

AMHERST RAILROAD



**OPERATING/SAFETY
RULES**

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GENERAL RULES

A.)—Rail Road personnel must be on the lookout for their own safety, and must not depend upon other persons to warn them of approaching danger. At places where clear view cannot be obtained, extra precaution must be taken. In case of doubt, always pursue the safe course.

B.)—Rail Road personnel in any service on trains are subject to the rules and special instructions.

C.)—Rail Road personnel must be conversant with and obey the rules.

D.)—Rail Road personnel may expect to be relieved of duty if they are under the influence of alcohol or narcotics.

GENERAL SAFETY RULES — SAFETY FIRST —

1.)—Getting on or off moving locomotives, cars, trains, motor cars, or track cars in excess of five (5) M.P.H. is prohibited.

2.)—Always get on or off from rear step of moving cars or trains when practicable.

3.)—Always use side ladders on cars. Keep feet turned slightly sideways and place ball portion of foot on ladder rung. Keep body as close to ladder as possible.

4.)—Never ride on or use end ladders while cars are in motion except when side clearances require.

5.)—When getting on moving equipment, face direction it is moving, put body in motion and leave ground from the ball of the foot.

6.)—Going between or in front of moving engine or car to adjust drawbar, knuckle, or link pin, or using foot or hand to adjust them when they are about to come together, is prohibited.

SIGNAL RULES

7.)—Rail Road personnel whose duty may require

them to give signals must provide themselves with the proper appliances, and keep them in good order and ready for immediate use.

8.)—Flags of the prescribed color must be used by day, and lights of the prescribed color by night.

9.)—Day signals must be displayed from sunrise to sunset, but when day signals cannot be plainly seen, night signals must be used in addition.

Night signals must be displayed from sunset to sunrise.

10.)—Color Signals.

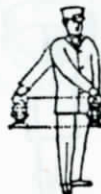
Color	Indication
10a Red	Stop
10b Yellow	Proceed at reduced speed
10c Green	Proceed
10d Blue	See Rules 18-21

11.)—A train finding a fusee burning red on or near its track must stop and extinguish the fusee and then proceed at reduced speed.

HAND SIGNALS

12.)—Hand, flag, and lamp signals:

12a



STOP.
Swung across the track.

12b

**FORWARD.**

Raised and lowered vertically.

12c

**BACK.**

Swung vertically in a circle at half arm's length across the track.

12d

**APPLY AIR BRAKES.**

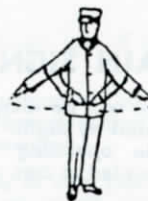
Swung horizontally above the head, when standing.

12e

**RELEASE AIR BRAKES.**

Held vertically at arm's length when standing.

12f

**BRAKES FUNCTIONING PROPERLY.**

Motion both hands across body at waist level.

13.)—Any object waved violently by anyone on or near the track is a signal to stop.

LOCOMOTIVE WHISTLE SIGNALS

14.)—Locomotive Whistle Signals:

NOTE: The signals prescribed are illustrated "o" for short sounds; "—" for long sounds.

Sound	Indication
14a o	Apply brakes. Stop.
14b — —	Release brakes. Forward.
14c — o o o	Flagman protect rear of train.
14d o o	Answer to any signal not otherwise provided for.

- 14e o o o When Standing, back.
Answer to 12c.
- 14f — — o — Approaching public crossing
at grade, to be prolonged or
repeated until crossing is
reached; also approaching
other points where men may
be at work.
- 14g o — Inspect train for brakes
sticking.
- 14h o o o o o o Succession of short sounds.
Alarm for persons or livestock
on the tracks.

15.)—The explosion of torpedoes is a signal to be on the alert for flagman or obstruction. The explosion of one torpedo will indicate the same as two, but the use of two is required.

TRAIN SIGNALS

16.)—The headlight will be displayed to the front of every train by day and by night. Both headlights will be displayed while operating within yard limits. Headlight on end coupled to cars may be extinguished.

17.)—The following markers will be displayed on the rear of every train:

- 17a Highly visible red flag by day.
- 17b Highly visible red lamp by night.

18.)—All employees on, under or about cars or locomotives for the purpose of inspection, test, repair or service must be protected by a blue flag or flags by daylight or blue light or lights by night.

19.)—Blue flags or lights may only be removed by the employee who issued the restriction.

20.)—No locomotive or car are to be placed in such a manner as to obstruct the view of a blue flag or light.

21.)—A blue flag will be displayed on the switch lead to the fouled track, and the switch set against that track and locked. Tracks accessible by locomotive or other equipment from two directions shall be protected from both directions. A blue flag will also be displayed on the controls, visible to the operator of any locomotives located on the same track. When a blue signal

is not available the engineer will be notified and complete protection will be afforded those making repairs.

USE OF SIGNALS

22.)—A signal imperfectly displayed or the absence of a signal at a place where a signal is usually showing, must be regarded as the most restrictive indication that can be given by that signal. Rail Road personnel operating a switch where the vane or switch light is imperfectly displayed or absent, must correct or replace it, if practicable.

23.)—The engine bell must be rung when engine is about to move, while approaching and passing public crossings at grade, moving about stations and engine terminals, and when passing a train standing on an adjacent track.

24.)—The unnecessary use of either the whistle or bell is prohibited.

25.)—Rail Road personnel at public crossings at grade must assure themselves that protection is working properly before proceeding.

26.)—A yellow flag or sign placed to the side of the track, will indicate a speed restriction. Trains will approach the portion of track upon which the speed restriction applies, at the specified speed, and must not resume normal speed until rear of train has passed the restricted area.

27.)—It is imperative that signals be clearly expressed. When signals are used not covered in this manual all parties involved must have a clear understanding of their meaning.

28.)—Anytime signals are not clear, all motion must stop until the misunderstanding or unclear signal is corrected.

RADIO COMMUNICATIONS

29.)—The use and licensing of two way communication radios is under the jurisdiction of the Federal Communications Commission (FCC). The company and employees must operate these radios in compliance with regulations established by the FCC. The use of radios other than those provided by the company, in-

cluding citizen band radios, for railroad business is forbidden.

30.)—Before transmitting, an employee must listen a sufficient time interval to insure that the channel is not already in use. An employee transmitting or acknowledging a radio communication must begin with positive identification which must include the following in the order listed:

Base or mobile units,

1. Name, initials or call numbers
2. Unit

Example: Amherst office to 8526

31.)—The following are terms to be used in radio transmissions:

31a ROGER- to signify that the message has been received and understood.

31b OVER- used at the close of a transmission to which a response is expected.

31c OUT- used to terminate a transmission. When ending a transmission precede 'OUT' with your unit identification. Example: Amherst office out.

31d EMERGENCY- must be repeated three (3) times to obtain use of a channel. Such calls must be used only to cover initial reports of derailment, collision, storm washout, fire, track obstruction, damage to property, employee or public injury and obstruction to highway traffic.

RADIO

32.)—A radio check will be made with the base station each time a radio is placed in service. The communication should indicate the quality and readability of the transmission.

33.)—All radio calls must be acknowledged promptly except when it interferes with duties that would jeopardize your safety, as well as, that of others.

34.)—No employee shall knowingly transmit any false emergency communication, any unnecessary, irrelevant or unidentified communication, nor utter any obscene, indecent, or profane language via radio.

35.)—When radio is used in operations such as swit-

ching, backing or pushing of a train, engine, or cars, the employee directing movement shall give complete instructions or keep in continuous radio contact with employees receiving these instructions. When backing or pushing a train, engine or cars the distance of the movement must be specified, and the movement must stop in one half the remaining distance unless additional instructions are received. If instructions are misunderstood or continuous radio contact is not maintained, movement must come to an immediate stop and not be resumed until the misunderstanding is resolved.

MOVEMENT OF TRAINS

36.)—Brakemen and enginemen must know that cars and engine are in safe condition for movement over the route for their train.

37.)—Brakemen and enginemen are required to make a brake test before any trip over the road, in either direction. The brake test shall be made as follows:

37a Block of cars on interchange:

37a1 Brakeman at last car shall signal engineman to apply brakes, by hand signal (Rule 12d) or radio may also be used.

37a2 Engineman shall make a 20 lb. continuous reduction and hold brakes applied.

37a3 Brakeman shall note application of brakes, and signal engineman to release brakes, after noting piston travel. (Rule 12e)

37a4 Brakeman shall note release of brakes, and signal condition to engineman. (Rule 12f)

37b Trains at terminal:

37b1 Brake test shall be made and conditions noted ON EACH CAR of consist.

38.)—A train must not start unless a proper indication to move has been received by the engineman.

39.)—Trains must be fully protected against any known condition not covered by the rules which may interfere with their safe operation.

40.)—When a train is disabled, or stopped suddenly by an emergency application of the air brakes or other causes, it must be protected at once in both directions, when it is known other trains are in operations.

41.)—When cars are pushed by an engine, and the conditions require, a brakeman must take a conspicuous position on the leading car; under such conditions, if hand signals by the brakeman cannot be received by the engineer, the movement must be stopped immediately, unless a brake valve and an alarm whistle or radio on the leading car are being used. (See Rule 35)

42.)—Every train or car movement over any at-grade rail-highway crossing be properly attached to and propelled or retarded by a locomotive, and that a member of the train crew, equipped with a red flag during daylight hours and with a lighted lantern capable of providing both red and white aspects during the hours of darkness, proceed, on the ground, each and every movement of each locomotive, car, or train across the highway at the crossing to properly warn the traveling public of the approach of such locomotive, car, or train.

43.)—When crossing Harrisburg Pike the crossing protection must be activated and remain activated until all cars and locomotive have cleared the crossing.

44.)—Occupying a crossing more than five (5) minutes is prohibited.

45.)—Before moving cars on tracks where loading or unloading is being done, brakemen must see that persons about the cars are warned.

46.)—Brakemen and flagmen are responsible for the position of switches used by them. Switches must be properly lined after having been used.

47.)—Personnel operating hand switches must examine the switch points and know they fit the rail properly.

48.)—When practicable, the engineman must see that the switches nearest the engine are properly lined.

49.)—When trains or engines are required to be reported clear of a track, such report must not be made until switch has been secured in its normal position.

50.)—When trailing movement through spring switch (in springing position) is stopped before movement is completed, slack must not be taken or reverse movement made until switch has been reversed by hand.

51.)—Sand must not be used over a spring switch.

52.)—Both the brakemen and the enginemen are responsible for the safety of the train and observance

of the rules, and under conditions not provided for by the rules, must take every precaution for protection. In case of doubt or uncertainty, the safe course must be taken.

53.)—Speed table.

Time per mile		Miles per hour
12 minutes	0 seconds	5
10	0	6
8	34	7
7	30	8
6	40	9
6	0	10
5	27	11
5	0	12
4	36	13
4	17	14
4	0	15
3	45	16
3	30	17
3	20	18
3	0	20
2	24	25

54.)—The entire Amherst Railroad will operate under yard rules. Engines and trains will be prepared to stop for misaligned switches and other obstructions.

55.)—Yard limits indicated by yard limit boards are located as follows:

Landisville - Team track to 120 ft. South of South run-around switch.

Amherst - 67 yds. North of Amherst yard switch to 168 yards South of mile post 32/10.

56.)—Speed limits.

56a Yard limits - 5 mph

56b Class 1 track - 10 mph

56c Class 2 track - 25 mph

57.)—Maximum speed on Amherst Railroad is 10 mph.

58.)—**CLOSE SIDE CLEARANCES:**

Snavelly lumber yard east siding at loading dock.

59.)—Engineers and brakemen will be qualified by the superintendent.

60.)—When rules are amended or added an insert will be issued to all personnel to be placed in their rule book.

MOVEMENT OF TRACK CARS

61.)—Track cars will run in charge of drivers governed by rules and special instructions, and by the same rules and instructions as apply to trains.

Track cars will not operate spring switches.

62.)—Excessive speed must be refrained from, in the operation of motor track cars.

63.)—When necessary to push trail cars, motor car operator should use extreme caution, as the possibility of derailment is greatly increased.

64.)—The riding in or on trail cars attached to a motor car in operation, being pushed or pulled, is prohibited.

SWITCH TARGETS

65.)—Switch targets perpendicular to the track and showing red are aligned for sidings. Targets parallel to the track or not visible are aligned for the main line.

DUTIES AND RESPONSIBILITIES

ENGINEERS AND BRAKEMEN

Engineers report to and receive instructions from Superintendent or other designated representative. They will with the Brakeman make the air brake test in the prescribed manner at the beginning of each run. They must not leave the engine during a trip except in cases of necessity. They must exercise care, discretion, and vigilance in moving the engine in their charge, with or without cars attached, to prevent damage to property and injuries to persons and avoid collisions and derailments. They must not permit any person except officers, their assistants, and train crewmen in discharge of their duty, to ride on the engine, without proper authority. Engineers have general charge of the trains to which assigned, and all persons and crew members

are subject to their instructions. They are responsible for the prompt movement, safety and care of their respective trains and the vigilance and conduct of crewmen thereon and for the prompt reporting to superior officers of conditions that interfere with the prompt and safe movement of trains.

At the conclusion of each operating day the engineer will inspect the locomotive and file all necessary reports.

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