

# HOUSATONIC RAILROAD and LEASED LINES.

## Book of operating rules. (Abbreviated)

Effective January 1, 1892.

(revised: February 11, 2008)

### Timetable

**Rule 6A:** The following letters placed in the columns provided in the timetable indicate:

B	Bulletins; General orders;
C	Continuous office;
F	Fuel;
I	Manual interlocking;
J	Junction;
K	Standard Clock;
P	Part-time office;
R	Train register;
T	Turntable;
U	Unprotected railroad crossing;
W	Water;
Y	Yard limits;
Z	Track scale.

### Communication

**Rule 15:** The whistle must be sounded where required by the rule of law:

Sound	Indication
o	Stop. Apply brakes.
- -	Release brakes.
- o o o	Flagman go back and protect rear of train.
o o o -	Flagman go forward and protect front of train.
- - - -	Flagman return from West or South.
- - - - -	Flagman return from East or North.
o o	Answer to any signal not otherwise provided for.
o o o	(When running) Train parted.
o o o o	Call for signals.
- - o o	Approaching public crossings at grade.
-----	Approaching stations, junctions, RR crossings at grade.
- o o	Call to crews that signal displayed for following sections.
oo oo oo	Air brake sticking.

Locomotive bell is to be rung when locomotive is starting, approaching stations, public road crossings at grade and tunnels, continuing until passed.

### Headlights

**Rule 17:** The headlight must be displayed burning bright to the front of every train by night.

It must be extinguished when a train has stopped clear of the main track to meet a train, or is standing to meet a train at the end of double track, or at a junction.

At night, when an engine is backing without cars or is backing pulling cars, a white light must be displayed in the direction of movement.

### Markers

**Rule 19:** A marker or markers must be displayed at the rear of every train and may consist of flags or lamps.

### Superiority of Trains

**Rule 70:** A train is superior to another train by right, class or direction.

Right is conferred by train order, class and direction by timetable.  
Right is superior to class and direction.

**Rule 71:** First class trains are superior to second class trains, third class trains and extra trains.

Second class trains are superior to opposing third class trains and to opposing extra trains.

Third class trains are superior to opposing extra trains.

Trains in the direction specified in the timetable (**South**) are superior to trains of the same class in the opposite direction.

**Rule 81:** A main track must not be fouled or occupied without authority, unless protected as per Rule 99.

#### **Train Schedules**

**Rule 82:** Timetable schedules are in effect for twelve hours after their time at each station unless:

- (1) Fulfilled; or
- (2) Annulled by train order; or
- (3) Abolished by bulletin or general order for the life of the timetable.

Regular trains more than 12 hours behind either their schedule or leaving time at any station lose both right and schedule, and can thereafter proceed only as authorized by the train dispatcher.

#### **Train Registers**

**Rule S-83:** A train must not leave its initial station on any subdivision, or a junction, or pass from double or three or more tracks to a single track until it has been ascertained whether all trains due, which are superior, have arrived or left.

**Rule 83(A):** Stations at which train registers are located are designated in the timetable.

Unless otherwise provided, conductors of all trains and engineers of trains without conductors, must register their trains on the train register at points designated in the timetable.

#### **Clearances**

**Rule 83(B):** Unless otherwise provided, a train must not leave its initial station on any subdivision without a clearance, which must include the O.K., the time, and the Superintendent's initials.

#### **Sections**

**Rule 85:** Two or more sections may be run on the same schedule. Each section has equal timetable authority.

Sections may be created at initial stations by Form F train order.

Signals must not be ordered displayed to, nor taken down at, other than a register station for the train displaying signals.

#### **Clearing Superior Trains**

**Rule 86:** Unless otherwise provided, an inferior train must be clear at the time a superior train in the same direction is due to leave the next station in the rear where time is shown.

**Rule S-87:** An inferior train must clear the time of opposing superior trains not less than five minutes. An inferior train failing to clear the main track by the time required must be protected at that time as prescribed by Rule 99.

#### **Meets**

**Rule S-88:** Extra trains will be governed by train orders with respect to opposing extra trains. At meeting points between extra trains established by Form S-A train order, the train order must specify which train will take siding.

**Rule 89:** Necessary identification of trains must be made at meeting points and at passing points.

**Rule S-89:** Unless otherwise provided, the inferior train must take siding at meeting points. The train taking siding must pull in where practicable. If necessary to back in, the movement must first be protected as prescribed by Rule 99.

#### **Separation of Trains**

**Rule 91:** Trains in the same direction must be kept not less than ten minutes apart, except in closing up at stations.

The crew of the following train will be responsible for keeping trains not less than ten minutes apart when passed by another train or before following a train which has been overtaken.

#### **Yard Limits**

**Rule 93:** Yard limits will be indicated by yard limit signs and in the timetable, or by train order. Within yard limits the main tracks may be used, clearing first class trains when due to leave the last station where time is shown. Protection against second and third class trains is not required.

Failure to clear the time of first class trains must be provided for as prescribed by Rule 99.

Second and third class trains, extra trains and engines may move within yard limits at restricted speed unless the main track is known to be clear.

**Rule 97:** Unless otherwise provided, extra trains must be authorized by train orders.

#### **Fusees and Flagging**

**Rule 99:** When a train is moving under circumstances in which it may be overtaken by another train, a member of the crew must drop lighted fusees at proper intervals and take other such action as may be necessary to insure full protection.

When a train stops under circumstances in which it may be overtaken by another train, or when other conditions require flag protection, a member of the crew must go out immediately a sufficient distance to ensure full protection.

The front of the train must be protected in the same way when necessary.

**Rule 103(E):** Cars must not be handled ahead of the engine between stations outside of yard limits, except when necessary to take cars to or from a spur track.

#### **Switches, Main Track**

**Rule 104:** Unless otherwise provided, the normal position of a main track switch is for the main track and it must be lined and locked in that position except when changed for immediate movement.

A main track must not be fouled until all switches connected with the movement have been properly lined.

During switching operations, an unattended track switch must not be left open.

**Rule 104(F):** If a switch is damaged a report must be made to the proper authority. Switch must be spiked unless sectionmen take charge. If it cannot be made safe, protection must be provided.

### Special Instructions

#### **Clocks**

Standard clocks for the government of train movements are located at:

Wilson Point  
Dock Yard (Bethel)  
Winnipauk (Danbury White St.)  
Wilton (Danbury Main St. Yard)  
Georgetown  
Branchville (Brookfield Jct., Standard Oil)  
Pittsfield  
Bridgeport, Dispatchers' office

Parentheses indicate a lower-level clock that can also be used by crews at the named upper-level station.

#### **Train Order Boards**

Train order board indicators are located at:

Wilson Point  
Dock Yard  
Winnipauk  
Wilton  
Georgetown  
Branchville  
*Bethel*  
*Danbury White St.*  
*Danbury Main St. Yard*  
*Branchville*  
*Brookfield Jct.*  
Pittsfield

Locations in italics are not installed yet.

There are two indicators on each train order panel for Northbound and Southbound movements. Northbound indicators are always on the right, Southbound on the left. On approach, a lighted vertical green bar indicates no orders. A lighted horizontal red bar indicates there are orders to be picked up.

If all panel indicators are dark the office is closed and no orders can be picked up, or OS reports made.

There are clips located near the panel that hold train orders. Check any orders in the clip first to see if they apply to your train (the clearance form will have your train written on it). If there are no orders for you in the clip, check with the operator to see if he has any orders for you.

### **Train Registers**

Train registers are located at:

Wilson Point  
*Branchville*  
*Bethel*  
*Danbury White St.*  
*Brookfield Jct.*  
Pittsfield

Locations in italics are not installed yet.

When arriving at or passing a train register location, the conductor or engineer must fill out the form with his train name, Locomotive #, time arrived and type of signals carried. For signals, regular trains (Red) should indicate None, Extra trains White and sections (except the last), Green.

### **Yard limits**

Per Rule 93, yard limits exist between these points:

Dock Yard / Wilson Point - Wilson Point to Catherine St., South Norwalk  
*White St. Yard - Bethel North siding switch to Danbury Main St. North siding switch*  
*NY&NE Main St. Yard - Danbury Main St. North siding switch to ?*

Locations in italics are not installed yet.

### **Ball Signal at Catherine St., South Norwalk**

The ball signal at Catherine St. South Norwalk is controlled by the Dock Yard Yardmaster. This signal marks the beginning of yard limits for Dock Yard. Southbound trains other than first class trains may not pass this signal if displaying restrictive (low ball) indication. Northbound trains may ignore this signal.

Southbound movements between Winnipauk and Dock Yard should be carefully coordinated by the Dispatcher and the Dock Yard Yardmaster to avoid any un-necessary delays.

### **Superiority of Trains**

All rules listed in the timetable regarding the superiority of trains (Rule 70, 71) apply in all cases except to Train #2, which is superior to all southbound trains.

### **Braking and Stopping**

In 1892 most railcars are not equipped with air brakes, and most locomotives cannot stop a train with only their service and independent brakes. Your train crew includes several brakemen who ride the tops of the cars, rain or shine, day and night. If you need to stop your train, one short toot of the train whistle is their signal to start applying brakes to slow you down. Two long blasts tell them to release the brakes.

Please try to observe these simple whistle signals to help set the mood of early period railroading for everyone.

#### **"Doubling the Hill"**

If a train stalls on a grade, it is standard procedure for the crew to double the hill instead of waiting for a rescue helper. The procedure is as follows:

**At all times, protect rear of train per Rule 99.**

Set brakes on back half of train and break train in half.

Within the scope of orders, proceed up the grade to first available siding with front half of train. Do not exceed authority of your orders.

Protect front of train per rule 99 at this location.

Set out front half of train on spur or side track.

Return down grade to back half of train. Couple on and release brakes. Call in rear flagman.

Proceed up grade to siding. Re-assemble train at siding and call in flagmen.

#### **Helpers**

Helper engines are permitted when a train requires extra power. However, helper engines are only permitted to couple onto a train at the head-end, either before or after the train's assigned locomotive.

Pushers and mid-train helpers are expressly forbidden for reasons of safety. Wood-frame cars cannot stand the compressive forces involved in these operations.

Helper engines should be assigned before orders are written controlling the movement so the Dispatcher can take the special circumstances into account.

If a helper engine is attached to the front of a train that already has orders, the train order authorizing the movement must be amended or re-written to show the helper as the lead locomotive.

#### **Train to Train Communication**

When passing another train, the conductor or engineer must let the other crews know what train they are, and if they are carrying signals / markers other than that of a regular train. Any conductor or engineer has the right to ask for this information from other crews as they pass him.

Trains carrying green signals should whistle the signal - o o (one long, two shorts) when passing other crews to alert them your train is displaying markers indicating following sections.

#### **Signals**

##### **Marker Flags**

Some trains may be displaying an actual miniature flag magnetically attached to the locomotive's front coupler. Please note the presence of such a flag and its coloring, and act accordingly to it as prescribed in the rules.

##### **Marker Badges**

If the locomotive is not displaying a marker flag, Conductors or Engineers running extra trains or sections of a train (except the last section) must wear a marker badge showing white or green flags, respectively. The marker badge must be worn in a conspicuous and easily seen place on the operator's person so it may be viewed by other crews.

Crews / trains operating within yard limits are not required to display marker badges.

#### **OS Reports**

When passing a train order office that is open, the conductor or engineer must call the operator and give an OS report. The report should not be made until the train is 'by' the station, or has come to a stop at that station.

If you have picked up orders at the station, please be sure to tell the operator that your orders were delivered so he may reset the train order signal to a clear indication.

#### **Assisting the Operator**

Crews not currently running a train are obliged to assist the operator by carrying train orders to stations so the operator does not have to leave his desk. When requested to do so, please volunteer to carry the orders, and clip them to the fascia near the train order signal panel at the proper station.

### Waybills

The Housatonic uses a McFall-style 2-cycle car card and waybill system. Operators should **not** flip the waybills at any time or remove them from the associated car card. If a car is located at the destination shown on the waybill, assume it is unloading but may be temporarily moved unless otherwise noted. You may turn the car card around backwards in the bill box to indicate it is already at its destination.

Exception: Staging operators are permitted to flip waybills when cars arrive in staging or replace waybills as necessary to keep the trains coming.

Exception: Local switcher at South Norwalk may turn up to 1/3 of all car waybills per 3-hour switching interval for cars spotted at freight house or team tracks so cars can be turned over and sent back out.

Bill boxes are provided along the fascia in front of yards and industries, usually slung under the control shelf. There is one box slot per track, if more than one industry shares a track all cards go in the same slot. We do not use the setout/hold/pickup method.

Do not lean car cards up against models on the layout. A slot is provided on all control shelves to securely hold cards when trying to sort out a cut of cars.

### Acquiring or Dispatching locomotives

Locomotives use 4-digit addressing. If trying to acquire #38, type 'SELECT LOCO', '0-0-3-8', and 'ENTER'.

When a locomotive is no longer needed, please dispatch it from your throttle by typing 'SELECT LOCO', '9-9-9-9', and 'ENTER'.

Consisting is not permitted; the rule is one crew to each locomotive.

If you will not be using your throttle for a while please unplug it to ease the load on the system.

### Snacks and Drinks

Drinks and DRY snacks are allowed in the layout area, but not on the scenery portions of the layout itself. Please use the control shelves located around the layout to hold cans or cups. Use a paper or plastic cup to hold dry snacks. Whenever possible please use covers on cups to prevent spillage.

A small refrigerator with drinks can be found in the back of the basement under Wilton, near the utility closet. Operators are encouraged to bring drinks and snacks of their own to share, and may store them in the refrigerator.

**Rule G is suspended**, the consumption of alcoholic beverages is permitted. However, it is usually a BYOB environment, so if you want to drink it, bring it.

### Appendix 1:

#### Station Names and Call Signs (South to North)

Wilson Point	WP
South Norwalk	SH
Dock Yard	DY
Wall Street	AL
Catherine Street	TH
Winnipauk	NE
Wilton	ON
Georgetown	GR
Branchville	BV
Bethel	BH
Danbury White Street	DI
Danbury Main Street	DZ
Brookfield Jct.	BJ
New Milford	FD
Kent	KE
Cornwall Bridge	RB
Falls Village	FV
Canaan	CA
West Stockbridge	WR
Lenox	LX
Lee	LE
Pittsfield	RG

Other locations:

Ridgefield	RF
Hawleyville	LY
State Line	WR
Bridgeport	BP
New Haven	NV