

RULES
FOR
CONDUCTORS,
MOTORMEN
AND
TRACKCAR
OPERATORS

April 20, 2017

Shelburne Falls Trolley
Museum, Inc.

BELL SIGNAL RULES.

Conductor TO Motorman:

2 taps --Go ahead.

3 taps --When standing is signal to back.

When running, any number of taps is signal to stop immediately, 3 taps is the standard stop immediately signal.

Motorman TO Conductor:

3 taps --Notice to Conductor that car must be backed.

4 taps --Call for signals.

GONG SIGNAL RULES.

2 gongs --Starting Forward.

3 gongs --Starting to Reverse.

More than 4 gongs - Warning of approaching car.

HORN SIGNAL RULES.

Same as for Gongs.

HAND SIGNAL RULES.

STOP Swing hand or lantern horizontally repeatedly.

AHEAD Move hand or lantern up and down repeatedly.

BACK Swing hand or lantern in circle facing Motorman repeatedly.

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NOTICE.

TO ALL EMPLOYEES CONCERNED.

The Rules contained herein have been adopted to take effect May 1, 2017, and will replace all existing Rules.

Conductors and Motormen are expected to have a copy of these Rules available to them at all times, and to study the same carefully and often until they are thoroughly familiar with all of them.

Every employee must promptly obey all instructions received from his superiors, and is required to look after and be responsible for his own safety, and to exercise the utmost caution to avoid injury to the public.

If in doubt as to the meaning of any Rule or Special Order, apply at once to the proper authority for explanation.

The term 'Museum' shall mean the Shelburne Falls Trolley Museum, Inc.

The terms 'Motorman', 'man' and 'he' are retained for historical significance, however, these terms should be read to include anyone.

The terms 'worker' and 'employee' include paid and unpaid persons working

for the Museum.

These Rules relate to the safety of employees and the public, and to the proper care of the Museum's equipment. The Museum also has Policies for ensuring that the public finds their visits enjoyable, pleasant and educational.

Employees must bear in mind that they are engaged in a public service in which they are constantly called upon to exercise great patience, forbearance and self control, and that each employee of this Museum represents it before the public.

Whatever the Museum is forbidden to do, either by written or unwritten law, workers must not do; whatever the Museum is required to do workers must do.

The success and reputation of the Museum in the operation of its cars depend to a great extent upon the civility, honesty, good judgment, tact and appearance of its employees and their ability to get along with people. Operation is intended and expected to be a source of income to the Museum. There should, therefore, be an earnest effort on the part of each employee to make the service safe, excellent and attrac-

tive.

The exercise of good judgment in avoiding risks, and a strict compliance with the Rules and Special Orders will prevent accidents. No risks of any sort must be taken in running, better err on the safe side in every case. A Motor-man or Conductor holds the lives of the passengers, the general public and the future of the museum in his hands, and the slightest rashness or carelessness on his part may be the means of the loss of life, bodily injury or destruction of property. The Museum will not tolerate any recklessness or carelessness.

While it is the duty of employees to properly represent the Museum in dealing with the public, it is also the duty of good management to detect and remove from service all workers who are incompetent or dishonest, that the competent and honest may be encouraged and protected.

GENERAL RULES FOR CONDUCTORS AND MOTORMEN.

RULES AND INSTRUCTIONS

1. Conductors and Motormen **receive their instructions** from the General Manager (GM). If the GM appoints a Dispatcher, the Dispatcher's orders will be followed as if they were given by the GM.

2. Conductors and Motormen must have their copy of these **Rules available to them** while on duty.

3. Examine **Bulletin Board** in Car Barn for new Rules, Special Orders or assignments every work day. Special Orders remain in force until annulled. Initial all bulletins to indicate your understanding of them.

4. **Ignorance of Rules** or Special Orders will not be accepted as an excuse for neglect of duty.

5. The **General Manager will maintain a list** on the Bulletin Board of all qualified Motormen and Conductors. To be qualified, employees must pass a test given by the Chief Inspector every year.

6. A qualified Motorman must be **at least 16 years of age**. Any Motorman under 21 years of age must be working with a Conductor over 21 years of age.

7. A qualified Conductor must be **at least 16 years of age**. Any Conductor under 21 years of age must be working with a Motorman over 21 years of age.

8. A qualified **Yard Motorman** may move a car for performing work, under the authorization of a qualified Motorman, but may not carry passengers. A Yard Motorman must be at least 12 years of age.

9. A qualified **Operator** may take on the role of Motorman and Conductor simultaneously. An Operator must be at least 21 years of age.

10. While on duty or subject to duty **abstain entirely** from the use of intoxicating liquors, drugs and medication that might adversely affect performance.

11. No employee will be allowed to be **absent from duty** without permission of his superior, except if an employee feels that a physical, mental or medical condition impairs his ability to safely and properly carry out his duties, he **MUST** take himself off duty, even if it means the car cannot be operated for the public.

12. Medical appliances necessary for safe and pleasant operations, e.g. eye glasses, hearing aids, dentures, etc., must be worn when on duty.

13. **Disobedience of orders**, Rules or Special Orders, or neglect of duty may be considered sufficient cause for immediate suspension or dismissal, pending review.

14. Both Motormen and Conductor will be held responsible for **reckless running**.

15. **No passengers may be carried** unless a qualified Motorman and a qualified Conductor, or a qualified Operator, is in control of the car.

16. A Motorman, Conductor or Operator who has not been on duty in the **last 30 days** is required to review the rules and make a qualifying trip with a qualified Motorman or Conductor.

17. In all cases not fully covered by these Rules, Motormen and Conductors will **use common sense** and discretion.

SIGNAL RULES

18. Be familiar with the **Yard and Siding Diagram**, and know the directions of travel (eastbound and westbound), and the names of the tracks. Know to identify locations by line pole number, and turnouts by turnout number.

19. All operations and track maintenance must be restricted to the museum-controlled tracks west of the Elm Street crossing. Never occupy or work on the tracks belonging to **Pan Am Railways** (see Yard and Siding Diagram).

20. Use **Bell Signals, Hand Signals** or voice commands to communicate between Conductor and Motorman.

21. In no case start until **Conductor has given the proper signal**.

22. Gong must be sounded **more than four times** at any time when it is necessary to call attention to the movement of the car, and **whenever approaching station stops** or areas where people or vehicles might be on the track.

23. **Hand Signals** must be given in such a way that they are clear to the Motorman. If there is any doubt as to meaning of signal, the Motorman must regard it as a STOP signal.

24. Any **object waved violently** by anyone on or near the track is to be regarded as a STOP signal.

25. Any **red flag in the tracks** is to be regarded as a STOP signal.

26. The **front of the car** is the platform where the Motorman is standing. "Ahead" and "Forward" are taken to mean motion with the front of the car leading.

27. A **blue signal**, flag or tag on a piece of equipment means it is not to be moved. The signal may be removed only on the authority of the person placing it. Use a blue flag or possession of the reverser key to prevent operation of the car if operation would cause injury or damage to people or equipment.

28. All operating personnel must have **working flashlights** if operating after dusk.

29. When in motion, Motorman should treat **ALL bell signals as EMERGENCY STOP signal**. When in motion, Conductor should use bell signals only for emergency stop, and should endeavor to give three taps. When the Conductor wishes to make a non-emergency stop, he should inform the Motorman verbally of where he wishes the car to stop.

NORMAL OPERATION

30. Conductors and Motormen before taking out a car must see that it is in **running order**.

31. At the start of each operating day, **either the length of the track must be walked or driven** by a qualified Motorman, or an inspection trip at slow speed must be made, to inspect the track for defects, obstacles and other problems such as misaligned turnouts.

32. Before **starting car**, Conductor must ascertain that it is safe to move car. He must then signal Motorman with two bells. Motorman will then also ascertain that it is safe to move car. If it is safe, he will signal with two gongs, release brake and proceed. If not safe, Conductor and Motorman must resolve any safety issues and repeat this procedure.

33. When **stopping at a platform**, Motorman may stop without signals from Conductor. If first stop does not properly align doors with platform, Motorman must await signal from Conductor before moving. Conductor must request that passengers remain seated, check that it is safe to move, then signal Motorman with bell, voice or hand

signals to move forward or in reverse. Motorman must signal with gong before moving.

34. When **changing ends**, the Motorman must set his brake, remove reverser key, walk to rear of car to set that brake, walk pole to other end, release brake, and walk to new "front", and await the Conductor's signal to proceed. The Conductor should attend to his passengers, and signal the Motorman when he is ready and it is safe to depart.

35. When **changing ends**, secure the rope to the retriever, remove from bracket, walk to other end, place retriever on bracket, then place wheel on wire. Make sure the rope runs freely. Beware that loose clothing, such as neckties, can get caught in retriever. Wear only clip-on ties.

36. When the car is **unattended**, brakes should be released. The wheels should be triggered, with at least two trigs, to prevent motion in either direction.

37. The Motorman should always have **possession of the reverser key**, or it should be locked up.

38. Employees at **closing time** will see that all equipment and buildings are properly secured.

39. The **track doors** for the Car Barn and Shed, when open, must be fastened at all times so that the wind cannot move them.

40. No one shall work as a Motorman, Conductor or Operator for **more than 10 hours** in any 24 hour period, or more than 48 hours in any period of seven consecutive days.

41. Employees should discourage all persons from **placing anything** on the rails on any active track.

42. Employees should request that all guests **do not trespass** on Pam Am Railways property.

43. Operating rules **may be waived**, on a case by case basis, after consulting with the General Manager, for purposes of inspection, maintenance or training.

44. **Smoking** and use of Electronic Nicotine Delivery Systems are not permitted by anyone on any equipment or in any buildings. Employees should not smoke near guests.

PASSENGER RULES

45. **Look for passengers** at all loading areas and before pulling out of stations at either end of the line.

46. **Keep passengers off** front platform and steps, and under no conditions allow anyone to ride on outside or on top of car. Do not allow passengers to stand near open freight doors.

47. Take reasonable action to prevent persons **getting on or off moving car**.

48. **Assist passengers** to ensure their safety and comfort when they are loading and unloading.

49. **Maintain order** among passengers. Allow no roughhousing, fighting, quarreling, profane or indecent language on the car at any time. Persons visibly under the influence of liquor, indecent persons, or anyone in such conditions that they will be offensive must not be allowed on cars.

50. No one should stick arms, hands or heads out of any **trolley window**. The Conductor should make sure that any windows that are open are properly sitting on their latches.

ACCIDENTS, FIRE, PROBLEMS

51. **Accidents** to individuals, vehicles or private property, no matter how slight, must be reported to the General Manager and other supervisors at once. If medical attention is needed, have someone call 911 and attend to injured as best as possible. If property of others is damaged, report accident to Buckland Police (625-8200) and fill out the SFTM Accident Report Form. Accident report forms are kept in the Ticket Office and on the Trip Log clipboard on No.10. If possible, get the full and correct name, address and telephone number of the person injured, and the full and correct names, addresses and telephone numbers of all witnesses present. Conversation with or in the presence of non-employees about the occurrence is forbidden. All inquiries must be directed to the proper officials of the Museum. Take no action that could be construed as altering evidence.

52. **In case of fire**, the Motorman should stop car, set brakes, put canopy switch to OFF, and have someone call 911. The Conductor should pull pole and make sure that all persons are in a place of safety. Workers may choose to fight fire if they can safely do so. Watch also for fires alongside track and extinguish or call 911, as deemed appropriate.

53. In case of a **broken trolley wire**, keep everyone away from area until certain that power substation is off. Call Museum Office and direct someone there to shut off and lock power substation. If a wire falls on car, do not let anyone get on or off car until certain that power substation is off. An employee may **jump** from car, if no other recourse is available, to turn off power.

54. In case of a **dewirement**, the Conductor and Motorman must bring the car to a quick but safe stop. After ensuring that the Motorman has shut off the controller, the Conductor will then reset trolley wheel on wire. Make sure the rope runs freely. Report persistent dewirement locations.

55. In case of **power failure**, be sure both controllers are off, handbrake is set, and light circuit is switched on.

56. If there is **danger of lightning**, return to Car Barn or Shed, pull pole and secure, and turn off substation. Be sure that substation switches are OFF. Operation may resume only when danger of lightning has passed.

57. If a headlight bulb or an interior **light bulb** fails, turn off the effected light circuit until the bulb can be replaced.

58. In case of **derailment**, notify General Manager and other supervisors. Do not try to rerail car without proper assistance.

59. In case a **motor fails** to work, or runs with a jerky motion, ascertain which motor is disabled and cut it out on both controllers, and report the matter to the office. Pull pole and shut off canopy switch before opening controller case. Shut-off switches are on the top right corner.

60. **Never work on wires** or overhead work unless power substation is locked and tagged off with a blue tag, and you have control of the key.

61. Report as soon as possible any **defect in equipment, track, overhead lines**, or any part of the Museum's property that may come under your observation.

SPECIAL RULES FOR CONDUCTORS.

62. The **Conductor has charge** of the car, and the Motorman is under his direction and must obey his orders (as far as reasonable.) He is required to report in all cases any failure on the part of Motorman to properly obey signals or carry out running orders.

63. The **Conductor's place** is on the rear platform or in the car. Standing on front platform with Motorman is strictly forbidden.

64. Conductors (and Motormen when they are not engaged in operating the car) are to **make every effort to prevent slips and falls** when passengers are boarding and detraining.

65. Conductor will be held accountable for the condition of his car while he is in charge. He must see that it **presents no hazards** to the public.

66. At any loading platform equipped with a chain or gate at the edge, the Conductor must ensure that the chain or gate is closed when the trolley departs the platform.

SPECIAL RULES FOR MOTOR- MEN.

67. When the car is in motion, **responsibility for safe running** rests with the Motorman.

68. Check that **power substation** is functioning properly when turned on. Check that Car Barn and Shed indicator lamps are lit. Upon arrival at Salmon Falls, check that lamps on pole 9 are lit.

69. Never **place pole on wire** before ensuring that both controllers are off. Be ready to remove pole from wire if car starts to move.

70. The **proper position for the Motorman** is to stand between the controller and the brakewheel, with one hand on each.

71. When approaching areas where people or vehicles might be on or approaching the tracks, **look in all directions and be prepared to stop** to prevent any collisions.

72. Always keep your **primary attention to the front of the car** when moving. Never leave the platform when the car is moving.

73. The Motorman must keep the car under **perfect control**, and not approach any person or vehicle on the tracks closer than 25 feet, using all possible care to prevent accidents. If it is necessary to move closer than 25 feet to anything on the tracks, first make a safety stop, and then proceed at a dead slow speed.

74. Always see that **your car is in good working order** before leaving Car Barn, brakes working free, lights working, fire extinguishers, first aid kit and tools in proper place and complete.

75. **Never jump points** on controllers when feeding up, always allow motors to get up to speed of one point before moving handle to next.

76. When **throwing off current**, throw the handle quickly, and with a gentle single motion, to " off " position.

77. The reverser key will be placed in the **"going west"** position, after shutting off power when approaching the Visitor Center, to facilitate an emergency stop, if needed for any reason.

78. When stopping, release the brake a little so as to make an easy stop. **Never slide the wheels** if it is possible to avoid it.

79. **Turn off power substation** at end of day, and whenever car will not be moved for a while. Be sure AC and DC disconnect switches are both OFF. Place pole in rafters as far as possible from the wire. Do not use the rope to tie down the pole.

80. Motorman will be expected to become familiar with the **electrical equipment** of the cars, that they may be able to meet emergencies when they arise on the road.

81. Always pull down trolley pole when **working at the controllers**, light circuit, etc.

82. Motorman must allow **no unqualified person to run car**, except under his direct and constant supervision.

83. Pay special attention to the running of machinery especially noting the condition of bearings. If they are too hot report the matter at once. A good and careful Motorman will **detect anything wrong** by the sound, smell and "feel" of the car when running.

84. Never **reverse the motors** when car is running forward, except in case of necessity, such as avoiding a collision or to save life. If there is not time to stop car with brakes, reverse to first point and apply brakes. Don't go beyond second point. Reversing a moving trolley is a severe strain on the apparatus, and should not be resorted to except when absolutely necessary.

85. Motormen must not pass over any **turnout** until they know that the points are properly lined.

86. Never operate the car through **water** such that the motors get wet.

87. In the **absence of the Conductor, the Motorman** is held responsible for the car and its management, and will take on the Conductor's duties, consistent with common sense.

88. When track is **wet or slippery** run with extreme caution. Turn on the power slowly. If the wheels slip or skid on the rail, the car will start better with a small amount of current than a large one.

89. The **front headlight**, if operable, must always be on when in motion. For convenience, both headlights may be left on, regardless of direction of travel. Operation after dark without a headlight is forbidden.

90. A **safety stop** must be made before entering the Car Barn. The gong must be sounded continuously while moving in a building. No equipment may exceed a slow walking speed while entering, exiting or inside of ANY building.

91. Motorman must reduce speed to a fast walk when the trolley pole is traversing a **facing point wire frog**. If it is necessary to backpole through a facing point wire frog, do so at a slow walk and have a crew member watching the pole for possible dewirement. Do not allow anyone to walk in the tracks in front of a moving trolley car to guide the pole through a wire frog.

92. When **approaching a Turnout** that needs to be thrown, stop before the wheels are on the points. If the Motorman or Operator is throwing the Turnout, follow these steps: Set the brake, remove the reverser key, unlock and throw the points, verify that the points are properly aligned, replace and lock the lock, return to the car and await the conductor's signal to proceed. If the conductor is throwing the Turnout, follow these steps: Verify that the motorman has set the brake, unlock and throw the points, verify that the points are properly aligned, replace and lock the lock, return to the car and signal the motorman to proceed when it is safe to do so.

RADIO RULES

The purpose of radios is primarily to allow the trolley crew to get emergency help by calling the Ticket Agent, who places a call to 911 if needed. The radios may also be used to simplify operations, as needed.

R1. The Conductor or Motorman **must carry a working radio** if one is available whenever the car is underway. The radio must be carried so that it can be heard. If no radio is available, a mobile phone may be used instead, as long as Ticket Agent has the phone number.

R2. The Conductor or Motorman carrying the radio must make sure that the **Ticket Agent has a working radio** or receiver, if one is available. If no Ticket Agent is on duty, a cordless or mobile telephone should be on the car to place emergency calls.

R3. The operation of any radios in use **must be checked the first time** the trolley is at the Salmon Falls stop, and whenever crews change. The radio check should start with the words "Shelburne Falls Trolley Museum .."

R4. **Profane, crude or personal communications** are not allowed on company radios. Remember that other radios can receive these transmissions and that other people may be overhearing the company radios.

R5. Radio communication **should be started** by stating your name or title (such as "Dispatcher" or "Conductor Car 10") and the name or title of the person you are calling, e.g. "Conductor Car 10 calling ticket office", or "John calling Dispatcher".

R6. Radios, telephones or other devices may not be used by the Motorman or Operator **when the car is in motion**.

R7. Persons being called should **respond promptly**, even if it interrupts the interpretive talk. A Motorman or Operator being called may wait to respond until a normal stop, if in motion, per Rule R6.

R8. Persons attempting to call, and if not receiving a prompt response, should **give the message regardless**, and presume it was not received until acknowledged.

DISPATCHER RULES

D1. A Dispatcher must be on duty to **coordinate the movements of Track Cars** whenever two or more Track Cars will be on the same track, or when a Track Car will be operating on any track along with the trolley.

D2. The General Manager will post **a list of qualified Dispatchers**. A qualified Dispatcher must complete a training and testing program set up by the Chief Instructor, and be at least 21 years of age.

D3. The Dispatcher must be able to **be in contact** with all Conductors and Track Car Operators at all times.

D4. The Dispatcher may also be **an on-duty Motorman, Conductor**, or Track Car Operator.

D5. The Dispatcher **will designate which track** or tracks any Track Cars are authorized to operate on, using a form provided by the General Manager, and the Dispatcher will insure that all Conductors and Track Car Operators understand which tracks are authorized for use.

D6. The Dispatcher may **transfer his duties** to another Dispatcher, after informing all on-duty Conductors and Track Car Operators.

TRACK CAR RULES

T1. These rules apply to the operation of **pump cars, velocipedes, motor cars (speeders) and track mobiles**, collectively referred to as Track Cars. All of the applicable rules for Conductors and Motormen apply to Track Car Operators as well.

T2. The General Manager will post a list of **qualified Track Car Operators** and the equipment they are qualified on. To become qualified, the Track Car Operator must complete a training and testing program set up by the Chief Instructor.

T3. The **minimum age** for each type of Track Car Operator will be determined by the General Manager.

T4. Track Cars may only be operated when a **qualified Track Car Operator** is on board.

T5. Operation of a Track Car on **any track under wire** is not allowed, except under the following conditions:

- * The trolley power supply is off and marked by the Track Car Operator or Dispatcher with a blue tag, or
- * The Track Car Operator is in possession of the reverser key, or
- * under authority of a Dispatcher.

T6. **No one may shut off the power** if the trolley is in operation, whether moving or not, without first informing the Conductor or Motorman.

T7. **Only one Track Car or trolley** at a time may be in motion on a track, unless they are both moving in the same direction and separated by at least 50 feet, and only under the authority of a Dispatcher. All Track Car Operators must be made aware by the Dispatcher if other Track Cars are authorized to be on the same track.

T8. Unless authorized by the Dispatcher, the Track Car may not come within **15 feet of the frog** of any turnout to another in-use track.

T9. Turnout 1 and Turnout 2 must always be left **lined and locked** for the the next trolley movement after a Track Car has passed through the turnout.

T10. Track cars that are not in use **must be locked** or otherwise immobilized.

T11. The **brakes of any Track Car** must be inspected for proper operation before being used each day.

T12. Make every effort to **prevent derailments**. Track cars may be slowly and carefully derailed to move them off the track or to move them to another track.

T13. All Track Cars must **check for approaching vehicles** before entering any section of track that other vehicles might be crossing.

T14. The Track Car Operator of the pump car must stand in the position **next to the brake pedal**.

T15. No **more than three passengers** may ride the pump car at any time. All passengers must be either standing, facing the direction of travel, and holding a pump handle; or standing sideways and holding the loop handle on the A-frame.

T16. No one may ride a pump car who is unable to hold on to a pump handle or loop handle with **both hands**.

T17. No one may get on or off the pump car while it is in **motion**.

T18. No one whose **chin is lower than the fully raised pump handle** is allowed to operate the pump handle.

T19. Pump car passengers must **keep both feet on the floor** when the car is moving. The Operator must keep at least one foot on the floor.

T20. The pump car Operator must **explain all relevant rules**, including T15, T16, T17, T18 and T19, to the passengers before starting, as well as explaining any other hazards.

T21. Anyone using a velocipede must do so under the direct supervision of a Track Car Operator who is qualified to use that particular velocipede. Special rules for the use and operation of any velocipede must be clearly explained to the person operating the velocipede before it is used.

T22. On a **motor car**, all passengers must be sitting.

T23. The Track Car Operator of the motor car must be able to work the **controls for speed and brake** at all times that the motor car is moving.

T24. No one may ride a Track Car who does not **follow the directions** of the Track Car Operator.

T25. No one is allowed to ride any Track Car with his **arms or legs dangling** over the sides.

T26. Track cars are not allowed to be **coupled** to other equipment, unless specifically authorized by the General Manager or the Track Supervisor.

T27. The Track Car Operator must restrict the speed to allow **stopping in a reasonable distance**. The speed must also be restricted for the comfort and security of passengers.

T28. If there is **danger of lightning**, Track Car operations must be suspended and all persons must stay away from rails and other places of danger until the danger of lightning has passed.

TRACKMOBILE RULES

M1. All of the applicable rules for Conductors, Motormen and Track Car Operators **apply to Trackmobile Operators** as well.

M2. If any cars are to be moved, the Operator of the Trackmobile must be assisted by **at least one Conductor**, who must also be a qualified Track Car Operator. The Operator and Conductor must be in visual or radio contact whenever the Trackmobile is in motion. The Operator and Conductor must discuss the moves to be made and discuss **how to avoid any hazards** to equipment or people.

M3. Only **qualified Conductors** may ride the outside of the Trackmobile, and only on a trailing edge platform with handholds.

M4. The Trackmobile will use the **Gong Signals**, using its horn or other signaling device as needed for signaling movement.

M5. The Conductor may ride on moving equipment, but only in a manner that he is **sure not to fall off** of, between or under the equipment.

M6. The Conductor may, **at his option**, get on or off moving equipment, but only if he feels he can do so safely, and has informed the Trackmobile Operator that he is going to do so.

M7. The Conductor must **know how to operate the brakes** on any cars being moved, and make sure they work as expected before moving cars.

M8. If a car to be moved does not have adequate braking ability, it must be moved in such a way that it **cannot hit any other equipment in an uncontrolled manner**, and it must be moved in such a way that it cannot push the Trackmobile into another car.

M9. Every unattended car must be triggered with **locked trigs** or otherwise immobilized when it is not being moved (except the trolley, see Rule 36).

This book is the property of the Museum.

Issued to

(name)

on.....

(date)

I have read the foregoing Rules of the Shelburne Falls Trolley Museum, and fully understand the same.

Having agreed to volunteer or work for the Museum, I hereby promise and agree to faithfully observe the said Rules, and do hereby make myself personally responsible for any negligent violation of same.

.....

(signature)

.....

(date)

Conductor _____

Motorman _____

Operator _____

Pump Car _____

Dispatcher _____

Yard Motorman _____

Motor Car _____

Track Mobile _____

☞ These Rules are to be kept available for reference always when on duty, and each man is expected to study them until he becomes thoroughly familiar with them.

