released and each brake inspected to see that all have released.

(2) * * *

(3) When the locomotive used to haul the train is provided with means for maintaining brake pipe pressure at a constant level during service application of the train brakes, this feature must be cut out during train air brake tests.

(c) Brake pipe leakage must not exceed 5 pounds per minute.

(d) (1) At initial terminal piston travel of body mounted brake cylinders which is less than 7

The Power Brake Law of 1938

inches or more than 9 inches must be adjusted to nominally 7 inches.

(2) Minimum brake cylinder piston travel of truck mounted brake cylinders must be sufficient to provide proper brake shoe clearance when brakes are released. Maximum piston travel must not exceed 6 inches.

(3) Piston travel of brake cylinders on freight cars equipped with other than standard single capacity brake, must be adjusted as indicated on badge plate or stenciling on car located in a conspicuous place near brake cylinder.

(e) When test of air brakes has been completed the engineman and conductor must be advised that train is in proper condition to proceed.

(f) During standing test, brakes must not be applied or released until proper signal is given.

(g) . . .

(h) . . .

§232.13 Road train and intermediate terminal train air brake tests. (a) **Passenger trains:** Before motive power is detached or angle cocks are closed on a passenger train . . . , except when closing angle cocks for cutting off one or more cars from the rear end of train, automatic air brake must be applied. After recoupling, brake system must be recharged to required air pressure and before proceeding and upon receipt of proper request or signal, application and release tests of brakes on rear car must be made from locomotive in automatic brake operation. . . . Inspector or trainman must determine if brakes on rear car

of train properly apply and release.

(b) **Freight trains:** Before motive power is detached or angle cocks are closed on a freight train, brakes must be applied with not less than a 20-pound brake pipe reduction. After recoupling and angle cocks are opened, it must be known that brake pipe air pressure is being properly restored as indicated by the caboose gauge and that brakes on rear car are released. In the absence of a caboose gauge, air brake test must be made as prescribed by that portion of paragraph (a) of this section pertaining to automatic brake operation.

(c) (1) At a point other than initial terminal where locomotive or caboose is changed, or where one or more consecutive cars are cut off from rear end or head end of train with consist otherwise remaining intact, after train brake system is charged to within 15 pounds of feed valve setting on locomotive but not less than 60 pounds as indicated at rear of freight train, and on a passenger train to at least 70 pounds, a 20-pound brake pipe reduction must be made and it must be determined that brakes on rear car apply and release properly.

(2) Before proceeding it must be known that brake pipe pressure as indicated at rear of freight train is being restored.

(3) . . .

(d) (1) At a point other than a terminal where one or more cars are added to a train, and after the train brake system is charged to not less than 60 pounds as indicated by a gauge at the rear of freight train and on a passenger train to not less

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than 70 pounds, tests of air brakes must be made to determine that brake pipe leakage does not exceed five (5) pounds per minute as indicated by the brake pipe gauge after a 15-pound brake pipe reduction. After the leakage test is completed, brake pipe reduction must be increased to full service, and it must be known that the brakes on each of these cars and on the rear car of train apply and release. Cars added to train which have not been inspected in accordance with §232.12 (a) to (h) must be so inspected and tested at next terminal where facilities are available for such attention.

(2) (i) At a terminal where a solid block of cars which has been previously charged and tested as prescribed by §232.12 (a) to (h) is added to a train, test must be made to determine that brakes on the rear car of train apply and release.

(ii) When cars which have not been previously charged and tested as prescribed by §232.12 (a) to (h) are added to a train, such cars may either be given inspection and tests in accordance with §232.12 (a) to (h), or tested as prescribed by subparagraph (1) of this paragraph prior to departure in which case these cars must be inspected and tested in accordance with §232.12 (a) to (h) at next terminal.

(3) Before proceeding it must be known that the brake pipe pressure at the rear of freight train is being restored.

(e) (1) Transfer train and yard train movements not exceeding 20 miles, must have the air brake hose coupled between all cars, and after the

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brake system is charged to not less than 60 pounds, a 15-pound service brake pipe reduction must be made to determine that the brakes are applied on each car before releasing and proceeding.

(2) Transfer train and yard train movements exceeding 20 miles must have brake inspection in accordance with §232.12 (a) to (h).

(f) The automatic air brake must not be depended upon to hold a locomotive, cars or train, when standing on a grade, whether locomotive is attached or detached from cars or train. When required, a sufficient number of hand brakes must be applied to hold train, before air brakes are released. When ready to start, hand brakes must not be released until it is known that the air brake system is properly charged.

§232.14 Inbound brake equipment inspection.

(a) * * *

(b) Freight trains arriving at terminals where facilities are available and at which special instructions provide for immediate brake inspection and repairs, shall be left with air brakes applied by a service brake pipe reduction of 20 pounds so that inspectors can obtain a proper check of the piston travel. Trainmen will not close any angle cock or cut the locomotive off until the 20-pound service reduction has been made. * * *

§232.15 Double heading and helper service.

(a) When more than one locomotive is attached to a train, the engineman of the leading locomotive shall operate the brakes. On all other motive

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power units in the train the brake pipe cutout cock to the brake valve must be closed, the maximum main reservoir pressure maintained and brake valve handles kept in the prescribed position. In case it becomes necessary for the leading locomotive to give up control of the train short of the destination of the train, a test of the brakes must be made to see that the brakes are operative from the automatic brake valve of the locomotive taking control of the train.

(b) . . .

§232.16 *Running tests.* When motive power, engine crew or train crew has been changed, angle cocks have been closed except for cutting off one or more cars from the rear end of train or . . . cars have been disconnected, running test of train air brakes on passenger train must be made, as soon as speed of train permits, by use of automatic brake [P]ower must not be shut off unless required and running test must be made by applying train air brakes with sufficient force to ascertain whether or not brakes are operating properly. If air brakes do not properly operate, train must be stopped, cause of failure ascertained and corrected and running test repeated.

§232.17 *Freight and passenger train car brakes—(a) Testing and repairing brakes on cars while on shop or repair tracks.*