

TRAIN RULES REGULATING HANDLING OF SNOW PLOWS

In handling snow plows (Russell and rotary) the operators of these plows and all employees working on the trains will be under the direction of the conductor who will be responsible for handling the plow.

In the operation of snow plows, roadmasters, when available, will accompany such and direct movements. In the absence of trainmaster or roadmaster, the conductor will, when necessary, arrange to clean out sidetracks and wyes.

Pilots of plows will be supplied with copies of all train orders affecting the movement of the plow, and will be furnished with instructions by the conductor relative to the work that is to be done.

Conductors of snow plows are responsible for the lining up of other trains which they are immediately preceding, and conductors on the trains which are following the plow will be governed by instructions from the snow plow conductor as to their movement in snow territory regarding coupling in with snow plow et cetera, and other matters relative to the safe movement of the train and plow. The coupling of trains with snow plows must only be done under the most extraordinary weather conditions during high winds and heavy drifting snow.

Pilots on snow plows will not use signal 14(g) to answer stop signal 12(a) or reduce speed signal 12(b) of any flagman or trackman, but will promptly whistle stop signal 14(a) to pusher engineer.
