

THE GENERAL ASSEMBLY OF PENNSYLVANIA

HOUSE BILL

No. 1731

Session of
1975

INTRODUCED BY MESSRS. VALICENTI, DOMBROWSKI, BELLOMINI,
LAUDADIO, FEE AND FISCHER, SEPTEMBER 23, 1975

AS REPORTED FROM COMMITTEE ON LABOR RELATIONS, HOUSE OF
REPRESENTATIVES, AS AMENDED, SEPTEMBER 24, 1975

AN ACT

1 Requiring that flag protection be provided against following
2 trains occupying the same track.

3 The General Assembly of the Commonwealth of Pennsylvania
4 hereby enacts as follows:

5 Section 1. That all railroads operating in the Commonwealth
6 of Pennsylvania, within 30 days enactment hereof, promulgate
7 appropriate operating rules and special instructions for the
8 government of their respective employees in conformity with the
9 following:

10 (1) When a train stops under circumstances in which it may
11 be overtaken by another train, a member of the crew must provide
12 flagging protection, that is, go back immediately with a red
13 flag, torpedoes and fusees by day and with a red and/or white
14 light, torpedoes and fusees by night, a sufficient distance to
15 insure full protection, placing two torpedoes on the rail and
16 when necessary, in addition, display lighted fusees.

17 (2) When recalled and safety to the train will permit, he

1 may return.

2 (3) When conditions require, he will leave the torpedoes and
3 a lighted fusee.

4 (4) The front of the train must be protected in the same
5 way, when necessary, by a member of the crew.

6 (5) When a train is moving under circumstances in which it
7 may be overtaken by another train, a member of the crew must
8 take such action as may be necessary to insure full protection.
9 By night (or by day, when the view is obscured) lighted fusees
10 must be dropped off the moving train or displayed at proper
11 intervals.

12 (6) When day signals cannot be plainly seen, owing to
13 weather or other conditions, night signals must also be used.

14 (7) Conductors and enginemen are responsible for the
15 protection of their trains.

16 (8) When a pusher engine is assisting a train, coupled
17 behind the cabin or caboose car, and the member of the crew who
18 protects the rear-end of the train is riding in the cabin or
19 caboose car, the requirements as to the fusees will be met by
20 dropping them off between the cabin or caboose car and pusher
21 engine on the track the train is using, and not between that
22 track and an adjacent track.

23 Provided, however, that unless specific circumstances
24 indicate to the contrary, it will be presumed that trains
25 stopping under the following circumstances will not be overtaken
26 by another train:

27 (i) Passenger trains making normal station stops.

28 (ii) All trains stopping in manual block territory protected
29 by absolute block.

30 (iii) All trains stopping so as to be completely within the

1 limits of classification or storage yards at the usual place to
2 change crews or remove power.

3 Section 2. For the purposes of this act a "train" will be
4 considered a movement on which the air brakes must be connected
5 and functioning under Federal law.

6 Section 3. Nothing in this ~~section~~ ACT shall be deemed to
7 require the employment of additional employees or restrict the
8 use of crew members in any manner.

9 Section 4. The provisions of this act shall be enforced by
10 the Pennsylvania Public Utility Commission.

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