

**NEW YORK RAPID TRANSIT  
CORPORATION**

**FLAGGING RULES  
— AND —  
OTHER SAFETY  
REGULATIONS**

**:: DATED, MARCH 1, 1927 ::**

1. These rules are issued for the government of all employees of the New York Rapid Transit Corporation whose work requires them to be on or near the tracks or stations of the Rapid Transit Lines of the Company.

2. It shall be the duty of all Heads of Division, Supervisors, and Foremen and their assistants, also Inspectors and all other employees in charge of work to see that employees working on or near the tracks understand these rules and obey them strictly.

3. Foremen or others in direct charge of work must be watchful for the safety of employees engaged thereon, frequently advising and cautioning them concerning means to be used for their safety and making certain that each one understands the necessity for and application of all Safety Instructions and Regulations. They will be held responsible for the correct placing and use of the proper protecting signals and the selection and proper instruction of protecting flagmen.

4. The Company will provide all necessary flags and lanterns required for the protection of its trains and employees and it shall be the duty of those in charge of work to see that these devices are maintained in proper condition and used as herein prescribed.

5. The Company does not desire its employees or others to incur risk from which they can protect themselves by personal care and by the exercise of their own judgment, and it enjoins them to take the time necessary to perform their duties safely at all times, whether acting under the direction of their superior officers or not.

6. Every employee must exercise reasonable care to avoid injury to himself and others, and to see personally, before using any machinery, tools, material, etc., provided for him or subject to his management or use, that they are in proper condition for the intended purposes or employment.

7. All defects or other unusual conditions liable to cause injury to passengers or employees, observed in cars, stations, tracks, structures or equipment of the Railroad, must be reported promptly to the proper official.

8. Following is a description of the signals to be used under these rules:

**STOP SIGNAL:** A red light or a red flag or where a red light or flag is not available, the arm or any light or flag swung to and fro across the track or any object waved violently on or near the tracks in view of the motorman is a signal to stop.

**CAUTION SIGNAL:** A yellow light or a yellow flag fixed at the side of track on motorman's right, preferably at a height of three (3) to six (6) feet above the rail, is a caution signal.

**PROCEED SIGNAL:** A green light or a green flag fixed at the side of track on motorman's right, preferably at a height of three (3) to six (6) feet above the rail, or a white light or flag moved up and down at least two (2) feet vertically, or where flag or light is not available, the arm or any object other than a red flag or light similarly moved up and down in view of the motorman is a signal to proceed.

9. Flags must be used for signaling during the daytime on Elevated and Surface lines. Lights must be used at night on Elevated and Surface lines and at all times in Subways.

10. Flags used as fixed signals must be so placed as to stretch the flag as a banner facing approaching trains.

11. Standard train lanterns with globes of the proper color or standard inspector's lanterns may be used for signaling. The standard inspector's lantern is a white lantern having on one side of the frame a  $4\frac{1}{2}$ " red semaphore roundel with which, held in one position, a white or

proceed signal and in the reverse position a red or stop signal may be displayed. With this lantern great care must be used to display the signal squarely in the direction of approaching trains.

12. The use of a red light for the protection of workmen, placed between the rails at the track level in subways and river tunnels is objectionable and cannot be relied upon. The best position for use as a fixed signal is on the right hand side of the track, from three (3) to six (6) feet above the rails.

13. In using oil-burning lanterns as signals, employees must be sure that the light is burning brightly and that the lantern globe or signal roundel is clear and clean.

14. Employees on detached duty apart from gangs, when working on or near tracks in occupations and under conditions making full signal protection unnecessary or impractical, must keep a careful watch for cars or trains and ordinarily must be prepared to stand clear on their approach without causing them to slow down or stop. Any actions tending to confuse motormen as to the employee's intention must be avoided and, when practicable, motormen should be given the proceed signal when the way is clear.

15. Employees on detached duty apart from gangs, when their safety or the nature of their work or condition of track or roadway requires the slowing down or stopping of trains, will use the stop and proceed signals as prescribed herein. In cases where for any reason a caution signal is displayed without the services of a flagman, a proceed signal must be displayed at the point where trains may resume normal speed.

16. In all cases not represented under rules 14 and 15 and in all cases of doubt as to necessity of full signal protection, the following precautions must be taken:

(a) A temporary fixed CAUTION signal will be placed 500 feet in the direction of approaching trains from the location at which employees are working or if necessary on account of track curve or similar interference, at a greater distance, but in all cases so as to be seen by motormen from a distance of at least 300 feet.

(b) At the location at which the work is under way but at a moderate distance or approximately 50 ft. in the direction of approaching trains and in view of motormen for a distance of at least 300 feet, a STOP signal will be displayed, and a competent and properly instructed flagman will be stationed who will have

a foreman's whistle and proper means of giving signals.

(c) At a point beyond the location of the work where a train should resume normal speed, a fixed PROCEED signal will be displayed.

(d) The motorman of a train approaching and observing a caution signal will at once sound two short whistles, operate his train slowly and prepare to stop before reaching the stop signal. He will continue to operate his train slowly until he reaches the fixed proceed signal.

(e) The flagman upon hearing the two short whistles of the train will use his whistle to warn employees to stand clear and after the employees have taken safe positions, the track being clear and the motorman being in view, the flagman will remove the stop signal and will give the motorman a signal to proceed.

(f) The motorman will acknowledge the flagman's proceed signal by two short whistles and will then proceed cautiously until he reaches the fixed proceed signal when he may resume normal speed.

(g) In case for any reason employees are not able to take safe positions or the track is obstructed or unsafe or the condition of the work requires the stopping

of the trains, or previous signals are not acknowledged by the motorman, the stop signal will continue to be displayed until it is acknowledged by the motorman and the train is brought to a stop.

17. Special arrangements consistent with the above will be made when employees to be protected and the work under way are located where the use of the advance caution signal would be confusing or otherwise impractical, as in or near a station stop or interlocking limits. In such cases the situation must be covered by a flagman only, stationed at the most favorable point.

18. A hand signal by flag or lantern given in accordance with these rules must be given from such a point and in such a way that there will be no misunderstanding on the part of the motorman as to the meaning of the signal or the train for which it is intended.

19. In giving hand signals at or near the location of fixed interlocking or block signals, great care must be used to avoid giving proceed signal when the fixed interlocking or block signal indicates stop.

20. Where curves or other obstructions interfere with motorman's view of protecting signals from distance which would

ordinarily be sufficient, particularly on express tracks or in tunnels or other high speed territory, and where other roadway conditions or the situation in which employees are working call for unusual precaution, if necessary, a second flagman should be used and so located as to insure stopping the train within a safe distance of the point where the work is in progress.

21. In cases where employees work in pairs or small groups, particularly when moving from place to place, one employee of the pair or group shall have a whistle with which he will warn others of approaching trains and will act as flagman under these rules in any emergency requiring the slowing or stopping of trains.

22. All signals used only for protection of workmen under these regulations are to be displayed only when work is under way and must be removed or concealed during meal period and at the close of each day's work in order not to cause trains to run slowly unnecessarily. Where track or roadway conditions make it necessary for trains to run slowly the fixed caution and proceed signals should be left in their respective positions as long as such track or roadway conditions exist.

23. Those responsible for the protection of workmen and the use of protecting signals must be sure that signals are properly and prominently displayed. They must consider the limitations of train control and in applying these rules must take into account the direction, character and density of traffic, the probable speed of trains, the effect of grades on train speeds, the effect of curves or other obstructions to or interference with the view of motorman, etc. Account should be taken of the possible operation of trains in both directions, as on certain middle express tracks, terminal tracks and lay-up tracks, and protection furnished accordingly.

24. In using signals prescribed herein, the approach of trains must be anticipated and trains must not be slowed down or stopped unless it is necessary to do so on account of obstructed or unsafe conditions of track and for the protection of workmen. Otherwise, the movement of trains should not be interfered with.

25. Walking or working upon or near a track in operation may at any time, through inattention or carelessness, be dangerous and all employees so engaged are directed to observe the following precautions:

(a) Whenever practicable without definitely interfering with duty, keep in the most favorable position for observing the possible approach of trains.

(b) In walking track, walk opposite the direction of traffic on that track if possible.

(c) Avoid stepping upon or crossing tracks until certain of the direction of traffic thereon and that no train is near.

(d) At all times when walking track take note of and be prepared to use the spaces available for safety, clear of cars and avoid those positions where clearance is insufficient.

(e) Employees are particularly cautioned with reference to sections of track on which regular operation may at times be abandoned that such tracks are likely to be occupied at any and irregular times by special trains such as work trains, lay-up trains, etc. At no time can any section of track be assumed to be definitely out of service and employees must observe, when on or near tracks, the usual precautions regardless of any assumption as to operating schedules.

(f) Employees are particularly cautioned with reference to tracks on which

regular operation is usually in one direction only, that such tracks may, in cases of emergency, or at any other time, be used for operation in the direction opposite to the normal direction. Employees before entering upon and while walking on any track should expect trains to operate in either direction and be prepared to take safe positions at all times.

(g) In all cases of doubt as to safety of employees or of operation, follow the safest course and take the most positive precautions available.

